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### Various pagings.

- Additional comments /  
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In Sessional paper No. 12, Appendix B, Mail transportation ... page 128 is incorrectly numbered page 28.

In Sessional paper No. 13, Annual report of the Department of the Interior ... 1899, pages xxiii & xxxi are incorrectly numbered pages xxii & x.

In Sessional paper No. 13, Part II, pages 50 & 193 are incorrectly numbered pages 05 & 93.

In Sessional paper No. 13, Part VII, page 67 is incorrectly numbered page 6.

In Sessional paper No. 13, Part VIII, page 6 is incorrectly numbered page 5.

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# SESSIONAL PAPERS

VOLUME 10

FIFTH SESSION OF THE EIGHTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1900

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

### CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General, for the year ended 30th June, 1899. Presented (in part) 6th February, 1900, by Hon. W. S. Fielding. Presented (in part) 27th February, 1900.  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1899. Presented 5th February, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*
- 2a. Estimates of sums required for the service of Canada, for the year ending on the 30th June, 1901. Presented 27th February, 1900, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*
- 2b. Supplementary Estimates for the year ending 30th June, 1900. Presented 1st May, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*
- 2c. Further Supplementary Estimates for the year ending 30th June, 1900. Presented 15th May, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*
- 2d. Further Supplementary Estimates for the year ending 30th June, 1900. Presented 22nd May, 1900, by Hon. W. S. Fielding . . . . . *Printed for both distribution and sessional papers.*
- 2e. Supplementary Estimates for the year ending 30th June, 1901. Presented 26th June, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*
- 2f. Further Supplementary Estimates for the year ending 30th June, 1901. Presented 10th July, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*
3. List of Shareholders of the Chartered Banks of the Dominion of Canada, as on 31st December, 1899, Presented 4th May, 1900, 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, 1899. Presented 29th May, 1900, by Hon. W. S. Fielding. . . . . *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 3.

4. Report of the Superintendent of Insurance, for the year ended 31st December, 1899.  
*Printed for both distribution and sessional papers.*
- 4a. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1899. Presented 23rd April, 1900, 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, 1899. Presented 6th April, 1900, by Hon. J. Sutherland. . . . . *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 5.

6. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1899. Presented 27th February, 1900, by Hon. W. Paterson. . . . . *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 6.

7. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1899. Presented 26th February, 1900, 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, 1899. Presented 26th February, 1900, 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, 1899. Presented 26th February, 1900, by Sir Henri Joly de Lotbinière. . . . . *Printed for both distribution and sessional papers.*
8. Report of the Minister of Agriculture, for the year ended 31st October, 1899. Presented 15th May, 1900, by Hon. A. S. Fisher. . . . . *Printed for both distribution and sessional papers.*
- 8a. Report of the Director and Officers of the Experimental Farms, for the year 1899. Presented 29th May, 1900, by Hon. S. A. Fisher. . . . . *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 7.

- 8b. Criminal Statistics for the year 1899. . . . . *Printed for both distribution and sessional papers.*
- 8c. Report on Canadian Archives, 1899. Presented 1st June, 1900, by Hon. S. A. Fisher. . . . .  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 8.

9. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1899. Presented 17th May, 1900, by Hon. W. Mulock . . . . *Printed for both distribution and sessional papers.*
10. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1899. Presented 2nd May, 1900, by Hon. A. G. Blair. . . . .  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 9.

11. Annual Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1899. Presented 7th March, 1900, by Sir Louis 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, 1899. Presented 12th March, 1900, by Sir Louis Davies. . . . .  
*Printed for both distribution and sessional papers.*
- 11b. Report of Harbour Commissioners, etc., 1899. . . . . *Printed for both distribution and sessional papers.*



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12. Report of the Postmaster General, for the year ended 30th June, 1899. Presented 26th April, 1900, by Hon. W. Mulock.....*Printed for both distribution and sessional papers.*
13. Annual Report of the Department of the Interior, for the year 1899. Presented 1st May, 1900, by Hon. J. Sutherland.....*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 11.

- 13a. Summary Report of the Geological Survey Department, for the year 1899. Presented 5th June, 1900, by Hon. J. Sutherland.....*Printed for both distribution and sessional papers.*
14. Annual Report of the Department of Indian Affairs, for the year ended 30th June, 1899. Presented 28th March, 1900, by Hon. J. Sutherland...*Printed for both distribution and sessional papers.*
- 14a. Supplementary Crop Returns, for the year ended 31st December, 1899.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 12.

15. Report of the Commissioner of the North-West Mounted Police Force, 1899. Presented 10th May, 1900, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
16. Report of the Secretary of State of Canada, for the year ended 31st December, 1899. Presented 2nd May, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
- 16a. Civil Service List of Canada, 1899. Presented 12th February, 1900, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 16b. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1899. Presented 2nd May, 1900, by Sir Wilfrid Laurier....*Printed for both distribution and sessional papers.*
- 16c. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1899. Presented 5th July, 1900, by Hon. S. A. Fisher.  
*Printed for both distribution and sessional papers.*
17. Report of the Joint Librarians of Parliament, for the year 1899. Presented 1st February, 1900, by the Hon. The Speaker.....*Printed for sessional papers.*

## CONTENTS OF VOLUME 13.

18. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1899. Presented 1st May, 1900, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
- 18a. Statement of the action of the government in respect to the manufacture and sale of twine produced by convict labour. Presented 2nd April, 1900, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 18b. Report of the Commissioner appointed to investigate the affairs of the Dorchester Penitentiary. Presented 6th July, 1900, by Hon. C. Fitzpatrick.  
*Printed for both distribution and sessional papers.*
19. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1899. Presented 1st May, 1900, by Hon. F. W. Borden.  
*Printed for both distribution and sessional papers.*
20. Correspondence relating to the despatch of colonial military contingents to South Africa. Presented 5th February, 1900, by Sir Wilfrid Laurier.  
*Printed for sessional papers.*
- 20a. Supplementary to No. 20. Presented 5th February, 1900, by Sir Wilfrid Laurier.  
*Printed for sessional papers.*
21. Copy of an order in council relative to the issue of licenses to United States fishing vessels. Presented 5th February, 1900, by Sir Louis Davies.....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

22. Statement of all superannuations and retiring allowances in the civil service during the year ended 31st December, 1899, showing name, rank, salary, service and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 5th February, 1900, by Hon. W. S. Fielding.  
*Printed for sessional papers.*
23. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1899. Presented 5th February, 1900, by Hon. W. S. Fielding.  
*Printed for sessional papers.*
24. Return of over-rulings by the treasury board of the auditor-general's decisions between the sessions of 1899 and 1900. Presented 5th February, 1900, by Hon. W. S. Fielding. . . . . *Not printed.*
25. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1899, to the 1st February, 1900. Presented 5th February, 1900, by Hon. W. S. Fielding. . . . . *Not printed.*
26. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1899-1900. Presented 6th February, 1900, by Hon. W. S. Fielding.  
*Not printed.*
27. Return to an address of the House of Commons, dated 10th July, 1899, for a copy of the treaty of 1825 between Great Britain and Russia, respecting Alaska, and for copies of the projects, protocols, and correspondence between the imperial government and the government of Russia respecting the said treaty, and subsequent thereto, and copies of the correspondence between the imperial government and the British ambassador at St. Petersburg during the negotiations for the said treaty. Presented 6th February, 1900.—*Mr. McCarthy*. . . . . *Printed for sessional papers.*
28. Return to an order of the House of Commons, dated 19th April, 1899, for copies of all letters or reports (official) addressed to or in possession of the department of agriculture or any departments of the government on the subject of freight rates from Canadian or other ocean ports on this continent to any part of Europe; also of all letters or reports on the subject of freight rates from Chicago and other points to ocean ports, to Montreal, New York or elsewhere; also of all letters or reports on the subject of freight rates from Chicago or other points to Liverpool. Presented 6th February, 1900.—*Mr. Davin*. . . . . *Not printed.*
29. Detailed statement of all bonds or securities registered in the department of the secretary of state of Canada, since last return, 29th March, 1899, submitted to the parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 13th February, 1900, by Hon. C. Fitzpatrick. . . . . *Not printed.*
30. General rules and orders of the Exchequer Court of Canada, 1899. Presented 13th February, 1900, by Hon. C. Fitzpatrick. . . . . *Not printed.*
31. Return to an address of the Senate, dated 26th July, 1899, for a copy of the report of the delegate sent by the government of Canada to the medical congress on tuberculosis, held at Berlin, Germany, in the month of May last. Presented 6th February, 1900.—*Hon. Mr. Power*. . . . . *Not printed.*
32. Copy of regulations in connection with the Public Works (Health) Act, 1899. Presented 9th February, 1900, by Sir Wilfrid Laurier. . . . . *Not printed.*
33. Return to an order of the House of Commons, dated 19th April, 1899, for copies of all communications, orders and instructions issued by the department of the interior to the administrator, or any of his officials, in the Yukon district, with the dates of their despatch. Presented 12th February, 1900.—*Mr. Foster*. . . . . *Not printed.*
- 33a. Supplementary return to an order of the House of Commons, dated 24th April, 1899, for copy of all reports to the minister of the interior, or to the department of the interior, or to any officer of that department from William Ogilvie, or from the council of the Yukon district, or from any member of such council relating to the administration of the said Yukon district or relating to any matter connected with the administration of the said district. Presented 12th February, 1900.—*Mr. Borden (Halifax)*. . . . . *Not printed.*
- 33b. Return to an order of the House of Commons, dated 8th May, 1899, of copies of all reports, letters and telegrams from Mr. Ogilvie, the commissioner for the Yukon territory, to any member of the government, or any department thereof, and all replies thereto and instructions thereon. Presented 12th February, 1900.—*Sir Charles Hibbert Tupper*. . . . . *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 33c. Return to an order of the House of Commons, dated 8th May, 1899, for copies of all reports, letters and telegrams from Major Walsh, when commissioner for the Yukon territory, to any member of the government, or any department thereof, and all replies thereto or instructions thereon. Presented 14th February, 1900.—*Sir Charles Hibbert Tupper*.....*Not printed.*
- 33d. Ordinances of the Yukon territory for 1898, pursuant to 61 Victoria, chapter 6, section 7. Presented 16th February, 1900, by Sir Wilfrid Laurier.....*Not printed.*
- 33e. Return to an order of the House of Commons, dated 10th May, 1899, for copies of all particulars, applications, correspondence and grants respecting two and one-half miles of Hunker Creek, Klondike mining division, Yukon district, for the purpose of hydraulicing the same. Presented 26th March, 1900.—*Sir Charles Hibbert Tupper*.....*Not printed.*
- 33f. Return to an address of the House of Commons, dated 19th March, 1900, showing the number of gold claims in the Yukon which have been given in compensation for claims alleged to have been lost through mistakes of officials or otherwise, with all papers, correspondence, reports and orders in connection therewith and any regulations or instructions in relation thereto. Presented 5th April, 1900.—*Mr. Foster*.....*Not printed.*
- 33g. Return to an order of the House of Commons, dated 7th February, 1900, for a tabular statement of all contracts and agreements for mail service between Victoria and Vancouver and the Yukon district for the year 1898-9, the names of the parties thereto, the routes covered, amounts paid or to be paid for such service, and a similar return for the year 1899 and 1900 so far as they are current. Presented 17th April, 1900.—*Mr. Foster*.....*Not printed.*
- 33h. Return to an address of the House of Commons, dated 19th March, 1900, for all liquor permits for the Yukon district granted by government, or by the commissioner in council of the Yukon council, since July, 1898; amount, and to whom granted. Presented 24th April, 1900.—*Mr. Foster*.....*Not printed.*
- 33i. Return to an order of the House of Commons, dated 7th February, 1900, for copies of instructions to Mr. F. C. Wade not already brought down and referred to on page 15 of Further Report of William Ogilvie, Esq., laid before parliament, 1899. The tenders and papers respecting the same referred to on page 16 of said report not already brought down, and any note or memorandum of approval of the Department of the Interior at Ottawa referred to on page 19 of the said report. Presented 24th April, 1900.—*Sir Charles Hibbert Tupper*.....*Not printed.*
- 33j. Supplementary return to No. 33g. Presented 24th April, 1900.—*Mr. Foster*.....*Not printed.*
- 33k. Return to an order of the House of Commons, dated 25th April, 1900, for copies of petitions, correspondence, etc., on the subject of granting representation in the House of Commons of Canada to the Yukon territory. Presented 25th April, 1900.—*Sir Wilfrid Laurier*...*Not printed.*
- 33l. Return to an order of the House of Commons, dated 10th May, 1899, showing the dates upon which mails for Dawson were despatched from Vancouver or Victoria since 1st July, 1898, to the present, and the dates of the arrival of them at Dawson respectively, and the routes by which they were despatched; also the dates on which mails were despatched from Dawson since 1st July, 1898, and when these reached Vancouver or Victoria and by what routes.—Presented 4th May, 1900.—*Mr. Foster*.....*Not printed.*
- 33m. Ordinances of the Yukon territory for the year 1899, pursuant to 61 Victoria, chapter 6, section 7. Presented 7th May, 1900, by Sir Wilfrid Laurier.....*Not printed.*
- 33n. Return to an order of the House of Commons, dated 8th May, 1899, for copies of all reports, letters, and telegrams from any member of the council for the Yukon territory to any member of the government, or any department thereof, and all replies thereto or instructions thereon. Presented 7th May, 1900.—*Sir Charles Hibbert Tupper*.....*Not printed.*
- 33o. Supplementary return to an order of the House of Commons, dated 19th April, 1899, for copies of all communications, orders and instructions issued by the department of the interior to the administrator, or any of his officials, in the Yukon district, with the dates of their despatch. Presented 15th May, 1900.—*Mr. Foster*.....*Not printed.*
- 33p. Return to an order of the House of Commons, dated 22nd May, 1900, for correspondence with the department of customs in *re* steamship *Yukoner*. Presented 22nd May, 1900.—*Mr. Paterson*.  
*Printed for distribution.*

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- 33q.** Return to an order of the House of Commons, dated 30th May, 1900, for a statement of the royalty paid by Alex. McDonald, of the Yukon territory. Presented 30th May, 1900.—*Mr. Sutherland.*  
*Not printed.*
- 33r.** Return to an order of the House of Commons, dated 30th May, 1900, for copies of correspondence and papers relative to certain applications of J. M. Guerin, of Montreal, for leases to dredge certain rivers in the Yukon territory for minerals. Presented 30th May, 1900.—*Mr. Sutherland.*  
*Not printed.*
- 33s.** Return to an order of the House of Commons, dated 7th February, 1900, for an itemized statement of the number of gallons of spirituous and malt liquors taken into the Yukon district since the period covered by Return 63g, 1899, the number of permits issued therefor, names and post office addresses of those persons or companies to whom permits were granted and the amount paid therefor, and all correspondence in connection therewith. Presented 5th June, 1900.—*Mr. Foster.*  
*Tabular matter printed.*
- 33t.** Return to an address of the House of Commons, dated 19th March, 1900, for a statement of the living allowance scale now in effect with relation to Yukon officials, and for all orders in council in connection therewith. Presented 7th June, 1900.—*Mr. Foster.* . . . . . *Not printed.*
- 33u.** Return to an order of the House of Commons, dated 7th June, 1900, for a copy of the report of Mr. William Ogilvie, commissioner of the Yukon territory in connection with the administration of affairs in that region. Presented 7th June, 1900.—*Hon. J. Sutherland.*  
*Printed for both distribution and sessional papers.*
- 33v.** Copies of certain resolutions passed at a mass meeting of British subjects of the Yukon territory, held in Dawson city on the 23rd March, 1900, and copies of certain petitions from the citizens' committee, praying for representation in the council of the Yukon territory, and also representation in the federal parliament. Presented 11th June, 1900, by Sir Wilfrid Laurier. . . . . *Not printed.*
- 33w.** Return to an address of the House of Commons, dated 7th February, 1900, for copies of all reports, papers, telegrams and correspondence not already brought down relating to the closing (so called) and opening (so called) of Dominion Creek, referred to on page 79, Yukon Evidence Blue-book, including (a) minutes or notes of meetings or of council, such as referred to on pp. 79, 81, 85, 88, 89, 112 (Yukon Blue-book Evidence). (b) Report of Mr. Fawcett referred to, p. 80. (c) Type-written statement, p. 100. (d) Order of Major Walsh, p. 110. (e) Returns, memoranda and reports of Corporal Wilson and other officers respecting inspection of mines and collection of royalties, p. 121. (f) The letter from Mrs. Koch to Major Walsh, p. 128. (g) The permit to Mrs. Koch, pp. 127, 128. Presented 13th June, 1900.—*Sir Charles Hibbert Tupper* . . . . . *Not printed.*
- 33z.** Supplementary return to No. 33f. Presented 30th June, 1900. . . . . *Not printed.*
- 34.** Statement in reference to fishing bounty payments for the year 1898-1899. Presented 13th February, 1900, by Sir Louis Davies. . . . . *Not printed.*
- 35.** Return to an address of the Senate, dated 9th February, 1900, for 1. A copy of the statement of the case submitted to English council for their opinion as to the competency of the Canadian parliament to alter, by legislation, the electoral divisions of the Dominion, except upon the recurring occasions of the decennial proportionate readjustment of the representation provided for by the British North America Act, 1867, after the taking of each census. 2. A copy of the opinion so given by such council. 3. A statement of the fees or emoluments paid or granted to such council for such opinion. 4. Copies of all correspondence by the government, or any member of the government, or any person on behalf of the government or any member thereof, with said council or either of them with reference to such statement of case, or the opinion founded thereon; with copies of all messages, memoranda or documents made, had, submitted or taken with reference to said statement of case and said opinion. 5. The names of the council to whom application was made for such opinion, the date of such application, and the names of the parties by whom the application was made. Presented 1st March, 1900.—*Hon. Sir Mackenzie Bowell* . . . . . *Not printed.*
- 36.** Supplementary return to an address of the House of Commons, dated 15th May, 1899, for copies of all complaints, referred to on page 3 of the report of the deputy minister of the interior (Annual Report of the Department of the Interior for the year 1897), minutes of council, commission instructions and report of Mr. Archer Martin, the commissioner, respecting the New Westminster crown timber office. (Notes of evidence.) Presented 14th February, 1900.—*Sir Charles Hibbert Tupper.* . . . . . *Not printed.*

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37. Return showing reductions and remissions made under section 141 as added to the Indian Act by section 8, chapter 35, 58-59 Victoria, for the year ended 30th June, 1899. Presented 15th February, 1900, by Hon. C. Sifton ..... *Not printed.*
38. Return of correspondence, etc., respecting the affairs of the Canadian Pacific Railway Company, which the department of the interior has had since the previous return was presented to parliament under the resolution of the 20th February, 1882. Presented 15th February, 1900, by Hon. C. Sifton..... *Not printed.*
39. Return of orders in council which have been published in the *Canada Gazette*, between 1st January and 31st December, 1899, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada, and its amendments. Presented 23rd February, 1900, by Hon. C. Sifton..... *Not printed.*
40. Return of orders in council which have been published in the *Canada Gazette*, between 1st January and 31st December, 1899, in accordance with the provisions of section 46, the North-west Irrigation Act, being 57-58 Victoria, chapter 30, etc. Presented 23rd February, 1900, by Hon. C. Sifton..... *Not printed.*
- 40a. Supplementary return to No. 40. Presented 31st May, 1900, by Hon. J. Sutherland... *Not printed.*
41. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1899, in accordance with the provisions of 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. Presented 23rd February, 1900, by Hon. C. Sifton..... *Not printed.*
42. Return to an order of the House of Commons, dated 12th February, 1900, for a statement of all sums paid to the *Leader Company, Ltd.*, of Regina, N.W.T., or to N. F. Davin, M.P., managing director of said company, in the years 1894 and 1895, showing the services for which such sums were paid. Also for copies of all letters, telegrams and correspondence between said N. F. Davin and the government in connection with such payments. Presented 23rd February, 1900.—*Mr. Davis.* ..... *Not printed.*
43. Return to an order of the House of Commons, dated 12th February, 1900, for copies of all letters, reports, entries and other documents in reference to the homesteading or sale of the south-east and the south-west quarters of section twenty-five of township one in the third range east of the first principal meridian, in the province of Manitoba. Presented 23rd February, 1900.—*Mr. La Rivière.*..... *Not printed.*
44. Statement of affairs of the British Canadian Loan and Investment Company (Limited), for the year ended 31st December, 1899. Also a list of the shareholders on 31st December, 1899. Presented (Senate) 1st March, 1900, by the Hon. The Speaker..... *Not printed.*
45. Return to an address of the Senate, dated 2nd August, 1899, calling for copies of all specifications and advertisements issued in May, 1896, for tenders for supply of lubricating and signal oils for the Intercolonial Railway. 2. All tenders received in response to said advertisements. 3. Analyst's report on sample submitted. 4. Notices to successful tenderers. 5. Order in council authorizing minister to notify successful tenderers that contracts would not be executed with them. 6. Any subsequent tender made by the Galena Oil Company, with analyst's report on samples furnished. 7. Contracts made with the Galena Oil Company and bearing date the 17th of September and the 23rd of September, 1896, respectively. Also a return showing the car mileage on the Intercolonial Railway for each of the years 1895, 1896, 1897 and 1898, each year to be computed from the 1st day of November to the 31st of October following. Also a statement of amounts deducted, with dates of such deductions from the accounts of the Galena Oil Company to cover the guarantee in the contract. Presented 1st March, 1900.—*Hon. Mr. Ferguson.*..... *Not printed.*
46. Return to an address of the Senate, dated 30th May, 1899, for a statement showing: 1. Names and residences of all parties filing claims against the crown in the exchequer court from July, 1893, to May, 1899. 2. Dates of filing and nature of claim and amounts claimed. 3. Dates of hearing each case. 4. Dates when judgment was recorded, and amounts allowed; amount of costs awarded. 5. Dates when award and amount was paid. 6. A statement showing appeals to supreme and other courts, from decision of exchequer court. 7. Names and residences of parties,

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- with dates of claims so appealed, with amounts originally claimed. 8. Result of appeals and amounts allowed in cases appealed. 9. Amount of costs allowed in appeal cases. 10. When such amounts so recovered in appeal were paid, and the amounts thereof. Presented 1st March, 1900.—*Hon. Mr. Clmow* ..... *Not printed.*
47. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence in the possession of the government relating to the offer of Major General Hutton to serve in the South African war; and also all correspondence between the department of militia and defence and Major-General Hutton relating to the organization of the Canadian contingents despatched to Africa. Presented 2nd March, 1900.—*Mr. Bourassa*..... *Printed for sessional papers*
48. Return to an order of the House of Commons, dated 19th February, 1900, for copies of all telegrams, letters, reports and documents of every description, between the department of militia and defence, or any member of the government, and J. H. Wilson, M.D., ex-M.P., or any person or persons on his behalf regarding the military parade-ground at St. Thomas, Ontario, and for which a large sum of money was placed in the Estimates of last year. Presented 2nd March, 1900.—*Mr. Ingram*..... *Not printed.*
- 48a. Supplementary return to No. 48. Presented 20th July, 1900..... *Not printed.*
49. Copies of orders in council, general orders, appointments to office and militia orders affecting the contingents, in connection with the despatch of the colonial military force to South Africa. Presented 5th March, 1900, by Hon. F. W. Borden..... *Printed for sessional papers.*
50. Return to an order of the House of Commons, dated 26th February, 1900, for a copy of the regulations under which bounties on silver lead ore (58-59 Vic., C. 7) are paid. Presented 6th March, 1900.—*Mr. Foster*..... *Not printed.*
51. Return to an order of the House of Commons, dated 19th February, 1900, for a copy of the report of Mr. Cuote, the engineer lately in the employ of the department of public works, respecting the Teslin Lake railway route. Presented 6th March, 1900.—*Mr. Davin* ..... *Not printed.*
52. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1898, to the 1st October, 1899. Presented 6th March, 1900, by Hon. J. Sutherland... .. *Not printed.*
53. Return to an order of the House of Commons, dated 7th February, 1900, for copies (1) of any correspondence between Mr. James Ross, M.L.A., minister of public works in the North-west Territories government, on the subject of the desirability of the department of agriculture of the Dominion handling wheat in the same manner as dairying is handled, so as to secure that the highest grade of North-west wheat should reach the English market. (2.) Copies of letters inclosed in the aforesaid correspondence which had passed between Mr. A. J. Hunter, farmer, Assiniboia, N.W.T., and a Plymouth miller, respecting a certain sample of wheat. Presented 7th March, 1900.—*Mr. Davin* ..... *Not printed.*
54. Return to an order of the House of Commons, dated 26th February, 1900, for copies of forms used in the census of the respective years of 1871, 1881 and 1891, with regard to the place of birth, origin and nationality. Presented 7th March, 1900.—*Mr. La Rivière*..... *Not printed.*
55. Return to an order of the House of Commons, dated 8th March, 1900, for copies of certain letters and cablegrams relating to the Pacific cable scheme. Presented 8th March, 1900.—*Hon. W. Mulock* ..... *Printed for both distribution and sessional papers.*
- 55a. Return to an address of the House of Commons, dated 26th February, 1900, for copies of all correspondence with the imperial government, any of the colonies or any individuals, not already brought down, on the subject of the Pacific cable, and all papers, letters, telegrams and reports relating to the delays which have arisen in connection with the establishment of the undertaking. Presented 14th March, 1900.—*Sir Charles Tupper*..... *Printed for both distribution and sessional papers.*
- 55b. Return to the Senate, of certain papers relating to the subject of the Pacific cable. Presented 26th June, 1900, by Hon. R. W. Scott..... *Printed for both distribution and sessional papers.*

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56. Return to an order of the House of Commons, dated 24th April, 1899, showing the number of (a) passenger, (b) sleeping or parlour, (c) freight, (d) other cars purchased by the government for the Intercolonial Railway or other government railways since the first day of January, 1898. 2. The number of locomotive engines purchased by the government for the said railways during the said period. 3. The names, residence and place of business of the company, firm or person from whom each such engine and car was purchased. 4. The price paid for each such engine and car respectively. Presented 12th March, 1900.—*Mr. Pope*.....*Not printed.*
- 56a. Return to an order of the House of Commons, dated 12th February, 1900, For (a) the number of all first-class tickets issued at the Sydney and North Sydney stations respectively over the Intercolonial Railway from the 1st day of September, 1899, to the 31st January, 1900. (b) The number of first-class tickets that were issued to each of these stations respectively during the said period. (c) The number of parlour car tickets issued to and from each of these stations respectively during the stated period. (d) The number of cars of freight and the aggregate number of tons of freight that were shipped from and arrived at each of these stations respectively during the period stated. (e) The aggregate amount earned at or received from each of these stations respectively for all passenger rates and fares and for all freight during the period stated. Presented 12th March, 1900.—*Mr. Gillies*.....*Printed for sessional papers.*
- 56b. Return to an order of the House of Commons, dated 10th May, 1899, for (1) copies of all local and other tariffs and of all supplements thereto in force on the 1st day of July, A.D. 1898, on the Intercolonial Railway and on all railways leased, used or operated by the government in connection with the Intercolonial Railway; (2) copies of all such local and other tariffs and supplements thereto in force on the said Intercolonial Railway and other railways on the 1st day of April, A.D. 1899; (3) a complete list, statement and return, giving full and complete particulars of all special rates or other concessions to any merchants, traders, manufacturers or other persons for or in respect of the carriage of freight on the said Intercolonial Railway and other railways aforesaid, which were in force or effect on the following dates respectively: (a) the 1st day of July, A.D. 1898; (b) the 1st day of April, A.D. 1899. (4) Copies of all letters, reports, telegrams and communications in writing during the year 1898 from Mr. A. H. Harris as general traffic manager of the Intercolonial Railway to the general manager of the said railway respecting or relating to or concerning the re-arrangement or revision of tariffs on the Intercolonial Railway, or of the rules and regulations governing the carriage of either passengers or freight on the said railway. Presented 2nd April, 1900.—*Mr. Pope*.....*Not printed.*
- 56c. Return (in part) to an order of the House of Commons, dated 29th May, 1899, for: 1. Copies of all claims presented to the government for lands purchased or expropriated for the construction or connected with the operation of St. Charles Branch of the Intercolonial Railway; also a statement showing the amount of each claim, the names of those whose claims have been settled for land purchased or expropriated. 2. For land and other damages, and the names and amounts of claimants whose claims are still unpaid, and the bills presented for legal or other expenses and the amount paid to each person or firm. Presented 2nd May, 1900.—*Mr. McMullen*....*Not printed.*
- 56d. Return to an address of the Senate, dated 3rd April, 1900, for: 1. Copies of all notices issued by the Intercolonial Railway since May, 1896, calling for tenders for the supply of oil for the said railway, and also copies of all tenders received in reply to said advertisement and contracts entered into, as a result of such call for tenders. 2. A return showing the locomotive, passenger and freight car mileage on the Intercolonial Railway for the year ended the 31st day of October, 1899. 3. Also a return showing the total net amount paid for oils for the Intercolonial Railway for the year ended the 31st day of October, 1899, giving the names of the parties to whom such payments were made. Presented 10th May, 1900.—*Hon. Mr. Ferguson*.....*Not printed.*
- 56e. Return to an order of the House of Commons, dated 7th May, 1900, for: 1. The total amounts of the freight charges mutually accounted for between the Intercolonial Railway and the Canadian Pacific Railway for the year ending the 30th day of June, 1897, and with respect to freight interchanged (1) at St. John, N.B., (2) at Montreal; (b) with respect to through freight bonded over (1) at St. John, N.B., (2) at Montreal; the said amounts for the year ending 30th June, 1899. 2. The total amounts, respectively, allotted to the Intercolonial and Canadian Pacific Railways in the division of passenger fares in connection with through passengers (a) via Montreal, (b) via St. John, N.B., for the year ending the 30th day of June, 1897. 3. The said amounts for the year ending 30th day of June, 1899. Presented 16th May, 1900.—*Mr. Foster*.....*Not printed.*

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- 56f. Return to an order of the House of Commons, dated 7th May, 1900, showing the total amounts of freight and charges and passenger fares collected by the Canadian Pacific Railway and accounted for by the Canadian Pacific Railway to the Intercolonial Railway for the year ending the 30th June, A.D. 1897, and the amounts of said charges and fares for the year ending the 30th day of June, 1899. Presented 16th May, 1900.—*Mr. Powell*..... *Not printed.*
- 56g. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence between the minister of railways or any of the officers of the department, and the Canadian Pacific Railway Company, in reference to traffic arrangements over the Intercolonial Railway, and all reports, agreements and instructions in connection therewith. Presented 7th June, 1900.—*Mr. Foster*..... *Not printed.*
- 56h. Return to an order of the House of Commons, dated 8th June, 1900, showing what rails, rolling stock or other material, if any, have been sold or otherwise parted with by the Intercolonial Railway each year since the 1st day of July, 1896, to whom were the same sold or otherwise parted with, and whether the sales were made by public contract or tender. Presented 8th June, 1900. *Mr. Blair*..... *Not printed.*
57. Return to an order of the House of Common, dated 7th February, 1900, for copies of papers, correspondence, telegrams and memoranda and agreement entered into between or on behalf of the governments of Canada and Prince Edward Island relating to the construction of a railway and traffic bridge across the Hillsborough river, in the province of Prince Edward Island. Presented 12th March, 1900.—*Mr. Martin*..... *Printed for sessional papers.*
58. Return to an address of the House of Commons, dated 26th February, 1900, for a copy of the order in council of the 3rd August, 1898, appointing Joseph Eno Girouard to the position of registrar of the Yukon territory. Presented 12th March, 1900.—*Mr. Bergeron*..... *Not printed.*
59. Return to an address of the House of Commons, dated 12th February, 1900, for copies of all despatches, papers and correspondence respecting the salaries of county court judges in the province of British Columbia, not already brought down. Presented 13th March, 1900.—*Sir Charles Hibbert Tupper*..... *Not printed.*
60. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all correspondence, petitions and other documents relating to the application for subsidy for rebuilding that portion of the Montreal, Portland and Boston Railway, now the Montreal and Province Line Railway, from Farnham via Stanbridge East and Frelighsburg to the Province Line in the county of Missisquoi. Presented 13th March, 1900.—*Mr. Moore*..... *Not printed.*
61. Return to an order of the House of Commons, dated 12th February, 1900, for a statement of the number of permits to cut timber, fuel, or both, issued during the year 1899 by Martin Jérôme, or, upon his recommendation, by the crown timber inspector, or by any officer of the crown timber office at Winnipeg; the dates of such permits, the amount of fees collected or due, and the dates of payment, whole or part; also the names of the respective parties to whom these permits were issued. Presented 13th March, 1900.—*Mr. LaRivière*..... *Not printed.*
62. Return to an order of the House of Commons, dated 19th February, 1900, for copies of all correspondence, reports, telegrams or papers which have passed between the government, or any member thereof, and the president of the Montreal conference of the methodist church in Canada, or any member of the missionary committee of that church, who was approached to investigate the grievances of the methodist Fox Bay settlers of the island of Anticosti. Presented 13th March, 1900.—*Mr. Taylor*..... *Not printed.*
63. Return to an order of the House of Commons, dated 12th February, 1900, for reports, correspondence and papers relating to the ss. 'John C. Barr' admitted to the Canadian registry of shipping at Dawson. Presented 13th March, 1900.—*Sir Charles Hibbert Tupper*... *Printed for distribution.*
- 63a. Supplementary return to No. 63. Presented 19th April, 1900..... *Printed for distribution.*
- 63b. Further supplementary return to No. 63. Presented 10th May, 1900..... *Printed for distribution.*
64. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all letters, telegrams, evidence, reports, documents and papers in reference to or in connection with the dismissals of Isaac Dick and Bartholomew Brown as special fishery guardians in the county of Charlotte, New Brunswick. Presented 13th March, 1900.—*Mr. Ganong*... *Not printed.*



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- 64a. Supplementary return to an address of the House of Commons, dated 14th March, 1898, for copies of all orders in council, papers, depositions, reports, evidence, correspondence and documents in relation or reference to any charges made against Peter S. Archibald, lately chief engineer of the Intercolonial Railway, or to the dismissal of the said Peter S. Archibald from his position or office as such chief engineer, or the grounds or reasons for such dismissal, or in relation or reference to any claim of the said Peter S. Archibald for superannuation allowance or otherwise in relation or reference to the retirement or dismissal of the said Peter S. Archibald from the service of the Intercolonial Railway. Presented 14th March, 1900.—*Mr. Borden (Halifax)*.....*Not printed.*
- 64b. Return to an address of the Senate, dated 28th April, 1899, for names of all commissioners appointed by order in council or otherwise since 9th April, 1897, to inquire into and report upon charges preferred against any employee of the government, whether permanent or temporary, of offensive partisanship, or of any misconduct whatever. 2. The reports of said commissioners, or of commissioners previously appointed, not already brought down, and a statement showing the action taken by the government thereon. 3. The amounts paid each commissioner since the 9th April, 1897, in fees *per diem* allowance, travelling expenses and incidentals of all kinds. 4. The names, ages, offices and salaries of all employees in the inside or outside service of the government, whether temporary or permanent, who since the 9th April, 1897, have been removed from office by dismissal, superannuation or otherwise, whether on a report of a commission or otherwise, specifying in each case the grounds of dismissal, and the amount of superannuation or gratuity granted if any; also the age, office, salary or remuneration of any and every person appointed in the place of, or as a consequence of any such removal. Presented 20th March, 1900.—*Hon. Sir Mackenzie Bowell*.....*Printed in abstract form.*
- 64c. Supplementary return to 64b (Department of Marine and Fisheries). Presented 29th March, 1900.  
*See 64b.*
- 64d. Return to an order of the House of Commons, dated 2nd April, 1900, for copies of all correspondence, telegrams and reports in regard to the dismissal of Mr. E. H. Jones, late postmaster of Kamloops, B.C. Presented 25th April, 1900.—*Mr. Prior*.....*Not printed.*
- 64e. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all papers, petitions, affidavits, reports, charges and correspondence between the government and any person or persons in connection with the dismissal of R. W. Miller, postmaster of Actinolite, Hastings County. Presented 25th April, 1900.—*Mr. Carscallen*.....*Not printed.*
- 64f. Return to an order of the House of Commons, dated 28th March, 1900, for copies of all correspondence, telegrams, memorials or petitions with the signatures thereto, in possession of the government or any member or official thereof, relating to the dismissal of Mr. R. K. Brace as inspector of gas meters in the province of Prince Edward Island. Presented 2nd May, 1900.—*Mr. Martin*.  
*Not printed.*
- 64g. Supplementary return to 64b. Presented (Senate) 11th May, 1900.....*See 64b.*
- 64h. Return to an order of the House of Commons, dated 16th May, 1900, for copy of the report of post office inspector W. W. McLeod into certain charges of offensive political partisanship against Mr. C. A. Gass, postmaster of Moosejaw, West Assiniboia. Presented 16th May, 1900.—*Mr. Mulock*.  
*Not printed.*
- 64i. Return to an order of the House of Commons, dated 23rd April, 1900, for copies of all papers, letters, telegrams, etc., between the post office department or any member of the government, and any persons whatsoever, in connection with the dismissal of D. McLeod Vince from the postmastership of Woodstock, N.B. Also for the report of the commission which inquired into the case, and the evidence taken. Presented 4th June, 1900.—*Mr. Hale*.....*Not printed.*
- 64j. Return to an address of the House of Commons, dated 23th March, 1900, showing the total amount paid since July, 1896, for all commissions and investigations authorized by the government, distinguishing between payments for services and expenses, and detailed so far as to show amount for each commission or investigation. Presented 11th June, 1900.—*Mr. Foster*. .....*See 64b.*

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- 64k. Return to an address of the House of Commons, dated 28th March, 1900, showing: The amounts paid from 1st July, 1896, to date, for investigations into the cases of alleged partisanship against government employees, to whom paid, and how much to each commissioner for services and expenses respectively; the amount of money paid since 1st July, 1896, to date, for investigating the affairs of penitentiaries, to whom paid, and how much to each for services and expenses respectively; the amount paid to date since 1st July, 1896, for services and expenses respectively, and to whom, on account of commission for investigating and securing information concerning the tariff; and the similar expenditures for similar purposes paid from July, 1890, to July, 1896. Presented 11th June, 1900.—*Mr. Foster*.....*See 6fb.*
- 64l. Return to an order of the House of Commons, dated 9th April, 1900, for copies of all correspondence, charges, investigations, reports and other papers in connection with the dismissal of J. P. Alexander from the position of sub-collector of customs at Deloraine. Presented 12th June, 1900.—*Mr. Rutherford*.....*Not printed.*
- 64m. Return to an address of the House of Commons, dated 14th February, 1900, for copies of all letters, telegrams, evidence, reports, documents and papers in reference to or in connection with the investigation and dismissal of Henry Hall from the customs department. Presented 13th June, 1900.—*Mr. Tisdale*.....*Not printed.*
- 64n. Supplementary return (to complete the return) dated 28th March, 1900, showing the number of employees dismissed or retired from the service of the government on account of alleged partisanship since 1st July, 1896, and the number for each department, and in how many cases the dismissal or retirement was preceded by an official investigation. Presented 9th July, 1900.—*Mr. Foster*.....*See 64b.*
65. Return to an address of the House of Commons, dated 26th June, 1899, for copies of the evidence of Collingwood Schreiber, E. H. Parent, G. F. Desbarats and L. G. Papineau, taken before the royal commission appointed to inquire into the construction of the Wellington street and Grand Trunk bridges across the Lachine canal at Montreal. Presented 14th March, 1900.—*Mr. McInerney*.....*Not printed.*
66. Return to an address of the House of Commons, dated 26th February, 1900, for a statement of commissions of inquiry and investigation appointed or current since July 1, 1899, under the headings of (1) names of commissioners, (2) pay and expenses of the same, and (3) other expenses of the commission. Presented 15th March, 1900.—*Mr. Foster*.....*See 6fb.*
67. Return to an order of the House of Commons, dated 14th February, 1900, showing all correspondence, investigations, reports and departmental action taken in connection with the case of H. A. Lemieux, assistant inspector of customs at Montreal, alleged to have taken part in the 1896 election in Magdalen Islands under the assumed name of H. A. Lamirande. Presented 15th March, 1900.—*Mr. Foster*.....*Not printed.*
- 67a. Supplementary return to No. 67. Presented 11th April, 1900.....*Not printed.*
68. Return to an order of the House of Commons, dated 26th February, 1900, showing the monthly statements of paid up capital, circulation and deposits of the Ville Marie Bank from 1st July, 1892. Presented 15th March, 1900.—*Mr. Foster*.....*Not printed.*
- 68a. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence between the department of finance and the directors and officials of the Ville Marie Bank since January 1, 1890, and of reports upon the situation of the said bank by the officers of the department of finance. Also a statement of all sums paid by the government, and of claims made upon the government in connection with the prosecution of directors and officials of said bank since its suspension. Presented 15th March, 1900.—*Mr. Monk*.....*Not printed.*
69. Return to an address of the House of Commons, dated 7th February, 1900, for copies of all correspondence by letter or telegram, and all reports respecting the inquiry under royal commission dated 7th October, 1898; including references to or connected with the following subjects: (a) The limitation of the scope of the inquiry referred to in the blue-book of evidence, 1899, re Yukon affairs, at pp. 12, 13, 34, 35, 72, 73, 74, 75, 76, 85, 131, 132, 133, 134, 135, 196, etc. (b) Mr. Ogilvie's request for another commission, or an extension of the above, referred to on pp. 72, 74, 75, 76, of the above blue-book. Presented 15th March, 1900. *Sir Charles Hibbert Tupper*.  
*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

70. Return to an order of the House of Commons, dated 14th February, 1900, for copies of all correspondence, telegrams, reports or papers that have passed between the government, or any member thereof, and any person or persons or corporation in regard to a grant or grants of land, or minerals, or both, adjacent to White Horse Rapids, Yukon territory, during the last six months. Presented 15th March, 1900.—*Mr. Prior*..... *Not printed.*
71. Return to an order of the House of Commons, dated 26th February, 1900, for a copy of the report of the agent of the marine and fisheries department at St. John, New Brunswick, regarding necessity for the erection of a light at the 'Narrows' near Seal Cove, Grand Manan, New Brunswick. Presented 15th March, 1900.—*Mr. Ganong*..... *Not printed.*
72. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all letters, telegrams, reports and other papers in reference to or in connection with the application of Goff & Batson for a weir privilege on the eastern side of Frye's Head, Campobello, in the early part of the year 1898. Presented 16th March, 1900.—*Mr. Ganong*..... *Not printed.*
- 72a. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all papers, letters, or other communications, between the department of marine and fisheries, or any other department of the government, and any person or persons, relating to the application of Goff and Batson for a weir license on the eastern side of Frye's Head, Campobello, New Brunswick, or relating to the refusal to grant such license in the years 1897 and 1898. Presented 4th April, 1900.—*Mr. Ganong*..... *Not printed.*
73. Return to an address of the House of Commons, dated 12th February, 1900, for copies of orders in council, reports and correspondence relating to the coasting laws on the Pacific coast of Canada and the United States not already brought down. Presented 19th March, 1900.—*Sir Charles Hibbert Tupper*..... *Printed for sessional papers.*
74. Return to an order of the House of Commons, dated 7th February, 1900, showing in tabulated form all tenders, accepted tenders and departmental agreements for supply of steel rails for the government railways, detailing quantities and price, dates, places of delivering and quantities delivered from July 1, 1896, to date. Presented 20th March, 1900.—*Mr. Foster*..... *Not printed.*
75. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all petitions or other papers in the possession of the government on behalf of the Caughnawaga Indians, asking for a return to the tribal form of government for such Indians. Presented 20th March, 1900.—*Mr. Quinn*..... *Not printed.*
76. Return to an address of the House of Commons, dated 7th February, 1900, for copies of all reports, orders in council, papers and correspondence relating to the admission of United States vessels to coasting privileges on the Canadian lakes in the year 1899. Presented 20th March, 1900.—*Mr. Foster*..... *Printed for both distribution and sessional papers.*
- 76a. Copy of an order in council of the 16th October, 1899, and other papers respecting the suspension of the coasting laws; United States vessels permitted to carry cargoes between Fort William or Port Arthur, Ontario, and any other port in Canada, for the remainder of the year 1899. Presented 14th May, 1900, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
77. Return to an order of the House of Commons, dated 19th February, 1900, for copies of all correspondence, telegrams, and cablegrams that may have passed between Major-General Hutton and Lieut.-Col. Samuel Hughes, M. P., or between these officers and any member of the government of Canada, or others, touching the conduct of Lieut.-Col. Hughes, M.P., in connection with his volunteering for active service in South Africa; these papers to include all letters, cablegrams and telegrams sent to South Africa, England or elsewhere, and replies received. Also any report or reports made by Major-General Hutton on the conduct of Lieut.-Col. Samuel Hughes, M.P., in connection with such offer or offers for active service. Presented 22nd March, 1900.—*Mr. Domville*..... *Printed for distribution.*
- 77a. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence between all members of the government, the militia department, General Hutton, or any other officers of the department, and Colonel Hughes in reference to the contingent sent to South Africa; also all correspondence between the Dominion and Imperial governments on the same subject, if any. Presented 22nd March, 1900.—*Mr. Corby*..... *Printed for distribution.*

CONTENTS OF VOLUME 13—*Continued.*

- 77b. Return to an address of the House of Commons, dated 28th March, 1900, for copies of all papers, correspondence, telegrams and cablegrams, relating to the removal of Major-General Hutton from the command of the Canadian militia, including all orders in council, minutes of council and communications with the Imperial government appertaining thereto. Also a copy of his resignation, with the date of its receipt by the government and the date of its acceptance. Presented 9th April, 1900.—*Mr. Prior*..... *Not printed.*
78. Return to an order of the House of Commons, dated 19th February, 1900, for copies of all correspondence, telegrams and papers in any way relating to the claim of Henry Haloro, of Prince Albert, N.W.T., for compensation for losses incurred during the North-west rebellion of 1885. Presented 22nd March, 1900.—*Mr. Davis*..... *Not printed.*
79. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all letters, petitions, reports and other documents in reference to the opening for homestead entries of odd number sections in townships 7, 8 and 9, ranges 7, 8 and 9, east of the first principal meridian in the province of Manitoba. Presented 22nd March, 1900.—*Mr. LaRivière*..... *Not printed.*
80. Return to an order of the House of Commons, dated 29th May, 1899, for a copy of the report of W. H. Lynch, referred to by the honourable the minister of the interior (*Hansard*, page 1896, April 19th, 1899). Presented 26th March, 1900.—*Sir Charles Hilbert Tupper*..... *Not printed.*
- 80a. Supplementary return to No. 80. Presented 13th June, 1900..... *Not printed.*
81. Return to an address of the House of Commons, dated 19th March, 1900, for copies of the order in council on which the royal commission on the shipment and transportation of grain was issued, of the commission, and of the letter of the minister of the interior to the late Judge Senkler, the chairman of said commission, respecting its issuance. Presented 26th March, 1900.—*Mr. Davin*.  
*Printed for both distribution and sessional papers.*
- 81a. Return (in part) to an order of the House of Commons, dated 19th March, 1900, for a copy of the report and evidence of the royal commission on the shipment and transportation of grain. Presented 4th April, 1900.—*Mr. Larivière*..... *Printed for both distribution and sessional papers.*
- 81b. Supplementary return to No. 81a. Presented 25th April, 1900..... *Not printed.*
82. Return to an order of the House of Commons, dated 19th March, 1900, showing the number of envelopes and the kind supplied to the department of trade and commerce, or to any officer or employee thereof, from 1st August, 1899, until 1st January, 1900. Presented 27th March, 1900.—*Mr. Taylor*..... *Not printed.*
83. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all correspondence between the department of marine and fisheries and persons in the province of Prince Edward Island, during the year 1898-9, relative to the removing of the range light from Savage Island to the sand-hills at Cascumpec harbour in that province. Presented 27th March, 1900.—*Mr. Martin*.  
*Not printed.*
84. Return to an address of the House of Commons, dated 19th March, 1900, for copies of all papers, reports, correspondence and cablegrams between the Imperial government and the Dominion government, and of all orders in council passed by the Dominion government in regard to the repatriation of the 100th regiment. Presented 28th March, 1900.—*Mr. Prior*..... *Not printed.*
85. Return to an address of the House of Commons, dated 12th February, 1900, for copies of all correspondence and telegrams between the Dominion government and the Provincial government of British Columbia, also between the Dominion government and the Imperial government, or any other persons, in regard to the offer of the British Columbia government to raise and equip a contingent of mounted men in that province for service in South Africa. Presented 28th March, 1900.—*Mr. Prior*..... *Not printed.*
86. Return to an address of the House of Commons, dated 26th February, 1900, for copies of orders in council passed in 1898 and 1899 to enable the department of the interior to grant permits to cut timber on Dominion lands in Manitoba, and of all orders in council cancelling the same; copy of all applications made for cutting timber under such orders in council, and the conditions attached to any grants made for the same. Presented 28th March, 1900.—*Mr. Davin*..... *Not printed.*

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87. Return to an address of the House of Commons, dated 19th March, 1900, for copies of all correspondence, telegrams and reports between the government and the provincial government of British Columbia, or their agents, since 1st June, 1899, in regard to anti-Chinese and anti-Japanese legislation. Presented 2nd April, 1900.—*Mr. Prior*. . . . . *Printed for sessional papers.*
- 87a. Supplementary return to No. 87. Presented 15th May, 1900. . . . . *Not printed.*
88. Return to an order of the House of Commons, dated 26th June, 1899, for the contract with A. Onderdonk, or a copy thereof for the construction of the Canadian Pacific Railway, with the several awards made by the arbitrators chosen to value the rolling stock, and all letters and telegrams referring to the purchase of said rolling stock from the said Onderdonk; together with any opinion or opinions given by the justice department as to the obligations of the crown to take over the said rolling stock, together with the cheques given in settlement of said rolling stock, and all other papers and documents relating to the purchase of said rolling stock. Presented 2nd April, 1900.—*Mr. McMullen*. . . . . *Not printed.*
89. Return to an address of the House of Commons, dated 24th April, 1899, for: (a.) Copy of tenders for the letting of sections one and two of the Soulanges canal; also a copy of advertisement of the same, and a statement of the tenders moneyed out. (b.) A copy of the tenders for the reletting of sections one and two of the Soulanges canal; also a copy of advertisement for the same, and a statement of the tenders moneyed out. (c.) A copy of all correspondence, or orders in council, directly or indirectly relating to the letting or reletting of the above sections. Presented 2nd April, 1900. *Mr. Bergeron*. . . . . *Not printed.*
90. Return to an order of the House of Commons, dated 12th February, 1900, for copies of all and any reports of surveys that may have been made since last session, as well as all petitions and applications from all and any source whatsoever in connection with the Montreal, Ottawa and Georgian Bay canal project. Presented 2nd April 1900.—*Mr. Poupore*. . . . . *Not printed.*
91. Return to an order of the House of Commons, dated 26th February, 1900, of all papers and correspondence, etc., in connection with the selection of officers of the Canadian militia for the course of instruction in the duties of general staff now being carried out at Kingston. Presented 2nd April, 1900.—*Mr. Foster*. . . . . *Printed for sessional papers.*
92. Return to an order of the House of Commons, dated 12th February, 1900, showing the dates of the different trips of the steamer *Lunenburg* to the Magdalen Islands in 1899, under the contract with Robt. J. Leslie, of Halifax, for carrying mails, passengers and freight, and setting forth the hours of arrival at and departure from the Magdalen Islands, and arrival at and departure from Pictou, N.S. Presented 2nd April, 1900.—*Mr. Macdonald (King's)* . . . . . *Not printed.*
93. Return to an address of the House of Commons, dated 19th March, 1900, for copies of all correspondence between this government and the provincial government of British Columbia, or their respective agents, in regard to the removal of the Indians from the Songheew Indian reserve, since the return on the same subject brought down to the house last session. Presented 2nd April, 1900.—*Mr. Prior*. . . . . *Not printed.*
94. Return to an order of the House of Commons, dated 7th February, 1900, of names of all clerks in the civil service who received statutory or other increase of salary during the year 1898-9, and the first half of the year 1899-1900, and the amount of increase paid. Presented 2nd April, 1900.—*Mr. Foster* . . . . . *Not printed.*
- 94a. Supplementary return to No. 94 Presented 9th April, 1900. . . . . *Not printed.*
- 94b. Further supplementary return to No. 94. Presented 24th April, 1900. . . . . *Not printed.*
95. Return to an order of the House of Commons, dated 19th March, 1900, showing the amount of wharfage collected at Tignish, Prince Edward Island, in 1899. Presented 3rd April, 1900.—*Mr. Macdonald (King's)* . . . . . *Not printed.*
96. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all letters and memorials of the town council of Moosejaw to the government, or the department of the interior on the subject of the Moosejaw town site and certain lots claimed by certain parties to be exempt from taxation, and the replies sent thereto. Presented 6th April, 1900.—*Mr. Davin*. . . . . *Not printed.*

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97. Return to an order of the House of Commons, dated 19th March, 1900, for details included in the \$4,744.25 collected by Clement, Pattullo & Ridley, on account of Dawson Water Front, H—107, Auditor General's Report; also of fines, \$23,861, collected as per Auditor General's Report, H—107. Presented 4th April, 1900.—*Mr. Foster*..... *Not printed.*
98. Return to an order of the House of Commons, dated 26th February, 1900, for copies of advertisements or the terms calling for tenders for printing for the North-west Territories government from 1890 to 1899 inclusive, or at least until the audit of North-west expenditure passed out of the hands of the auditor general; the price at which the contract for each of the above years was let; when, and to whom it was given. Presented 4th April, 1900.—*Mr. Davin*..... *Not printed.*
99. Return to an address of the House of Commons, dated 19th March, 1900, for reports of the engineers sent to ascertain the cost basis of the subsidy to be paid to the Restigouche Railroad Company for the first ten miles of its line, and the reports and orders in Council relating to the payment of the same. Presented 5th April, 1900.—*Mr. Foster*..... *Not printed.*
100. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all correspondence, telegrams, reports of engineers and other papers relating to, or in any way appertaining to the contract between the public works department and Messrs. Brennan and Ramsey, for repairs to the breakwater at Souris East, Prince Edward Island, entered on in the year 1898. Presented 9th April, 1900.—*Mr. McLellan*..... *Not printed.*
101. Return to an order of the House of Commons, dated 28th March, 1900, for copies of all correspondence between the government and their agents and any other person in regard to the omission of the lighthouse-keeper on Egg Island Light to show a light for some days during last winter. Presented 9th April, 1900.—*Mr. Prior*..... *Not printed.*
102. Return to an order of the House of Commons, dated 2nd April, 1900, showing the amount of the rebate paid on agricultural implements exported from Canada for the fiscal years ending 30th June, 1896, 1897, 1898 and 1899, specifying the amount paid to each firm in each of the above years. Presented 9th April, 1900.—*Mr. Clarke*..... *Printed for sessional papers.*
103. Return to an order of the House of Commons, dated 26th February, 1900, for all tenders, contracts and correspondence relating to mail service between Hopewell Cape and Hopewell, Albert county, New Brunswick, since July 1, 1896. Presented 10th April, 1900.—*Mr. Foster*..... *Not printed.*
104. Return to an address of the House of Commons, dated 19th March, 1900, for copies of all petitions and representations forwarded to the department of marine and fisheries, and of all correspondence, orders in council and memorials, in relation to the incorporation of the pilots between Montreal and Kingston. Presented 11th April, 1900.—*Mr. Talbot*..... *Not printed.*
105. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence, applications, grants and other papers relating to the area of and any part thereof covered by the following applications (and including the said applications and papers connected therewith) mentioned in Return 83, 3rd session, 8th parliament, 61 Victoria, 1893: W. J. Lindsay, Brandon, Stewart River; P. C. Mitchell; A. E. Philp, Klondike; F. Burnett, Vancouver, Hootalinqua; F. Burnett, Colborne, Indian River; J. G. Burnett, Edmonton, Peace River; F. Burnett, Colborne, Teslin River; A. E. Philp, Ottawa, S. Fork Stewart; G. Philp, London, L. Salmon; A. E. Philp, Ottawa, Indian River; A. D. Cameron, Ottawa, Indian River; F. A. Philp, Ottawa, Teslin River; W. L. Parish, Ottawa, Felly River. Presented 11th April, 1900.—*Sir Charles Hibbert Tupper*..... *Printed for distribution.*
106. Return to an order of the House of Commons, dated 14th February, 1900, showing: 1. The amount paid each year for printing for the government of the North-west Territories, namely, from 1889 until 1899 inclusive, for ten years or at least until the audit of the North-west Government expenditure passed out of the hands of the auditor general. 2. The amount paid for advertising each year of the same period and for the same behalf. 3. The names of persons or officers or companies to which payment for each of these annual services was made. Presented 11th April, 1900.—*Mr. Davin*..... *Not printed.*

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107. Return to an order of the House of Commons, dated 17th May, 1899, showing the information asked for by Sir Charles Hibbert Tupper respecting United States boats registered at Dawson, the said information (as per *Hansard* of May 8th, 1899) being required to state the names and tonnage of United States boats built which have been given Canadian registry by the collector of customs at Dawson from July 1st, 1898, to latest date known at Ottawa, the duty paid, the amount of valuation of each vessel, and by whom such valuation was made, and the names of British owners of the same. Presented 18th April, 1900.—*Sir Charles Hibbert Tupper*..... *Not printed.*
108. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all correspondence, telegrams and reports since 1st September, 1899, between the honourable the minister of militia, or his agents, and the district officer commanding military district No. 11, or any other person, in regard to the rifle range at Clover Point, Victoria, B.C. Presented 18th April, 1900.—*Mr. Prior*..... *Not printed.*
109. Return to an order of the House of Commons, dated 28th March, 1900, of all complaints made since 1st January, 1890, to the honourable the minister of agriculture or the commissioner or deputy commissioner of patents, of excessive charges demanded by the Auer light patentees for the use of the patent article under the provisions of section 37, subsection 'A' of the Patent Act, and of all correspondence with the minister or commissioner or deputy commissioner in respect of complaints. Presented 18th April, 1900.—*Mr. Gibson*..... *Not printed.*
110. Return to an order of the House of Commons, dated 9th April, 1900, for copies of all letters and documents of every description between the department of the interior, or any member of the government, and D. H. Macdowall, ex-M.P., or any other person, respecting the claim of John C. McNevin, of Kirkpatrick, Saskatchewan, for compensation for losses incurred during the North-west rebellion of 1885. Presented 18th April, 1900.—*Mr. Davis*..... *Not printed.*
111. Return to an address of the House of Commons, dated 28th March, 1900, for copies of all statements, memorials, claims, memoranda, correspondence, telegrams, etc., with the government of Prince Edward Island and a delegation from that province, in the month of February, consisting of the Hon. Donald Farquharson, premier of the province, Hon. D. A. McKinnon, attorney-general, and Hon. Benjamin Rogers, in regard to all questions at issue between the government of Prince Edward Island and Canada. Presented 23rd April, 1900.—*Mr. Martin*... .. *Not printed.*
112. Return to an order of the House of Commons, dated 23rd April, 1900, for a copy of the correspondence respecting trade with Trinidad. Presented 23rd April, 1900.—*Sir Louis Davies*.  
*Printed for both distribution and sessional papers.*
113. Return to an order of the House of Commons, dated 9th April, 1900, for copies of all correspondence between George Hood and others and the minister of the interior or other members of the government in reference to the rising of the waters in Lake Dauphin. Presented 24th April, 1900.—*Mr. Roche*..... *Not printed.*
114. Return to an order of the House of Commons, dated 28th March, 1900, for copies of all letters addressed, since the 1st January, 1899, to the minister of the interior, or any officer of the department of the interior, with regard to advances made by any person or company, to settlers on lands in Manitoba or the North-west Territories, under the provisions of clause 44 (as amended) of the Dominion Lands Act, and of the replies thereto; copies of all letters, circulars, schedules or other papers mailed by the said minister or any officer of the department of the interior, to any person or company, since the same date, upon the same subject, and of all replies thereto or other communications in any way concerning such subject, received by the department of the interior; also copies of all schedules prepared by the department of the interior since the above mentioned date, of lands in Manitoba or the North-west Territories so encumbered, giving the name of the settler, the usual description of the land encumbered, the amount of the encumbrance and rate of interest, the name of the person or company by whom the advance was made, the name of the assignee where the encumbrance has been assigned, and the name of the patentee, and date of patent where the land has been patented. Presented 24th April, 1900.—*Mr. Douglas*.. *Not printed.*

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115. Return to an address of the House of Commons, dated 9th April, 1900, for copies of all correspondence between any member or members of the executive of the North-west Territories, or any member or members of the legislative council or legislative assembly, and any member or members of the Dominion government, respecting the amount of subsidy voted for the carrying on of the government of the North-west Territories, and the amount which should be voted during the last two years. 2. Also copies of all memorials from the North-west council or the legislative assembly of the North-west Territories, to the governor general in council on the subject of the said subsidy. Presented 24th April, 1900.—*Mr. Davin*.....*Not printed.*
116. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all correspondence, specifications, plans, tenders received, and contract or contracts entered into by, or on behalf of, the government relating to the straightening of about two miles of the Prince Edward Island Railway between Colville and Loyalist. Presented 1st May, 1900.—*Mr. Martin*.  
*Not printed.*
117. Return to an address of the House of Commons, dated 19th March, 1900, for copies of all contracts, petitions of right, memorials, letters, correspondence, orders in council and other papers and documents relating to or connected with the claims of John W. Broderick, Elliot H. Fuller, Lewis A. Dickie, W. B. Harrison, Charles W. McDormand, Margaret Chapman, Thomas D. Curtis, James Barclay Havelock, H. Mosher, James Hernigas, D. Sauntry, Jerome Scott, William Neville, Graham Timmons, George W. Stone, George Moffatt, Peter S. Rose, Samuel Sloan, Samuel Squires, Elizabeth Coke, Albert H. Hagen, E. J. Smith, Jos. W. Riun and John Medd Coulson, respectively, against her majesty upon or in respect of contracts or renewals thereof entered into by the said respective persons for the carriage of mails, or by reason of the breach or rescission by the postmaster general of any such contract. Presented 26th April, 1900.—*Mr. Borden (Halifax)*.....*Not printed.*
118. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all petitions or other communications received by the department of public works since June, 1896, relative to the building of a public wharf or breakwater at Grand Manan, New Brunswick. Also copies of reports and estimates made by E. T. P. Shewen, the resident engineer at St. John, New Brunswick, or any other officer of the department for this work. Presented 1st May, 1900.—*Mr. Ganong*.....*Not printed.*
119. Papers on the subject of commissions in the imperial army. Presented 1st May, 1900, by Sir Wilfrid Laurier.....*Not printed.*
120. Return to an order of the House of Commons, dated 19th March, 1900, showing: 1. Names of all officials in interior department, including Indian department, in Manitoba and Assiniboia. 2. The whereabouts of those officials between the dates November 15, 1899, and December 15, 1899, and the particular work in which they were engaged. Presented 1st May, 1900.—*Mr. Roche*.....*Not printed.*
121. Return to an address of the House of Commons, dated 12th June, 1899, for copies of all petitions, applications, correspondence, charter and reports with reference to the Toronto and Georgian Bay Ship Canal Company. Presented 2nd May, 1900.—*Mr. Wallace*.....*Not printed.*
122. Return to an address of the House of Commons, dated 19th April, 1899, for copies of all letters or notices sent to the contractors by the minister of railways and canals, or the chief engineer, with relation to the re-letting of the work on the several sections on the Soulanges canal, and the replies made thereto by the contractors. Presented 2nd May, 1900.—*Mr. Taylor*....*Not printed.*
123. Return to an order of the House of Commons, dated 19th March, 1900, showing: 1. Names or official number of boys reprieved from the Penetanguishene reformatory and of girls reprieved from the industrial refuge for girls at Toronto during the two years previous to the 1st February, 1900. 2. The date when the petitions or applications were received by the department of justice asking for a reprieve. 3. When the report of judge (if any) was received. 4. When the report of the superintendent was received. 5. When the reprieve was granted. Presented 2nd May, 1900.—*Mr. Clarke*.....*Not printed.*



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124. Return to an order of the House of Commons, dated 7th February, 1900, for copies: 1. Of all correspondence which has passed between the minister of the interior or any of the officers of his department, and any persons in the North-west Territories or in Manitoba on the working of the act respecting securities for seed grain indebtedness passed in 1899. 2. More particularly all correspondence respecting the claim of any homesteader to get his patent and which claim may have been refused because of the homesteader being bondsman for the seed grain indebtedness of other parties, including the application of the homesteader and the letters refusing his application. Presented 2nd May, 1900.—*Mr. Davin*. . . . . *Not printed.*
125. Return to an order of the House of Commons, dated 19th March, 1900, showing all regulations passed with respect to the sale of liquors in military canteens since 1890, denoting those now in force. And all correspondence had with the militia department, or any of its officers, since 1896 in relation to the carrying out of the existing regulations at the military camps. Presented 2nd May, 1900.—*Mr. Foster*. . . . . *Not printed.*
126. Return to an address of the Senate, dated 25th April, 1900, for copies of all papers, correspondence, orders in council and communications of every kind to date, relating in any way to the claim of E. J. Walsh, C.E., against the Dominion government, the department of the secretary of state for the colonies, and the government of the Leeward Islands, for professional services rendered the government of the said Leeward Islands; also copies of any papers or correspondence in the department of railways and canals, or in the hands of the deputy minister of railways and canals, relating to the engagement or otherwise of the said E. J. Walsh, C.E. Presented 2nd May, 1900.—*Hon. Sir Mackenzie Bowell*. . . . . *Not printed.*
127. Return to an order of the House of Commons, dated 23rd April, 1900, for copies of all correspondence between the chief analyst of the department of inland revenue, or any other officer or persons in the department, and the Canadian representative or agents of the chemical works (late H. & E. Albert). Presented 3rd May, 1900.—*Mr. Donville*. . . . . *Not printed.*
128. Return to an order of the House of Commons, dated 14th February, 1900, showing the applications made for the appointment on the official staff of the various contingents of Canadian troops sent to or now being collected for South Africa, the names, age and address and qualifications as to service and course of instruction of each, and the names of the successful applicants. Presented 4th May, 1900.—*Mr. Foster*. . . . . *Not printed.*
129. Return to an order of the House of Commons, dated 23rd April, 1900, for a statement showing total amount of money paid by years since 1st July, 1892, to the 30th June, 1899, on each of the following accounts: 1. Salary of governor general. 2. Travelling expenses of governor general. 3. Expenditure on Rideau Hall, on capital account; maintenance; grounds, on capital account; grounds, maintenance. 4. Expenditure on furnishings of all kinds for Rideau Hall. 5. Allowance to governor general for fuel and light. 6. Expenditure on any other account in connection with the office of governor general. 7. Expenditure on any other account in connection with Rideau Hall and grounds. 8. Total expenditure of every kind since 1st July, 1892, in connection with the office of governor general. 9. Total expenditure of every kind in connection with Rideau Hall and grounds for same period. Presented 4th May, 1900.—*Mr. Wilson*. . . . . *Printed for sessional papers.*
130. Return to an order of the House of Commons, dated 9th April, 1900, for copies of all correspondence, memorials, petitions, etc., in possession of the government, or any member or official thereof, relating to the resignation of Mr. John McPhee as postmaster at Murray Harbour Road, in Prince Edward Island, and the appointment of his successor. Presented 4th May, 1900.—*Mr. Martin*. . . . . *Not printed.*
131. Return to an address of the Senate, dated 2nd April, 1900, showing: 1. The number and names of all persons to whom commissions have been granted in the mounted police force of Canada since June, 1896. 2. The length of time each person to whom commissions have been issued served in said force. 3. If no service had been rendered in said force by the person or persons so commissioned, the qualification they possessed for such commission or commissions. Presented 7th May, 1900.—*Hon. Sir Mackenzie Bowell*. . . . . *Not printed.*

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132. Return to an order of the House of Commons, dated 7th February, 1900, for copies of specifications, plans and tenders received and contracts entered into by the government, relating to the construction of ten miles of railway known as the Belfast and Murray Harbour Railway, in the province of Prince Edward Island. Presented 9th May, 1900.—*Mr. Martin*. . . . . *Not printed.*
133. Return to an address of the House of Commons, dated 2nd April, 1900, for copies of all orders in council, memoranda, reports and statements concerning the sale of timber on the ordnance lands of Point Pelée, in the county of Essex, and present standing of accounts between purchaser and government. Presented 9th May, 1900.—*Mr. Cowan* . . . . . *Not printed.*
134. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all correspondence, telegrams, memoranda and all papers in the hands of the government, or any member or official thereof, relating to the admission of Newfoundland into the confederation of Canada. 2. Also all similar documents relating to any proposals for the establishment of reciprocal trade relations between Newfoundland and Canada. Presented 9th May, 1900.—*Mr. Martin*. . . . . *Not printed.*
135. Return to an address of the Senate, dated 23rd March, 1900, for: 1. A copy of the correspondence exchanged between the members for Montmagny, at different periods, and the government on the construction of a post office in the town of Montmagny. 2. A copy of each communication on this subject made to the government by the town council, or by any person belonging to the town of Montmagny. 3. A copy of the deeds passed for this purpose by the government and the seminary of Quebec for the sale of the land on which the post office of Montmagny was built; and also of all deeds forming the titles of the property in question. Presented 9th May, 1900.—*Hon. Mr. Landry* . . . . . *Not printed.*
136. Return to an address of the Senate, dated 25th April, 1900, showing in detail the cost and nature of all repairs and alterations made to the steamer "Minto" since her arrival in Canadian waters. The said return to show the names of the parties who were employed in making these repairs and alterations, and the amount paid to each. Presented 9th May, 1900.—*Hon. Mr. Ferguson*. . . . . *Not printed.*
137. Return (in part) to an address of the House of Commons, dated 28th March, 1900, for copies of all correspondence, telegrams and reports since 1894, between the government and their agents in British Columbia or any other person, in regard to the necessity that exists for the employment of another vessel to work in conjunction with the ss. "Quadra" in the lighthouse, customs and fishery protection services on the coast of British Columbia. Presented 10th May, 1900.—*Mr. Prior*. . . . . *Not printed.*
138. Return to an order of the House of Commons, dated 23rd April, 1900, for copies of all correspondence, reports and papers between the marine and fisheries department, or any other department or minister of the government, and any person or persons in connection with the prohibition of exportation of fish caught in the waters of Lakes Manitoba and Winnipegosis during the summer months. Presented 10th May, 1900.—*Mr. Roche* . . . . . *Not printed.*
- 138a. Return to an order of the House of Commons, dated 15th May, 1900, for copies of all correspondence, reports and papers relating to the prohibition of exportation of fish caught in Lakes Winnipegosis and Manitoba, since date of return moved for 23rd April, 1900, to present time. Presented 23rd May, 1900.—*Mr. Roche* . . . . . *Not printed.*
139. Return to an address of the House of Commons, dated 10th May, 1900, for copies of orders in council and correspondence relative to the admission of the inscribed stock of Canada to the list of securities in which trustees in Great Britain are authorized to invest trust funds in their hands. Presented 10th May, 1900.—*Hon. W. S. Fielding*. . . . . *Printed for both distribution and sessional papers*
140. Return to an address of the Senate, dated 25th April, 1900, showing the expenses and earnings of the steamer "Stanley," while engaged on the winter service between Prince Edward Island and the mainland, for the years 1892, 1893, 1894, 1895, 1896, 1897, 1898 and 1899. And also a similar return for the steamer "Minto" for the winter of 1900. The above statement of expenses not to include repairs to either steamer. Presented 11th May, 1900.—*Hon. Mr. Ferguson*. . . . . *Not printed.*
141. Return of the names and salaries of all persons appointed to, or promoted in the civil service during the calendar year 1899. Presented 14th May, 1900, by Sir Wilfrid Laurier. . . . . *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

142. Return to an order of the House of Commons, dated 19th March, 1900, for copies of all accounts rendered by Captain S. M. Hatfield, fishery overseer for Yarmouth, and a return showing all amounts paid to him for salary, and all amounts paid to him for travelling expenses in each year since his appointment. Presented 14th May, 1900.—*Mr. Borden (Halifax)*..... *Not printed.*
143. Return to an address of the Senate, dated 25th April, 1900, showing the amount, in detail, of compensation paid or tendered to landholders as damages to property or for land taken for the Charlottetown or Murray Harbour Railway; said statement to show the quantity of land taken from each owner. Presented 14th May, 1900.—*Hon. Mr. Ferguson*..... *Not printed.*
144. Return to an order of the House of Commons, dated 26th February, 1900, for copies of all petitions or other communications received by the department of public works since June, 1896, relative to the repairing and extension of the breakwater at Wilson's Beach, New Brunswick; also for copies of all estimates and reports made by the government engineers for the above named work. Presented 21st May, 1900.—*Mr. Ganong*..... *Not printed.*
145. Return to an order of the House of Commons, dated 9th April, 1900, for copies of all papers, petitions, correspondence and reports, relating to a request made to the authorities of St. Vincent de Paul penitentiary, for the carting of waste stone along the banks of Rivière des Prairies, in St. Vincent de Paul, to prevent damage being caused by said river to the public highway, in said locality. Presented 22nd May, 1900.—*Mr. Fortin*..... *Not printed.*
146. Report of the commissioner relating to miners and mining conditions in British Columbia. Presented 23rd May, 1900, by Sir Richard Cartwright..... *Not printed.*
- 146a. Second report of the commissioner relating to miners and mining conditions in British Columbia. Presented 6th June, 1900, by Sir Wilfrid Laurier..... *Not printed.*
147. Return to an order of the House of Commons, dated 29th May, 1900, for a copy of papers respecting purchase of boots for the mounted police. Presented 29th May, 1900.—*Sir Wilfrid Laurier.*  
*Not printed.*
148. Return to an order of the House of Commons, dated 1st June, 1900, for copies of correspondence respecting the securing of tonnage for the shipment of hay and other produce, from St. John to South Africa ports. Presented 1st June, 1900.—*Hon. S. A. Fisher*..... *Not printed.*
- 148a. Return to an order of the House of Commons, dated 23rd April, 1900, for copies of all correspondence had by the government with the British authorities, and with all parties in Canada relating to the purchase of hay for the troops in South Africa. Presented 29th June, 1900.—*Mr. Hale.*  
*Not printed.*
149. Return to an order of the House of Commons, dated 26th February, 1900, of all letters, telegrams, petitions and representations made by the town council of the town of Sydney, Cape Breton and of the Cape Breton board of trade, and of all persons to or with the department of railways, or any member of the government, remonstrating and protesting against the present arrangement of running the whole express train twice every day from North Sydney Junction to the wharf at North Sydney, a distance of about six miles each way, when on its way to and from the west to the terminus of the railway at Sydney. Presented 4th June, 1900.—*Mr. Gillies*..... *Not printed.*
150. Return to an order of the House of Commons, dated 23rd April, 1900, for copies of all correspondence, letters and reports between the marine and fisheries department and Mr. W. W. Stumbles, the agent of that department, in connection with his late visit to British Columbia. Presented 4th June, 1900.—*Mr. Prior*..... *Not printed.*
151. Copy of an order in council appointing a commission to investigate election frauds. Presented 4th June, 1900, by Sir Wilfrid Laurier..... *Printed for both distribution and sessional papers.*
152. Return to an order of the House of Commons, dated 2nd April, 1900, of all correspondence, papers, report or reports in connection with the application for the establishment of a post office at Lavelle, in the township of Devlin, Rainy River district. Presented 4th June, 1900.—*Mr. Sproule*..... *Not printed.*
153. Return to an address of the Senate, dated 7th May, 1900, showing: 1. The number of cars that have arrived at Halifax and St. John respectively, previous to the 10th April last, and which had not been unloaded at that date. 2. The dates upon which such cars arrived. 3. The names of the consignees of such cars. 4. The stations where such cars were loaded. 5. The names of the shippers. 6. The dates of shipment. Presented 6th June, 1900.—*Hon. Mr. Wood.*  
*Not printed.*

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154. Return to an address of the Senate, dated 15th May, 1900, for copies of all petitions, memorials or other communications received by the government since 1895, in regard to the construction of branch railways in Prince Edward Island. Presented 6th June, 1900.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
155. Return to an address of the Senate, dated 10th May, 1900, for a copy of the report of Captain Smith in regard to the loss of the steamer "Portia" off Sambro, Nova Scotia, on the 10th July, 1899; together with the evidence taken at the investigation subsequently held regarding the loss of the said steamer. Presented 6th June, 1900.—*Hon. Mr. Ferguson*..... *Not printed.*
156. Return to an address of the Senate, dated 7th May, 1900, for a copy of the communication of J. L. P. O'Hanly, C.E., to the governor in council on the dangerous state of the railroad bridge over the Lachine canal at Wellington street, Montreal. Presented 6th June, 1900.—*Hon. Mr. O'Donohoe*..... *Not printed.*
157. Return to an address of the Senate, dated 1st March, 1900, for copies of all orders in council disallowing acts which had been passed by any of the legislatures of the provinces of the Dominion, or by the legislative assembly of the North-West Territories, since the first day of August, 1896, together with all correspondence between the federal and any of the provincial governments relating to any suggestions of changes or amendments to any local act which may have been passed by such local legislatures, and the action taken thereon. Presented 6th June, 1900.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
158. Return to an order of the House of Commons, dated 12th June, 1900, for copies of correspondence, etc., respecting emergency rations. Presented 12th June, 1900.—*Hon. F. W. Borden*..... *Not printed.*
159. Return to an order of the House of Commons, dated 7th February, 1900, for copies of all correspondence between any officer of the interior department and any officer of the North-West mounted police in the inside service at Ottawa, respecting the giving of contracts for supplies for the North-West mounted police since 23rd June, 1896. Copies of all correspondence between Mr. Fred. White, comptroller of the North-West mounted police, and Col. Herchmer or any officer of the North-West mounted police respecting the giving of contracts for or the buying of supplies for the North-West mounted police since 23rd June, 1896. Copies of correspondence which passed between Walter Scott of Regina and the minister of the interior or any officer of his department in 1899, respecting the purchase of large quantities of teas at the hands of a Regina merchant. Presented 12th June, 1900.—*Mr. Davin*..... *Not printed.*
160. Return to an address of the Senate, dated 2nd May, 1900, for : 1. Copies of specifications used in making contracts for the construction of the steamer "Minto." 2. Copies of all notices calling for tenders for offers to build said steamer. 3. Copies of all tenders received for the same. 4. Statement showing actual cost of said steamer, contract price and extras being stated separately. 5. Statement of extras, showing their nature in detail. Presented 11th June, 1900.—*Hon. Mr. Ferguson*..... *Not printed.*
161. Return to an address of the House of Commons, dated 23rd April, 1900, for a copy of the contract between the government of Canada and the Beaver Steamship Line for the carriage of mails between Canada and England, and all orders in council in relation thereto. Also statement showing the length of each voyage of the steamships of said line between Liverpool and Halifax, and Halifax and Liverpool, during the winter season of 1899-1900. Presented 13th June, 1900.—*Sir Adolphe Caron*..... *Not printed.*
162. Return to an order of the House of Commons, dated 28th March, 1900, for copies of all papers and correspondence relating to claim of J. Wilson for services rendered marine and fisheries department in connection with Egg Island lighthouse, province of British Columbia. Presented 22nd June, 1900.—*Sir Charles Hibbert Tupper*..... *Not printed.*
163. Return to an order of the House of Commons, dated 22nd June, 1900, for copies of correspondence between the department of finance and the Canadian Bank of Commerce respecting the government banking business in the Yukon district. Presented 22nd June, 1900.—*Hon. W. S. Fielding*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

164. Return to an address of the Senate, dated 15th May, 1900, for copies of all petitions, memorials or other communications received by the government since 1895, in regard to the construction of branch railways in Prince Edward Island. Presented 19th June, 1900.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
- 164a. Supplementary return to No. 164. Presented 25th June, 1900..... *Not printed.*
165. Return to an address of the Senate, dated 26th April, 1900, for a copy of all letters and correspondence exchanged between the government or any of its members, and the interested parties, on the subject of the Baie des Chaleurs Railway, of the Atlantic and Lake Superior Railway, of the projected railway known under the name of the Short Line Railway of Gaspé, and of the South Shore Railway Company in connection with the granting, or payment of subsidies to any of the said companies or the granting of any privileges to any of them ; as well as a copy of all requests, petitions, resolutions, or other documents relating to any of these lines. Presented 21st June, 1900.—*Hon. Mr. Landry*..... *Not printed.*
166. Return to an address of the Senate, dated 25th April, 1899, for : 1. The number of acres of land set apart for the purpose of education in the province of Manitoba and in the North-west Territories, respectively, under the authority of chapter 54, Revised Statutes of Canada, section 23. 2. The number of acres sold in Manitoba and the North-west Territories, the amount received in payment therefor, and the amount now due thereon. 3. The total sum now at the credit of said fund held by the dominion of Canada, how invested, and the rate of interest paid thereon. 4. The amount advanced out of said principal sum in aid of education in the province of Manitoba and the North-west Territories. 5. The sum recouped to the said principal out of the proceeds of the sale of lands set apart for the purpose of education, and the amount now due to said principal sum. 6. And all correspondence relating to any further advance or advances out of said school fund, either to Manitoba or the North-west council. Presented 21st June, 1900.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
167. Return to an address of the Senate, dated 8th March, 1900, for a copy of the supplementary report of J. L. P. O'Hanly, C.E., on the effect of the Chicago Drainage canal on the levels of the great lakes. Presented 25th June, 1900.—*Hon. Mr. O'Donohoe*..... *Not printed.*
168. Return to an order of the House of Commons, dated 28th March, 1900, giving the quantities of scrap iron, and at what dates and for what prices, sold by the department of railways, since 1st July, 1896. To what persons the sales were made, and whether on tender after public advertisement, or otherwise. And where by tender, giving the several tenders received and prices offered in each. Presented 27th June, 1900.—*Mr. Foster*..... *Not printed.*
169. Return to an order of the House of Commons, dated 23rd April, 1900, showing all tenders, contracts and correspondence in reference to the purchase of locomotives and rolling stock for Canadian government railways from 15th July, 1896, until 15th April, 1900. Presented 27th June, 1900.—*Mr. Haggart*..... *Not printed.*
170. Return to an order of the House of Commons, dated 28th June, 1900, for copies of all correspondence and reports of post office inspectors in connection with alleged irregularities at the post office, Kinnear's Mills, Quebec. Presented 28th June, 1900.—*Hon. W. Mulock*..... *Not printed.*
171. Return to an address of the House of Commons, dated 28th March, 1900, for copies of all reports, papers, correspondence and orders relating to the retirement of Lieut-Col. Domville from the active militia service of Canada. Presented 30th June, 1900.—*Mr. Foster*..... *Not printed.*
172. Return to an order of the House of Commons, dated 3rd July, 1900, for a statement of dredging at Rivière du Loup (*en haut*) during the fiscal year 1899-1900. Presented 3rd July, 1900.—*Hon. W. Mulock*..... *Not printed.*
- 172a. Return to an order of the House of Commons, dated 3rd July, 1900, for a copy of the memorandum to the hon. the acting minister of public works *re* dredging Miller's Landing, Sumas, Fraser River, B.C. Presented 3rd July, 1900.—*Hon. W. Mulock*..... *Not printed.*
173. Return to an order of the House of Commons, dated 3rd July, 1900, for a statement showing the prices of timber bought in connection with the reconstruction of booms on the St. Maurice River works. Presented 3rd July, 1900.—*Hon. W. Mulock*..... *Not printed.*

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- 174.** Return to an address of the Senate, dated 3rd July, 1900, for copies of all correspondence which has taken place between the premier, secretary of state or any other member of the government and the lieutenant governor of British Columbia, having reference to the dismissal of Premiers Turner and Semlin by the said lieutenant governor, and the calling upon Mr. Robert Beaven, Mr. Joseph Martin or any other person to form a cabinet; together with all reports, orders in council, or other documents referring to the said dismissals and formation of such cabinets. Presented 7th July, 1900.—*Hon. Sir Mackenzie Bowell*.....*Printed for both distribution and scssional papers.*
- 175.** Return to an address of the Senate, dated 14th June, 1900, calling for copies of all plans, specifications, profiles, estimates of cost and all other papers relating to the construction of the proposed bridge over the Hillsborough river at Charlottetown, P.E.I., said papers to include the contract entered into between the government of Canada and that of Prince Edward Island regarding the said bridge; also all correspondence on the said subject between the two governments; and also any order in council or of the department of railways settling the site of the said bridge. Presented 10th July, 1900.—*Hon. Mr. Ferguson*.....*Not printed.*
- 176.** Return to an address of the Senate, dated 20th June, 1900, for a statement showing in detail the work undertaken, expenditure incurred and results obtained in the experimental operation carried on last year in regard to orcharding in Prince Edward Island; giving the names of all persons employed to carry on the work and the amount paid to each, and stating on whose recommendation such persons were employed. Presented 13th July, 1900.—*Hon. Mr. Ferguson*.....*Not printed.*

63 VICTORI.

SESSIONAL PAPER No. 12

A. 1900

# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE

YEAR ENDED JUNE 30

1899

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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

1900

[No. 12—1900]





*To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto and Viscount Melgund of Melgund, County of Forfar, in the Peerage of the United Kingdom, Baron Minto of Minto, County of Roxburgh, in the Peerage of Great Britain, Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.*

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 June 30, 1899, 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, March 15, 1900.



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REPORT  
OF THE  
DEPUTY POSTMASTER GENERAL  
1898-99

POST OFFICE DEPARTMENT,  
OTTAWA, June 30, 1899.

To the Honourable Wm. MULOCK,  
Postmaster General.

SIR,—I have the honour to submit the annual statements, explaining in detail the operations of the Post Office of Canada, for the fiscal year ending June 30, 1899.

DECENTRALIZATION OF THE DEAD LETTER BRANCH.

On July 1, 1898, the Dead Letter Branch, theretofore centralized in Ottawa, was decentralized, branch offices being established at Ottawa, Toronto, Victoria, Montreal, Halifax and Winnipeg for the treatment of dead letter matter of all kinds; and at Charlottetown, St. John, Sherbrooke, Quebec, Kingston, Hamilton and London for the treatment of mail matter other than letters. This action has obviated the great delay and attendant inconvenience to the public, involved in the former system, whereby dead letter matter was required to be transmitted to Ottawa for treatment. At the same time it has been found possible to conduct the operations of the branch more efficiently and with a very much reduced staff.

ESTABLISHMENT OF THE SPECIAL DELIVERY SYSTEM.

On July 1, 1898, the Department established a system of Special Delivery in cities in which the Letter Carrier system exists, and during the year 52,940 Special Delivery Stamps have been issued.

ESTABLISHMENT OF THE POSTAL NOTE SYSTEM.

On August 4, 1898, the Department inaugurated throughout Canada the Postal Note System, for the purpose of providing the public with a cheap and convenient means of remitting small sums of money. Owing to the length of time required in the preparation of these notes, it was not thought advisable to postpone a commencement of the system until

ESTABLISHMENT OF THE POSTAL NOTE SYSTEM—*Continued.*

the various denominations could be prepared, and, accordingly, it was put in operation on August 4, 1898, by the issue of notes of the denominations of 25c., 50c. and 70c. and was subsequently extended as follows:—

On Aug. 23, by the issue of notes of the denominations of \$1, \$2.50 and \$5.

On Oct. 21, by the issue of notes of the denominations of 40c., \$1.50 and \$2.

On Nov. 25, by the issue of notes of the denominations of 20c., 30c., 60c. and 80c.

On Jan. 23, 1899, by the issue of notes of the denominations of 90c., \$3 and \$4.

The steady increase in the demand for postal notes goes to show the need which existed for the establishment of the system. From the commencement of their issue, August 4, 1898, until the close of the fiscal year, the number of postal notes paid amounted to 471,407, representing a money value of \$771,489.28.

The number of offices first authorized to issue postal notes was 1,746. In pursuance of the policy of the Department to extend the system, in order that its advantages might ultimately be brought within the reach of the public generally, 894 additional post offices were, during the year, authorized to issue postal notes, and at its close the total number of such postal note offices was 2,640.

Owing, doubtless, to the cheapness and convenience of postal notes, there has been a decrease in the number of money orders issued for small amounts. The total number of money orders issued for the year ended June 30, 1899, was 1,061,373, representing a value of \$14,467,997.41, as against 1,164,857, and representing a value of \$14,518,480.22 for the previous year, thus showing a decrease in the number issued of 103,484, and a decrease of \$50,482.81 in value. The total sum of money remitted during the year by means of money orders and postal notes amounts to \$15,239,486.69, being \$721,006.47 in excess of the total remittance by money order during the year prior to the establishment of the Postal Note System.

## INTER-IMPERIAL PENNY POSTAGE.

On December 25, 1898, (as a result of the conference of representatives of the various portions of the British Empire, held in London, England, beginning on June 25, 1898, to deal with the subject of reduced postage within the Empire), the rate of letter postage between Canada, the Mother Country and various other portions of the Empire, was reduced from five to two cents per half ounce. This important change has been marked by a greatly increased correspondence between Canada and the United Kingdom.



## SESSIONAL PAPER No. 12

## DOMESTIC PENNY POSTAGE.

On January 1, 1899, the letter rate within Canada was reduced from three to two cents per ounce. This change has been accompanied by such a marked and continuous increase in the number of domestic letters being transmitted through the mails as to warrant the conclusion that the loss of revenue consequent on such reduction will soon be overcome.

## NEWSPAPER POSTAGE.

On January 1, 1899, the provisions of the Act imposing postage on newspapers went into effect. The total amount realized for such postage for the six months ending June 30, being \$22,159.41.

## NUMBER OF NEW POST OFFICES.

There have been opened during the fiscal year 138 new post offices, making a total for the Dominion of 9,420 offices.

## INCREASE IN NUMBER OF LETTERS POSTED.

The estimated increase in the number of letters posted during the year has been 15,400,000, or an increase of  $11\frac{1}{2}$  per cent.

## INCREASE IN NUMBER OF REGISTERED LETTERS POSTED.

The estimated increase in the number of registered letters posted during the year has been 140,900, or 4 per cent.

## POST CARDS.

The estimated decrease in the number of post cards posted during the year has been 703,000, or a decrease of  $2\frac{1}{2}$  per cent. This decrease in the use of postal cards doubtless arises in consequence of the reduction of the letter rate to two cents.

## TRANSIENT NEWSPAPERS, BOOK PACKETS, &amp;c.

The estimated increase in the number of transient newspapers, periodicals, book packets, circulars, samples and patterns posted during the year has been 8,235,000, or an increase of 31 per cent.

## INCREASE IN MAIL SERVICES.

During the year an addition of 400,906 miles has been made to the mileage for the annual carriage of mails.

Six hundred and thirty-one mail services were let by public tender during the year, the aggregate cost of the expiring contracts being \$109,463.07 per annum. As the new contracts were let for \$96,736.73 per annum, there has been a saving effected of \$50,905.36 for the contract term of four years.

## SERVICE OF POST OFFICES OPENED.

Of the post offices opened during the year, eighteen were given a semi-daily service, forty a daily service, three a service of four times weekly, twenty-one a tri-weekly service, thirty-four a semi-weekly service, forty a weekly service, and eight less than weekly.

## SERVICE OF POST OFFICES IN OPERATION.

The services of post offices in operation at the beginning of the year were increased as follows :—

Of the offices served weekly nineteen were increased to semi-weekly, six to tri-weekly and two to daily.

Of the offices served semi-weekly fifty-two were increased to tri-weekly, eleven to daily and one to semi-daily.

Of the offices served tri-weekly forty were increased to daily.

Of the offices served four times weekly ten were increased to daily.

Of the offices served daily three were increased to seven times per week, and thirty-eight were increased to semi-daily.

Of the offices served semi-daily eleven were given a greater frequency.

## RAILWAY MAIL SERVICE.

During the fiscal year 1898-9, 499·63 miles of additional railway were utilized for mail purposes, making a total actual railway mileage over which mails were carried on June 30, 1899, of 15,848·08.

The following statement shows the details of such additional service :

## NEW SERVICES BY RAILWAY.

Railway.	Terminal Points.	Distance.	Service.
G. N. W. Central.	Chater to Hamiota.....	51 miles.	Tri-weekly (baggage car).
Northern Pacific..	Winnipeg to Portage la Prairie.....	55·60 " ..	" ..
Canadian Pacific..	Lethbridge to Macleod....	39 " ..	" ..
" ..	West Macleod to Macleod..	2·50 " ..	" ..
" ..	Mattawa to Kippewa.....	45·70 " ..	Semi-weekly ..
" ..	Macleod to Kootenay Land- ing.....	251·10 " ..	Tri-weekly ..
Grand Trunk Ry..	Brantford to Tilsonburg...	34·73 " ..	Daily ..
Montfort Coloni- zation Ry....	Montfort to Arundel.....	20 " ..	Tri-weekly ..
		499·63 miles.	

SESSIONAL PAPER No. 12

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service:—

Railway.	Terminal Points.	Distance.	Particulars.
Canadian Pacific..	Montreal to Winnipeg.....	1,424 miles	Increased from daily excluding Sunday to daily including Sunday.
"	Winnipeg to Napinka.....	220·7 "	Increased from tri-weekly to daily. Postal car service.
Canadian Northern	Portage la Prairie to Dauphin.....	119·2 "	Increased from semi to tri-weekly. Baggage car service.
Atlantic and Lake Superior Ry. ..	Matapedia to Paspebiac...	102 "	Changed from baggage to postal car service.

YUKON MAIL SERVICE.

The following post offices have been established in the Yukon and Atlin Districts:—Atlin, Log Cabin, Lake Bennett, Tagish Lake, Dawson.

During the winter season the North-west Mounted Police performed for the Post Office Department the following services:—

Sixteen trips from Bennett to Dawson.

Thirteen trips from Dawson to Bennett.

Mails were also conveyed at about fortnightly intervals between Log Cabin and Atlin. The total value of the services so rendered has been fixed by the Comptroller of the North-west Mounted Police at \$47,400. During the winter, small quantities of mail matter were distributed by the police at certain of their posts between Bennett and Dawson. At Dawson several members of the force rendered assistance in receiving, sorting and delivering the mails, until November 1, 1898, when the present postmaster was installed.

On the opening of navigation in the spring of 1899, the Department wholly dispensed with the services of the North-west Mounted Police, placing the carriage of the mails under contract, first, for the season of navigation of 1899, with Mr. John Irving, and, at the close of the season of navigation of 1899, with the Canadian Development Company under a contract for four years. Under the terms of this contract the contractors are during the winter season to perform a service once a week between Bennett and Dawson, and between Dawson and Bennett and twice a week between Bennett and Atlin, and Atlin and Bennett, for \$64,000 a year, and a service of at least semi-weekly frequency between Bennett and Dawson, Dawson and Bennett, Bennett and Atlin and Atlin and Bennett during the period of navigation for \$11,000 a year.

## REVENUE—YUKON AND ATLIN DISTRICTS.

The post office revenue for the Yukon and Atlin Districts for the year amounted to \$10,846.61, collected at the different points as follows:—

Atlin.....	\$ 748 15
Dawson .....	9,411 28
Lake Bennett .....	637 18
Log Cabin.....	50 00

## EXPENDITURE—YUKON AND ATLIN DISTRICTS.

The expenditure including the sum so fixed as the value of the services of the North-west Mounted Police amounted to \$69,350.39, the cost thus exceeding the revenue by \$58,503.78.

## FINANCIAL OPERATIONS.

The financial operations of the year ended June 30, 1899, not including the revenue and expenditure in respect of the service in the Yukon and Atlin Districts as above mentioned (the same being above set forth), have resulted in a deficit of \$398,917.79, due very largely to a temporary loss of revenue consequent on the reduction in the domestic letter rate from three to two cents per ounce, and the reduction in the rate between Great Britain and Canada and many of her other colonies from five to two cents per half ounce. Notwithstanding the loss of revenue by reason of these reductions in rates now enjoyed for six months, the deficit is \$382,234.40 less than it was for the fiscal year ending June 30, 1896, when the higher letter rates prevailed, the deficit for that year having amounted to \$781,152.19. The year's operations, notwithstanding very large expansions in all branches of the work has been carried on at an expenditure of \$83,162.59 less than that of the year ending June 30, 1896.

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In the month of February of last year Mr. David Matheson, Superintendent of the Savings Bank Branch, on account of ill-health, intimated his desire to be placed on the retired list. Mr. Matheson had been associated with the Savings Bank Branch since its establishment in the year 1868, and, first, as Assistant Superintendent, and later, as Superintendent, had given proof of high administrative ability. It was with great regret that his request was acceded to. Mr. Matheson's retirement took effect on July 1 of last year and he was succeeded by the next officer in order of seniority in the branch, Mr. W. Hague Harrington.

R. M. COULTER,  
*Deputy Postmaster General.*

SESSIONAL PAPER No. 12

TABLE showing the Number of Post Offices in operation; also estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended June 30, 1899.

Provinces and Territories.	Number of Offices in Operation at end of Year 1899.	Estimated Number of Letters and other Articles of Mail Matter posted in Canada, during the Year ended June 30, 1899.							Number of Closed Parcels for the United Kingdom and other Countries.
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Transient Newspapers and Periodicals, Book Packets, Circulars, Samples, and Patterns, &c.	Number of Packages of Printers' Copy, Photographs, Deeds, Insurance Policies, &c.	Number of Packages of 4th Class Matter, Ordinary, Merchandise open to Examination.	
Ontario .....	3,228	77,500,000	17,903,000	1,840,000	4,016,000	22,900,000	1,910,000	1,650,000	15,285
Quebec .....	1,744	33,300,000	4,810,000	815,000	510,000	6,500,000	899,000	390,000	6,700
Nova Scotia .....	1,086	10,500,000	1,480,000	245,000	288,000	990,000	210,000	125,000	1,900
New Brunswick .....	1,180	7,525,000	1,160,000	162,000	195,000	780,000	160,000	107,000	950
Prince Edward Island .....	409	1,450,000	155,000	33,400	26,500	275,000	18,500	9,500	115
British Columbia .....	343	7,650,000	520,000	210,000	170,000	835,000	205,000	85,000	2,300
Manitoba and North-west Territories .....	830	12,450,000	1,425,000	370,000	243,000	2,550,000	390,000	105,000	2,850
Total .....	9,420	150,375,000	27,450,000	3,675,400	5,400,500	34,830,000	3,792,500	2,471,500	30,000

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1899, were as follows:—

Letters originating in Canada returned as undelivered by the British Post Office .....	12,114
Letters originating in Canada returned as undelivered by the United States Post Office .....	81,000
Letters originating in Canada returned as undelivered by British colonies and foreign countries. ....	10,491
	103,605
Less—Registered letters included in above and transferred to registered class ....	1,104
	102,501
Book packets, &c., &c., received from foreign countries...	15,169
	117,670
Dead letters, circulars, post cards, &c., &c., returned from Canadian Post Offices.....	580,102
Dead letters registered found to contain value.....	14,479
Dead letters, circulars, post cards, &c., &c., sent to the Dead Letter Office for special reason, such as insufficient address, non-payment of postage, &c., &c.....	*119,011
	831,262

\* Of these letters, &c., 5,838 contained articles of value or were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875, to June 30, 1899:—

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876.....	41,000,000	114,610	One in 364
1877.....	41,510,000	97,470	" 425
1878.....	44,000,000	77,740	" 570
1879.....	43,900,000	44,020	" 997
1880.....	45,800,000	41,666	" 1,090
1881.....	48,170,000	42,123	" 1,143
1882.....	56,200,000	41,260	" 1,362
1883.....	62,800,000	41,410	" 1,516
1884.....	66,100,000	42,319	" 1,562
1885.....	68,400,000	41,267	" 1,660
1886.....	71,000,000	44,166	" 1,607
1887.....	74,300,000	47,553	" 1,562
1888.....	80,200,000	47,371	" 1,694
1889.....	92,668,000	48,648	" 1,904
1890.....	94,100,000	29,041	" 3,239
1891.....	97,975,000	27,304	" 3,581
1892.....	102,850,000	28,603	" 3,595
1893.....	106,290,000	28,311	" 3,754
1894.....	107,145,000	27,820	" 3,851
1895.....	107,565,000	27,178	" 3,967
1896.....	115,730,000	27,389	" 4,225
1897.....	123,830,000	35,590	" 4,839
1898.....	134,975,000	29,253	" 4,614
1899.....	150,375,000	36,253	" 4,147

POSTAL STORES.

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended June 30, 1899, and the Fiscal Year ended June 30, 1898.

Items of Expenditure.	1898.	1899.	Increase, 1899.	Decrease, 1899.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>Inside service—</b>				
Printing.....	15,421 76	15,339 53		82 23
Stationery.....	3,543 16	6,487 57	2,944 41	
Total.....	18,964 92	21,827 10	2,944 41	82 23
Increase inside service.....			2,862 18	
<b>Outside service—</b>				
Printing.....	45,930 43	45,789 24		141 19
Stationery.....	10,327 53	11,416 95	1,089 42	
Total printing and stationery.....	56,257 96	57,206 19	1,089 42	141 19
Mail bags, mail locks, &c.....	16,171 31	21,243 68	5,072 37	
Miscellaneous—Hand stamps, scales, letter boxes, letter carriers' uniforms, &c.....	28,633 84	30,913 50	2,279 66	
Total.....	101,063 11	109,363 37	8,441 45	141 19
Increase outside service.....			8,300 26	
Total expenditure, inside and outside service.....	120,028 03	131,190 47		
Total increase, inside and outside service.....			11,162 44	

The increase for the year thus shown arose wholly out of new services and the normal expansion of the business of the department, i. e.

NEW SERVICES :

<b>Stationery,—</b>		
Postal note 'Dandy rolls').....	\$ 1,354 80	
Postal note paper.....	422 33	
Dead letter branch (reorganization).....	838 42	
	<hr/>	2,615 55
Waterproof coats, Toronto carriers.....	\$ 734 96	
Rental of mail marking machines (full year, 1898-99).....	416 28	
Parcel scales, new and remodelled, for newspaper postage.....	896 70	
	<hr/>	\$ 4,663 49

## NORMAL EXPANSION AND NEW SERVICES:

Mail bags, locks and fittings, parcel post hampers, &c .....	\$	5,101 34
Indelible stamping ink .....		517 25
General stationery, typewriters and directories .....		1,037 77
	\$	<u>11,319 85</u>
This being slightly offset by decreases in other directions, and making the net increase for all classes of stores.....	\$	<u>11,162 44</u>

The postal stores of all classes dealt with during the year 1898-99 numbered 35,097,681, and during 1897-98, 31,143,921, being an increase of 3,953,760.

Statements in detail showing the transaction of the branch in 1898-99 and exhibiting the balance of stores in stock on June 30, 1898, and the balance carried forward on June 30, 1899, appear in Appendix K.



APPENDIX A

REVENUE AND EXPENDITURE



## APPENDIX A.

## REVENUE.

STATEMENT of the REVENUE of the Post Office Department of the Dominion of Canada,  
for the Year ended June 30, 1899 (except that from Yukon and Atlin Districts).

	\$ cts.	\$ cts.
Balance due by Postmasters on Revenue Account on June 30, 1898.....		27,106 99
Postage stamps, post cards, &c., sold.....		4,091,116 11
Postage on unpaid letters: less claims for matter reforwarded, for overcharges, and for matter forwarded to Dead Letter Office.....		13,547 55
Rents of letter boxes and drawers.....		52,667 21
Commission received on Money Orders.....		107,143 34
Commission received on Postal Notes.....		9,353 53
Profit in exchange on Money Order business with other countries.....		2,025 77
Transit charges on correspondence from other countries.....		6,187 90
Postage on parcels from other countries.....		13,815 23
Void Money Orders: that is, Money Orders issued between January 1, 1897, and March 31, 1898, payment of which had not been claimed up to March 31, 1899.....		2,467 94
<b>Gross Revenue.....</b>		<b>4,325,431 57</b>
<b>DEDUCTIONS.</b>		
Salaries, forward allowances, allowances towards rent, fuel and light, and com- pensation to Postmasters on Money Order and Postal Note business.....	1,041,299 07	
Discount to Stamp Vendors.....	20,305 11	
Paid for the redemption of postage stamps.....	8,154 85	
Postage refunded.....	40 70	
Losses by fire, burglary, &c.....	1,774 51	
Balance of commission paid to other countries on Money Order business.....	1,341 43	
Transit charges on correspondence for other countries.....	40,244 86	
Postage on parcels for other countries.....	2,214 12	
Balance due by Postmasters on Revenue Account on June 30, 1899.....	27,126 00	
<b>Net Revenue.....</b>		<b>1,142,500 65</b>
		<b>3,182,930 92</b>
STATEMENT of the Revenue of the Post Office Department of the Dominion of Canada for the Year ended June 30, 1899, from the Yukon and Atlin Districts not included in above...		<b>\$10,846 61</b>

APPENDIX A—*Concluded.*

## EXPENDITURE.

STATEMENT of the EXPENDITURE of the Post Office Department of the Dominion of Canada, for the Year ended June 30, 1899.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.		\$	cts.
Conveyance of mails by land.....		751,624	30
" " steamboats, &c.....		83,556	46
" " railways.....		1,361,744	01
Making and repairing mail bags and locks.....		21,243	68
Total.....		2,218,168	45
Salaries paid by cheque.....		1,153,277	15
Travelling expenses.....		10,554	43
Tradesmen's bills.....		75,478	34
Rents and taxes.....		1,291	50
Stationery, printing and advertising.....		60,957	36
Miscellaneous disbursements paid by cheque.....		62,121	48
Total.....		3,581,848	71
YUKON AND ATLIN DISTRICT.			
Yukon and Atlin District service: not included in above—			
Mail service.....		5,265	25
Salaries.....		*13,728	24
Miscellaneous.....		2,956	90
Mail service performed by North-west Mounted Police paid for by Department of Interior, cost thereof chargeable against Post Office Department.....		47,400	00
		69,350	39

\* \$662.89 deposited to the credit of Receiver General on November 10, 1899.

For the year ended June 30, 1899, the net revenue of the Post Office Department was \$3,182,930.92, being a decrease under the revenue for the year ended June 30, 1898, of \$344,878.77, equal to about 9.77 per cent.

The Post Office revenue and expenditure for the eleven years ended June 30, 1899, were as follows:

Yearended June 30.	REVENUE.				EXPENDITURE.			
	Gross.	Percentage of annual increase or decrease.	Net.	Percentage of annual increase or decrease.	Deductions from Revenue.	Percentage of annual increase or decrease.	Paid by Cheque.	Percentage of annual increase or decrease.
	\$ 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	*.59	1,022,666 07	10.54	3,593,647 47	2.17
1896 .....	4,005,890 77	4.99	2,964,014 23	6.13	1,041,876 54	1.88	3,665,011 30	1.98
1897 .....	4,311,243 14	7.62	3,202,938 42	8.06	1,108,304 72	6.37	3,789,478 34	3.39
1898 .....	4,686,649 76	8.71	3,527,809 69	10.14	1,158,840 07	4.56	3,575,411 99	*5.65
1899 .....	+4,325,431 57	*7.71	+3,182,930 92	*9.77	1,142,500 65	*1.41	‡3,581,848 71	.18

\* Decrease. † Revenue of the Yukon and Atlin Districts (\$10,846 61) not included. ‡ Expenditure on account of Yukon and Atlin services not included.

APPENDIX B

MAIL TRANSPORTATION



APPENDIX B.

MAIL TRANSPORTATION.

BRITISH COLUMBIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter	B. Norman	11	2	12 months	124 00
Abbotsford and Peardonville	R. Peardon	7	1	12 "	60 00
Abbotsford and Railway Station	F. Munroe	50 yds.	12	12 "	40 00
Agassiz and Railway Station	H. White	100 yds.	14	12 "	60 00
Ainsworth and Wharf	J. Henry	$\frac{1}{2}$	12	12 "	120 00
Alberni and Beaver Creek	C. F. Bishop	6	2	12 "	68 00
Alberni and Nanaimo	J. A. McCarter	54	2	12 "	469 00
Alberni and Wharf	A. Erickson	3	tri- mthly	12 "	41 00
Albert Canyon and Railway Station	C. Carlson	$\frac{1}{2}$	14	12 "	60 00
Anthracite and Railway Station	J. Carroll	200 yds.	14	12 "	100 00
Armstrong and Railway Station	J. M. Wright	50 yds.	12	12 "	60 00
Arrowhead, Railway Station and Wharf	G. T. Newman	$\frac{1}{2}$ & $\frac{1}{2}$	12	12 "	120 00
Arrowhead and Trout Lake	Craig & Hillman	25	2	3 " and 24 days (to April 24, '99).	330 00
Arrowhead and Thomson's Landing	Kootenay Lum- ber Co.	13	3	107 trips	214 00
Ashcroft and Ashcroft Station	M. Cornwall	2	2	8 mos. (to Feb. 28, '99).	34 66
Ashcroft Station, Clinton, Barker-ville, &c.	Kilgour & Miller	32 63 255	3	12 "	23,249 99
Ashcroft Station and Railway Sta- tion	J. E. Shields	200 yds.	14	12 "	180 00
Balfour and Wharf	J. W. Gallup	100 yds.	as req.	12 "	24 00
Banff and Railway Station	F. Beattie	1	14	12 "	219 00
Beaver and Railway Station	W. G. Wilson	200 yds.	14	6 " (to Dec. 31, '98).	50 00
do do	F. Stalker	200 yds.	14	6 " from "	50 00
Beaver Point and Burgoyne Bay	D. Maxwell	10	1	12 "	130 00
Bella Coola and Wharf	H. B. Christenson	10	ftly s., mthly	12 "	38 00
Big Bend and Revelstoke	J. D. Boyd	80	mthly	8 trips	320 00
Brooklyn and Wharf	L. M. Livingstone	$\frac{1}{2}$	14	9 mos. (from Oct. 1, '98).	117 00
Brooklyn and Cascade	R. Wills	35	2	12 trips	120 00
do do	F. Corte	35	2	3 mos. (from Apl 1, '99).	270 00
Bruce's Landing and Mail Steamer	W. Sivewright	$\frac{1}{2}$	2	3 " (to Sept. 30, '98).	3 25
do do	D. E. Gelletly	$\frac{1}{2}$	2	9 " from "	9 75
Bull Head and Fernie	H. J. Johnson	35	1	1 " and 19 days (to Sept. 19, '98).	32 00
Burgoyne Bay and Fulford Harbour	D. Maxwell	3	1	12 "	50 00
Burgoyne Bay and Wharf	do	$\frac{1}{2}$	1	12 "	25 00
Burton and Fire Valley	J. Bangs			Special service	15 00
Burton and Nakusp	H. Andrews			"	30 00
Burton and Wharf	R. S. Burton	$\frac{1}{2}$	2	12 months	36 00
Camp McKinney and Sidley	R. G. Sidley	10	2	12 "	200 00
Canmore and Railway Station	S. Laurendeau	$\frac{1}{2}$	14	12 "	120 00
Cedar and Nanaimo	G. Cassidy	10	1	12 "	84 00
Central Park and Railway Station	W. M. Smith	500 yds.	12	12 "	114 01

## APPENDIX B—Continued.

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.
Chemainus and Kuper Island . . .	G. Donckle . . . . .	5	1	12 months . . . . .	104 00
Chemainus and Railway Station . . .	E. J. Palmer . . . . .	$\frac{1}{4}$	12	12 "	120 00
Cherry Creek and Kamloops . . . . .	G. Pendleton . . . . .	16	1	12 "	130 00
Chilliwack and Railway Station . . . . .	W. McDonald . . . . .	6	7	12 "	430 56
Chilliwack and Rosedale . . . . .	A. H. Mercer . . . . .	7	3	12 "	133 00
Chilliwack and Sardis . . . . .	J. F. Webb . . . . .	3	6	12 "	122 00
Chilliwack and Sumas . . . . .	H. Toop . . . . .	6	6	12 "	179 00
Clayton and Railway Station . . . . .	C. C. Cameron . . . . .	$\frac{1}{2}$	4	12 "	119 60
Cloverdale and Clover Valley . . . . .	R. D. Mackenzie . . . . .	$1\frac{1}{2}$	2	12 "	49 72
Cloverdale and Elgin . . . . .	S. J. Wade . . . . .	7	2	12 "	103 72
Cloverdale and Railway Station . . . . .	J. H. Starr . . . . .	500 yds.	12	12 "	50 00
Cobble Hill and Railway Station . . . . .	J. T. Porter . . . . .	40 yds.	6	12 "	40 00
Cochrane and Mitford . . . . .	A. Cochrane . . . . .	3	6	3 " (to Mar. 31, '99) . . . . .	75 00
Cochrane and Railway Station . . . . .	J. Johnson . . . . .	$\frac{1}{4}$	14	12 "	250 00
Cody and Sandon . . . . .	J. Dockstader . . . . .	2	6	12 "	275 00
Comox and Courtenay . . . . .	R. McQuillan . . . . .	3	2	12 "	104 00
Comox and Grantham . . . . .	W. Beech . . . . .	7	1	12 "	90 00
Comox and Sandwick . . . . .	R. McQuillan . . . . .	$3\frac{1}{2}$	1	12 "	26 00
Comox and Wharf . . . . .	E. Holmes . . . . .	$\frac{1}{4}$	2	12 "	50 00
Coquitlam and Railway Station . . . . .	J. Rowland . . . . .	50 yds.	14	8 " (to Feb. 28, '99) . . . . .	26 66
do do do . . . . .	do do do . . . . .	50 yds.	14	4 " from " . . . . .	18 33
Corfield and Railway Station . . . . .	G. T. Corfield . . . . .	$1\frac{1}{2}$	6	9 " (to Mar. 31, '99) . . . . .	135 00
do do do . . . . .	P. Frumento . . . . .	$1\frac{1}{2}$	6	3 " from " . . . . .	40 50
Coutlee and Mamette Lake . . . . .	L. Quenville . . . . .	18	ftly.	12 "	104 00
Cowichan and Railway Station . . . . .	P. Frumento . . . . .	$2\frac{1}{2}$	3	12 "	180 00
Cowichan Lake and Duncan's Station . . . . .	F. H. Price . . . . .	20	3 s		
Cowichan Station and Railway Station . . . . .	P. Frumento . . . . .	75 yds.	ftly w	6 12 "	150 00
Craigellaich and Main Catching Post . . . . .	W. Loftus . . . . .	140 yds.	3	12 "	40 00
Cranbrook and Fort Steele . . . . .	H. W. Barnes . . . . .	13	2	6 " and 5 days (to Mar. 31, '99) . . . . .	107 29
do do do . . . . .	R. E. Beattie . . . . .	12	2	10 " (from Sept. 1, '98) . . . . .	207 50
Cranbrook and Moyie . . . . .	F. E. Moore . . . . .	18	1	1 " and 12 days (to Feb. 12, '99) . . . . .	15 00
Cranbrook and Railway Station . . . . .	R. E. Beattie . . . . .	$\frac{1}{2}$	2	4 " and 17 days (to Feb. 12, '99) . . . . .	20 00
do do do . . . . .	do do do . . . . .	$\frac{1}{2}$	4	4 " and 16 days (from Feb. 12, '99) . . . . .	57 50
Cranbrook and Swansea . . . . .	H. J. Turner . . . . .	10	1	5 " and 12 days (to Feb. 12, '99) . . . . .	34 50
Cranbrook and St. Eugène Mission . . . . .	N. Coccola . . . . .	6	1	3 " (from Apr. 1, '99) . . . . .	19 50
Creighton Valley and Lumby . . . . .	W. H. Phillips . . . . .	5	1	12 "	50 00
Creston and Railway Station . . . . .	J. Hamilton . . . . .	$\frac{1}{2}$	3	3 " and 25 days (from Mar. 7, '99) . . . . .	23 97
Cumberland and Railway Station . . . . .	J. McLeod . . . . .	1	4	12 "	100 00
Cumberland and Wharf . . . . .	Union Colliery Co . . . . .	4	12	12 "	240 00
Deer Park and Wharf . . . . .	G. C. McGregor . . . . .	$\frac{3}{4}$	3	10 " (to Apl. 30, '99) . . . . .	30 00
do do do . . . . .	G. A. Johnson . . . . .	$\frac{1}{4}$	3	1 " (from June 1, '99) . . . . .	3 00
Delta and Ladner . . . . .	J. Weaver . . . . .	7	2	12 "	100 00
Denman Island and Wharf . . . . .	R. Swan . . . . .	$\frac{1}{2}$	2	12 "	80 00
Departure Bay and Nansimo . . . . .	J. Harper . . . . .	$\frac{1}{4}$	6	12 "	180 00
Deroche and Mail Catching Post . . . . .	F. H. Randolph . . . . .	50 yds.	5	12 "	40 00
Dewdney and Mail Catching Post . . . . .	J. Barker . . . . .	$\frac{1}{2}$	12	12 "	156 00
Dog Creek and Gang Ranch . . . . .	J. D. Prentice . . . . .	12	2	12 "	240 00
Donald and Railway Station . . . . .	R. W. Patmore . . . . .	$\frac{1}{2}$	14	12 "	160 00
Douglas Lake and Quilchena . . . . .	J. B. Greaves . . . . .	22	1	12 "	150 00



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Duncan's Station, Quamichan and Railway Station.....	W. P. Jaynes.....	1½ m. & 200 yds.	6	9 mos. (to Mar. 31, '99).	135 00
do do .....	do .....	1½ m. & 200 yds.	6	3 " from "	50 50
East End Branch and Vancouver..	H. J. Foote.....	1	6	12 " .....	78 25
East Sooke and Main Post Road...	W. J. Burnett.....	10	2	12 " .....	125 00
East Wellington and Northfield...	I. R. McManus.....	2	12	12 " .....	100 00
Empire Valley and Gang Ranch...	C. Boyle.....	12	1	12 " .....	104 00
Enderby and Hulcar.....	D. Craine.....	8	2	12 " .....	127 50
Enderby and Railway Station.....	O. Harvey.....	200 yds.	12	12 " .....	100 00
Enderby and Spallumcheen.....	E. J. Offerhaus.....	6	2	12 " .....	136 00
Epworth and Mount Pleasant.....	J. Boyver.....	2½	3	12 " .....	40 00
Erie and Railway Station.....	G. S. Maybee.....	100 yds.	12	4 " (to Oct. 31, '98)..	12 00
do do .....	J. R. Hunnex.....	100 yds.	12	8 " from "	24 00
Esquimalt and Victoria.....	W. J. King.....	4	24	12 " .....	240 00
Falkland and Grande Prairie.....	W. Bell.....	10	1	12 " .....	50 00
Ferguson and Trout Lake.....	G. B. Batho.....	4	1	7 " (from Dec. 1, '99)	43 75
Fernie and Railway Station.....	H. J. Johnson.....	400 yds.	2	5 " and 19 days (to Mar. 14, '99)..	25 00
do do .....	do .....	400 yds.	2	3 " and 17 days (from Mar. 14, '99)..	23 25
Field and Railway Station.....	C. Wyckoff.....	200 yds.	14	12 " .....	100 00
Fire Valley and Mail Steamer.....	J. Bangs.....	4	1	12 " .....	101 00
Fort Steele and Wardner.....	M. H. Murton.....	22	1	11 trips .....	33 00
Fort Steele and Wild Horse.....	E. J. Cann.....	7	1	1 mos. and 15 days (to May 15, '99)..	10 50
Fort Steele, Wild Horse and Fort Steele Junction.....	G. Geary.....	8	6	1 " and 16 days (from May 15, '99)	56 00
Fort Steele and Windermere.....	do .....	75	1	3 " (from Apr. 1, '99)	378 25
Fort Steele and Wharf.....	E. J. Cann.....	¼	4	3 " (to Sept. 30, '98).	26 00
French Creek and Parksville.....	W. H. Lee.....	4	4	1 " (to July 31, '98).	16 66
do do .....	A. Hirst.....	4	4	11 " from "	114 58
Fulford Harbour, Borgoyne Bay and Wharf.....	H. N. Rogers.....	½ & 3	2	12 " .....	30 00
Gabriola Island and Wharf.....	J. H. Degnen.....	4½	2	12 " .....	100 00
Garnham and Victoria.....	W. Ferguson.....	5	6	12 " .....	156 00
Glenemna and Hulcar.....	K. Sweet.....	12	1	12 " .....	90 00
Glenwood and Langley Prairie.....	J. P. Smith.....	4	1	12 " .....	65 00
Golden and Railway Station.....	C. A. Warren.....	400 yds.	14	12 " .....	200 00
Golden and St. Eugene Mission...	W. D. Kerfoot.....	180	1	9 " (to Mar. 31, '99).	6,750 00
Golden and Windermere.....	R. A. Kimpton.....	85	1	3 " (from Apr. 1, '99)	462 50
Goldstream and Railway Station...	J. Phair.....	¾	6	12 " .....	80 00
Grand Forks and Greenwood.....	W. J. Snodgrass.....	22	3	3 " (to July 31, '98).	75 00
do do .....	do .....	22	3	11 " from "	508 20
Grand Forks and Marcus (Wash.)...	G. W. Williams.....	45	3	12 " .....	1,040 00
Grand Forks and Penticton.....	W. J. Snodgrass.....	110	3	12 " .....	2,772 00
Grand Prairie and Monte Creek...	A. W. Duck.....	21	2	12 " .....	193 00
Hagan and Victoria.....	W. Hanley.....	14	2	12 " .....	213 20
Haleyon Hot Springs and Mail Steamer.....	D. H. Macpherson.....	500 yds.	12	12 " .....	25 00
Hall and Railway Station.....	J. H. Doble.....	¾	12	12 " .....	50 00

APPENDIX B—Continued.

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.
Hall's Prairie and Railway Station.	D. W. Brown...	1½	4	12 months.....	120 00
Happy Valley and Main Post Road	W. Poole.....	2	2	12 ".....	50 00
Harrison Hot Springs and Railway Station.....	J. R. Brown.....	5	12 s. 6 w.	9 " (to Mar. 31, '99.)	150 00
Harrison Hot Springs and Railway Station.....	S. Huff.....	5	12 s. 6 w.	3 " from "	50 00
Harrison River and Railway Station	C. W. Menton..	½	4	12 " " " "	60 00
Hastings and Railway Station.....	M. H. Magee...	200 yds.	12	6 " (to Dec. 31, '98.)	20 00
do do.....	M. Ryan.....	200 yds.	12	6 " from "	20 00
Hatzic and McConnell Creek.....	O. Gasse.....	10	2	12 " " " "	120 00
Hatzic and Mail Catching Post.....	P. E. Lazenby..	60 yds.	14	12 " " " "	60 00
Hazlemere and Railway Station.....	H. T. Thrift.....	1	4	12 " " " "	60 00
Hazelton and Fort Simpson.....	R. H. Hall.....	200		Special trip.....	100 00
Hope and Railway Station.....	T. Alvarez.....	2	6	12 months.....	156 50
Hornby Island and Mail Steamers.	W. Ford.....	300 yds. 2 m.	2	12 " " " "	26 00
Huntingdon and Railway Station..	T. R. Truswel l.	200 yds.	12	5 " (to Nov. 30, '98.)	31 25
do do.....	A. McKaysRoy..	200 yds.	12	7 " from "	43 75
Huntingdon and Upper Sumas.....	A. Boley.....	5	3	12 " " " "	120 00
Illecillewaet and Railway Station:	A. L. Stewart..	½	14	12 " " " "	50 00
Kamloops and Louis Creek.....	J. F. Smith.....	40	ftly. s. mthly w	5 " (to Nov. 30, '98)	62 50
do do.....	F. A. Noble.....	40	ftly. s. mthly w	7 " from "	87 50
Kamloops and Railway Station.....	N. McPhee.....	1	14	12 " " " "	170 00
Kamloops and Spence's Bridge.....	G. B. Armstrong	108	1	12 " " " "	1,100 00
Kananaskis and Mail Catching Post	J. Walker.....	100 yds.	7	12 " " " "	45 00
Kaslo and Steamer Landing.....	S. H. Green.....	½	12	12 " " " "	250 40
Keefers and Railway Station.....	J. Hannah.....	150 yds.	14	12 " " " "	40 00
Kelowna and Peachland.....	R. A. Smith.....			Special trip.....	5 00
Kelowna and Vernon.....	G. R. Thompson	40	3	12 months.....	600 00
Kelowna and Wharf.....	E. R. Bailey.....	100 yds.	6	12 " " " "	60 00
Keremeos and Penticton.....	J. March.....	21	1	12 " " " "	200 00
Koksilah and Railway Station.....	A. May.....	½	6	12 " " " "	40 00
Knault and Mail Catching Post.....	J. Genelle.....	50 yds.	7	12 " " " "	20 00
Kuskanook and Wharf.....	C. Wright.....	400 yds.	4	5 " and 14 days (to Mar. 14, '99.)	24 00
do do.....	do.....	400 yds.	6	3 " and 17 days from Mar. 14, '99.	23 25
Langley and Langley Prairie.....	C. Jack.....	6	3	3 " (to Sept. 30, '98.	24 87
do do.....	Coulter & Berry.	6	3	9 " from "	74 61
Langley and Railway Station.....	J. Taylor.....	3	6	12 " " " "	391 25
Lillooet and Cadwallader.....	R. H. Brett.....	70	mt hly	4 " (from Mar. 1, '99)	118 00
Lillooet and Pemberton Meadows..	R. Terry.....	60	ftly s. mthly w	12 " " " "	345 00
Lumby and Vernon.....	E. L. Morand...	16	3	12 " " " "	247 00
Lytton and Railway Station.....	J. H. Anthony..	¾	14	12 " " " "	175 00
Mara and Railway Station.....	E. Rosoman.....	¾	4	12 " " " "	50 00
Manson Creek and Quesnell.....	J. Wright.....	mthly.	360	1 " (from June 1, '99)	50 00

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APPENDIX B—Continued.

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.
Millstream and Railway Station	H. M. Dumbleton	2	2	12 months	84 00
Millward and Morley	J. McDougall	3	2	12 "	100 00
Milnes Landing and Victoria	E. Milne	23	1	12 "	95 00
Mission City and Mount Lehman	G. A. Lee	4	3	12 "	115 00
Mission City and Railway Station	A. York	4	12	12 "	170 00
Mitford and Mail Catching Post	A. Cochrane	200 yds.	14	6 (to Dec. 31, '98.)	150 00
Monte Creek and Railway Station	W. Plumm	300 yds.	7	12 "	100 00
Morley and Railway Station	W. Graham	100 yds.	12	12 "	40 00
Mount Pleasant Street Letter Boxes and Vancouver	H. J. Foote	9	7	12 "	300 00
Mount Tolmie and Victoria	N. D. Shaw	3½	6	12 "	137 00
Moyie and Railway Station	F. I. Moore	350 yds.	6	4 " and 16 days from Feb. 13, '99	48 50
Nakusp, Railway Station and Wharf	F. W. Jordan	300 and 100 yds.	12	1 "	150 00
Nanaimo and Comox Steamer Wharf	Thompson and Scoville	1	2	12 "	41 60
Nanaimo and Railway Station	do	4	12	12 "	218 00
Nanaimo and Street Letter Boxes	do	3½	7	12 "	182 00
Nanaimo and Vancouver Steamer Wharf	do	300 yds.	7	12 "	180 00
Nanoose Bay and Main Post Road	W. Roberts	2	2	12 "	75 00
Nelson and Railway Station (N. & F. S.)	Wilson & Harshaw	1	12	12 "	486 00
Nelson and Railway Station (Slocan Extension)	do	1	12	12 "	170 50
do do do (C.P.)	do	1	12	12 "	365 00
Nelson and Wharf	do	1	12	12 "	207 75
New Denver and Railway Station	J. Delaney	2	14	12 "	301 80
New Denver and Wharf	J. Delaney	1	24	11 " and 18 days (to June 18, '99.)	217 50
do do	do	1	24	12 days from "	5 00
New Westminster and Railway Station (C.P.)	H. J. Williams	1	13	3 mos. (to Sept. 30, '98).	55 00
do do do	W. H. Elliott	1	13	6 " (to Mar. 31, '99).	110 00
do do do	W. H. Clarke	1	13	3 " from "	55 00
do do do	W. H. Cross	100 & 200	as req.	Compensation for termination of contract	70 07
do do do (N. W. & S)	H. J. Williams	1	as req.	3 " (to Sept. 30, '98)	68 00
do do do	W. H. Elliott	1	as req.	6 " (to Mar. 31, '99).	136 00
do do do	W. H. Clarke	1	as req.	3 " from "	68 00
New Westminster and Street Letter Boxes	A. Rae	5½	6	12 "	150 00
Nicola Lake and Princetown	J. Clarke	70	1	12 "	850 00
Nicomekl and Railway Station	R. Ludlow	30 yds.	6	8 mos. (to Feb. 28, '99)	40 00
do do	R. M. Hornby	30 yds.	6	4 " from "	20 00
Nicomin and Railway Station	W. Brown	3½	3	12 "	69 00
North Bend and Railway Station	W. Arnott	100 yds.	14	12 "	40 00
Northfield and Railway Station	I. McManus	1	12	12 "	190 00
North Saanich and Sydney Railway Station	S. Roberts, jr.	3	6	12 "	75 00
North Salt Spring, Steamer Wharf and Vesuvius Bay	W. Robertson	300 yds. & 6	2	12 "	55 00
Notch Hill and Railway Station	C. Castle	100 yds.	6	12 "	50 00
Okanagon and Vernon	C. O'Keefe	8	2	12 "	100 00

## APPENDIX B—Continued.

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.
Okanagon Landing and Railway Station	M. Grant	100 yds.	6&3w	9 mos. (from Oct. 1, '98).	27 00
Otter Point and Shirley	E. Clark	6	1 12	"	65 00
Otter Point and Victoria	H. Clark	30	1 12	"	195 00
Palliser and Railway Station	J. D. Wells	$\frac{1}{2}$	14 12	"	72 00
Peachland and Wharf	D. H. Watson	200 yds.	6 7	(from Dec. 1, '98)	29 16
Penticton and Oroville (Wash.)	R. S. Hall	46	3 12	"	950 00
Penticton and Wharf	A. H. Wade	200 yds.	6 12	"	120 00
Pilot Bay and Wharf	R. W. Riddell	$\frac{1}{2}$	12 12	"	72 00
Port Hammond and Railway Station	A. L. Lazenby	100 yds.	14 12	"	73 00
Port Haney and Railway Station	T. Armstrong	150 yds.	14 12	"	60 00
Port Haney and Webster's Corners	J. M. Webster	$\frac{1}{2}$	2 12	"	75 00
Port Kells and Railway Station	J. Latta	1	6 12	"	70 00
Port Moody and Mail Catching Post	J. Tays	$\frac{1}{2}$	12 12	"	60 00
Port Renfrew and Mail Steamer	J. W. Williams	1	as req. 12	"	39 00
Revelstoke and Arrowhead Railway Station	S. Ballegaard	1	as req. 12	" (less fine)	272 75
Revelstoke and Big Bend	J. D. Boyd	70	monthly 3	" (from Apl. 1, '99)	160 00
Revelstoke, Revelstoke Station and Railway Station	S. Ballegaard	40 yds. & 1 m.	as req. 12	"	273 75
Robson, Railway Station and Wharf	F. R. C. Beer	100 yds. & $\frac{1}{2}$ m.	12 12	"	100 00
Rocky Point and Victoria	T. Parker	25	2 12	"	330 00
Rogers Pass and Railway Station	W. Cator	150 yds.	6 7	(to Jan. 31, '99).	32 08
do do	J. Taylor	150 yds.	6 5	from "	22 92
Roseberry, Ry. Station and Wharf	T. F. Struthers	100 yds. & $\frac{1}{2}$ m.	14&24 5	" (to Nov. 30, '98).	41 66
do do	D. L. Taylor	100 yds. & $\frac{1}{2}$ m.	14&24 7	" from "	48 95
Rosland and Custom House	W. Wadds	$\frac{1}{2}$	6 12	"	100 00
Rosland and Railway Station	J. Hartline	$\frac{1}{2}$	26&12 9	" (to Mar. 31, '99).	553 68
do do	Columbia Transfer Co.	$\frac{1}{2}$	26&12 3	" from "	150 00
Ruskin and Mail Catching Post	A. A. Moen	40 yds.	14 9	" (to Mar. 31, '99).	27 00
do do	S. Greenwood	40 yds.	14 3	" from "	9 00
St. Elmo and Mail Catching Post	C. F. Pound	2	2 6	" (to Dec. 31, '98).	30 00
do do	H. Barnwell	2	2 6	from "	30 00
Salmo and Railway Station	W. T. Beadles	500 yds.	12 12	"	50 00
Salmon Arm and Railway Station	E. McGuire	300 yds.	12 12	"	80 00
Salt Spring Island and Wharf	F. J. Bittancourt	3	2 12	"	105 00
Sandon and Railway Station	E. R. Atherton	400 yds.	14 12	"	273 75
Sapperton and Railway Station	T. Johnson	200	12 12	"	40 00
Savona and Railway Station	G. V. Ogle	39 yds.	14 12	"	90 00
Sechelt and Mail Steamer	H. Whittaker	$\frac{1}{2}$	2 12	"	10 00
Shawnigan Lake and Railway Station	G. Koenig	50 yds.	6 12	"	30 00
Shopland and Somenos	J. Kier	$\frac{1}{2}$	3 12	"	135 00
Shuswap and Railway Station	L. Hoffman	200 yds.	6 12	"	80 00
Sicamous and Railway Station	T. J. Cummiskey	400 yds.	as req. 12	"	240 00
Sidney and Railway Station	L. Dickinson	300 yds.	6 12	"	36 00
Silverdale and Mail Catching Post	J. Skinner	$\frac{1}{2}$	6 12	"	75 00
Silverton and Wharf	J. A. McKinnon	$\frac{1}{2}$	24 12	" (and arrears)	246 25

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Slocan, Railway Station and Wharf	W. E. Worden..	300 yds. & $\frac{1}{2}$ m.	12 & 24	11 months & 18 days (to June 18, '99)..	241 67
do do	do	300 yds. & $\frac{1}{2}$ m.	12 & 24	12 dys. from " "	5 55
Slocan Junction and Railw'y Station	M. Anderson...	50 yds.	26	6 mos. (from Jan. 1, '99).	20 00
Somenos and Railway Station.....	J. Kier.....	1 $\frac{1}{2}$	6	12 "	176 25
South Vancouver and Vancouver	S. A. Daniels...	5	3	12 "	150 00
Spence's Bridge and Railway Station	A. Clemes.....	50 yds.	14	12 "	60 00
Spuzzum and Railway Station.....	A. H. Coppen...	100 yds.	14	12 "	25 00
Steveston and Vancouver.....	W. F. Steves...	14 & 17	6	12 "	469 00
Swansea and Railway Station.....	H. J. Turner....	3	4	4 " and 16 dys. from Feb. 13, '99...	72 00
Thomson's Landing and Trout Lake	Craig & Hillman.	12	2	72 trips.....	288 00
Three Forks and Railway Station..	T. H. Wilson...	$\frac{1}{2}$	as req.	9 months (to Mch. 31, '99)	274 00
do do	J. T. Kelly.....	$\frac{1}{2}$	as req.	3 " from " "	91 00
Tinehead and Railway Station.....	D. M. Robertson	2	2	12 "	75 00
Trail and Railway Station.....	F. W. Brown....	100 yds.	26	12 "	120 00
Turgoose and Railway Station.....	F. Turgoose....	200 yds.	6	12 "	24 00
Union Bay, Railway Station and Wharf..	G. Howe.....	$\frac{1}{2}$	2	12 "	40 00
Vananda and Wharf.....	A. A. Forbes...	$\frac{1}{2}$	1	12 "	40 00
Vancouver Letter Carriers Service..	British Columbia Electric Ry. Co.			12 "	150 00
Vancouver Railway Station and Wharf..	P. C. Van Horne	$\frac{1}{2}$	6	12 "	179 00
Vancouver and Railway Station.....	Atkins & Johnson	$\frac{1}{2}$	14	12 " and extra trips (less fine)	436 78
Vancouver and B. C. Electric Railway Terminus.....	do	$\frac{1}{2}$	as req.	12 "	7 50
Vancouver and Union S.S. Co.'s Wharf.....	do	$\frac{1}{4}$	2	12 "	67 95
Vancouver West End and Vancouver	H. J. Foote....	1	7	12 "	36 00
Vancouver and China and Japan Steamers.....	Vancouver Transfer Co....	12	$\frac{1}{2}$	12 "	135 25
Vernon and Railway Station.....	R. Wilson...	$\frac{1}{4}$	12	12 "	120 00
Victoria and Custom House.....	Victoria Transfer Co.....	$\frac{1}{2}$	6	6 " (to Dec. 31, '98)..	60 00
Victoria Letter Carriers Service....	British Columbia Electric Ry. Co.		as req.	12 "	200 00
Victoria and Nanaimo Steamer Wharf.....	Victoria Transfer Co.....	$\frac{1}{2}$	2	12 "	135 50
Victoria and Railway Station (E. & N.).....	J. Porter.....	750 yds.	12	1 " (to July 31, '98)..	11 70
do do	do	750 yds.	12	11 " from " "	215 19
Victoria and Railway Station (S. & V.).....	Victoria Transfer Co.....	1	12	12 "	180 00
Victoria and Street Letter Boxes..	R. N. Stanley...	9 $\frac{1}{4}$	13	12 "	249 92
Victoria and Wharf (Seattle and Sitka).	A. Henderson...	1	4	12 "	50 00
Victoria and Wharf (China and Japan Steamers).....	Victoria Transfer Co.....			9 " (to Mch. 31, '99).	66 50
Victoria and Vancouver Steamer Wharf.....	R. Robinson....	200 yds.	as req.	37 trips.....	37 0

## APPENDIX B—Continued.

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.
Waneta and Railway Station....	F. Adie.....	500 yds.	12	12 months.....	156 50
Wardner and Wharf.....	S. E. Oliver.....	$2\frac{1}{4}$	4	3 " (to Sept. 30, '98)..	19 50
Wardner and Railway Station.....	do.....	2	2	6 " and 5 days (to Apl. 30, '99)...	35 25
do do.....	W. S. Lanktree.....	2	2	2 " from ".....	13 00
Waterloo and Railway Station.....	J. R. Huneux.....	1	2	4 " (to Oct. 30, '98)..	34 00
Wellington and Railway Station....	W. Bryant.....	$1\frac{1}{2}$	12	12 ".....	72 00
West Fairview and Vancouver.....	H. J. Foote.....	$1\frac{1}{2}$	7	8 " (from Nov. 1, '98)	60 45
Westholme and Railway Station....	E. Barkley.....	1	3	12 ".....	60 00
Whonnoek and Railway Station....	L. C. York.....	74	7	12 ".....	60 00
Yale and Railway Station.....	D. J. Creighton.....	100 yds.	12	12 ".....	60 00
Ymir and Railway Station.....	J. McLeod.....	400 yds.	12	9 " (to Mch. 31, '99)..	37 50
do do.....	do.....	400 yds.	12	3 " from ".....	18 75
Young and Railway Station.....	H. R. Young.....	$1\frac{1}{2}$	2	12 ".....	60 00
Taking charge of Vancouver mails (Huntingdon Route).....	D. Ferguson.....			6 " (to Dec. 31, '98)..	60 00
do do.....	G. B. Corlett.....			6 " from ".....	60 00
do do.....	B. Fairbank.....			12 ".....	120 00
				Total.....	\$70,246 41

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Actinolite and Tweed.	W. H. Houston.	5	12	12 months.	290 00
Addison and Bell's Station	J. K. McVagh.	8½	6	12 "	194 00
Adolphustown and Bath.	J. F. Chalmers.	14	6	12 "	267 00
Adolphustown and Napanee	J. Lowry.	27½	6	12 "	475 00
Albert and Marysville.	O. Crouse.	11½	6	12 "	293 84
Albury and Rednersville.	D. F. Rose.	4	3	12 "	75 00
Allisonville and Consecon.	J. N. Isteed.	8	3	3 " (to Sept. 30, '98)	31 25
do do	W. Pine.	8	3	9 " from "	72 00
Allsaw and Minden.	G. Hope.	12	2	12 "	110 00
Ameliasburg and Belleville.	C. L. Cunningham.	10	6	12 "	275 00
Anson and Railway Station.	A. McMullen.	200 yds.	6	12 "	45 00
Apsley and Coe Hill Mines	J. Blackburn.	21½	2	12 "	175 00
Apsley and Lakefield.	P. Kennedy.	31	3	12 "	288 00
Apsley and Paudash.	P. W. C. Shewen.	14	1	12 "	60 00
Arden and Dead Creek	C. Arney.	7	1	6 " (to Dec. 31, '98)	20 00
do do		7	1	6 " from "	26 00
Arden and Elm Tree.	W. McGregor.	7	1	12 "	33 80
Arden and Railway Station.	W. N. Sommers.	1	6	12 "	35 00
Arden and Tamworth.	J. W. Babcock.	20½	3	12 "	125 00
Athens and Brockville.	A. W. Johnston.	14	6	12 "	349 00
Athens and Oak Leaf.	C. J. Slack.	12	3-6	12 "	197 00
Athens and Plum Hollow.	P. Y. Hollingsworth.	6	3	12 "	108 00
Athens and Railway Station.	J. H. Ackland.	½	12	12 "	49 00
Atkinson and Washburn.	J. Atkinson.	3½	2	12 "	60 00
Ballantyne's Station and Railway Station.	J. Hyslop.	½	2	12 "	26 00
Bancroft and Bronson.	G. Payne.	4	2	12 "	60 00
Bancroft and Leafield.	W. H. Sweet.	22	1	9 " (to Mar. 31, '99)	72 00
do do	W. Lake.	22	1	3 " from "	33 75
Bancroft and Monk Road.	J. Young.	7½	1	12 "	20 00
Bancroft and Wood.	A. W. Gould.	11	1	12 "	36 00
Bannockburn and Railway Station.	S. McEwan.	½	12	9 " (to Mar. 31, '99)	45 00
do do		½	12	3 " from "	18 78
Bath and Ernestown Station.	N. S. Ball.	3½	12	12 "	100 00
Bath and Stella.	J. Baker.	6½	6	12 "	344 40
Battersea and Kingston.	W. J. Arthur.	16	6	12 "	197 48
Bayside and Belleville.	A. Aselstine.	6	6	12 "	80 00
Bedford Mills and Newboro'	J. Moulton.	6	3	12 "	75 00
Belleville and Albert College	W. P. Dyer.	1½	6	12 "	25 00
Belleville and Frankford	F. Spencer.	14	3	12 "	135 00
Belleville and Railway Station.	H. W. Cronk.	1¼	36	12 "	281 70
Belleville and Sidney Crossing.	W. R. Vandervoort.	6½	3	12 "	105 00
Belleville and Street Letter Boxes.	H. W. Cronk.	5	12	12 "	125 00
Belleville and Tweed.	J. Jackson.	25	6	12 "	570 00
Belleville Junction — Transfer of Mails.	D. Gunn.		6	9 " (to Mar. 31, '99)	58 75
do do	T. Parsley.		6	3 " from "	19 50
Bellrock and Verona	B. Revel.	4	6	12 "	97 00
Bensfort and South Monaghan.	J. Fletcher.	5	3	12 "	65 00
Bewdley and Millbrook.	I. Harper.	11	6	12 "	240 00

## APPENDIX B—Continued.

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.
Big Island and Demorestville	E. Cole	5	2	12 months	60 00
Birdsalls and Railway Station	J. Lancaster	1	6	12 "	40 00
Birds Creek and New Carlow	N. T. Armstrong	17	2	12 "	180 00
Black River Bridge and Picton	S. Pearson	7 $\frac{1}{2}$	3	12 "	89 00
Blairhampton and Minden	W. Blair	10	1	12 "	60 00
Blairton and Havelock	M. J. Wood	8	3	12 "	141 00
Blairton and Vansickle	G. W. Airhart	14	3	6 " (to Dec. 31, '98)	75 00
do do	G. Scarlett	14	3	6 " from "	75 00
Bloomfield and Crofton	B. S. Salisbury	11	3	12 "	124 80
Bloomfield and Railway Station	E. Parker	$\frac{1}{2}$	24	12 "	81 12
Bobcaygeon and Peterboro'	J. O'Gorman	22	6	12 "	498 00
Bobcaygeon and Silver Lake	A. Coulter	9	2	12 "	100 00
Bogart and Tweed	P. Lusk	4	6	12 "	85 00
Bosking and Minden	J. Beatty	14	2	12 "	140 00
Boulter and Combermere	P. A. Bellisle	18	3	9 " (to Mar. 31, '99)	183 75
do do	J. Stubbs	18	3	3 " from "	41 00
Boulter and L'Amable	J. K. Mackey	22	3 & 6	12 "	439 00
Brighton and Campbellford	W. N. Simpson	20	6	12 "	440 00
Brighton and Lovett	P. B. Clark	5 $\frac{1}{2}$	6	12 "	140 00
Brockville and Railway Station	P. G. Cavanagh	1	12	12 "	86 00
Buck Lake and Perth Road	J. Thomas	4	2	12 "	40 00
Buckley and Godfrey	T. Buckley	7	2	9 " (to Mar. 31, '99)	45 00
do do	T. W. Reynolds	7	2	3 " from "	13 43
Burnbrae and Railway Station	W. Wallace	5	6	6 " (to Dec. 31, '98)	69 50
Burnbrae and Hoard's Railway Station	W. Milton	5	6	6 " (from Jan. 1, '99)	65 00
Burnbrae and Sarginson	J. Finch	5	3	12 "	75 00
Burnley and Castleton	G. W. French	8	3	12 "	74 00
Caintown and Mallorytown	S. L. Hogeboom	5 & 18	6	12 "	290 00
Camden East and Centreville	W. Hughes	6 $\frac{1}{2}$	6	12 "	125 00
Campbellford and Godolphin	D. Fairman	5	2	12 "	65 00
Campbellford and Havelock	D. J. Connelly	12	6	12 "	295 00
Campbellford and Railway Station	J. N. Kent	$\frac{1}{2}$	12	3 " (to Sept. 30, '98)	18 96
do do	B. Mulhearn	$\frac{1}{2}$	12	9 " from "	46 80
Centreton and Grafton	S. Howard	13 $\frac{1}{2}$	3	12 "	121 25
Chaffey Locks and Elgin	M. Doyle	6	2	12 "	68 00
Chantry and Delta Railway Station	A. L. Elliott	9 $\frac{1}{2}$	6	12 "	246 00
Chapman and Lost Channel	B. Clark	3	2	12 "	45 00
Chatterton and Foxboro'	S. F. Morden	3 $\frac{1}{2}$	3	12 "	72 00
Cheddar and Wilberforce	A. Southworth	8	1	12 "	49 00
Chemong and Selwyn	L. D. Taylor	3 $\frac{1}{2}$	2	6 " (from Jan. 1, '99)	14 88
Cherry Valley and Point Petre	A. Scott	6	1	6 " (to Dec. 31, '98)	19 24
do do	J. Moore	6	1	6 " from "	19 24
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 "	49 48
Clarendon Station and Plevna	A. V. Wood	22	3	12 "	345 00
Clarina and Norwood	C. Crowe	12	3 & 2	12 "	124 00
Cloyne and Denbigh	L. Wormworth	28	1	3 " (to Sept. 30, '98)	33 75
do do	G. Deline	28	1	9 " from "	101 25
Cloyne and Harlowe	W. Thomson	11	2	12 "	64 00
Cloyne and Railway Station	A. McNicoll	13 $\frac{1}{2}$	6	12 "	300 00
Cobourg and Harwood	A. F. Ward	16	6	7 " (to Jan. 31, '99)	168 00
do do	R. Clapperton	16	6	5 " from "	120 00
Cobourg and Railway Station	J. R. O'Neill	$\frac{1}{2}$	6	12 "	35 00
Cobourg and Rosemeath	T. Ingham	20	6	12 "	399 00
Cobourg and Steamboat Wharf	J. Fox	$\frac{1}{2}$	6	Part of seasons 1898 & 99	44 51
Cobourg and Street Letter Boxes	W. D. Fox	3	12	12 months	59 00
Coe Hill Mines and Faraday	R. Hewton	8	2	9 " (to Mar. 31, '99)	67 50
do do	W. H. Neal	8	2	3 " from "	17 50
Coe Hill Mines and Railway Station	H. Poot	$\frac{1}{2}$	12	12 "	40 00



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.....	W. H. Moynes.....	28½	2	12 months.....	120 00
Colborne and Dundonald.....	W. W. Dickinson.....	9½	6	12 ".....	174 56
Colborne and Lakeport.....	E. Redfean.....	2½	12	12 ".....	150 00
Colborne and Warkworth.....	T. Pogue.....	16	6	12 ".....	245 00
Colebrook and Yarker.....	C. N. Garrison.....	1	6	12 ".....	69 00
Collins Bay and Railway Station.....	J. J. Losee.....	3½	12	12 ".....	50 00
Combermere and Maynooth.....	J. Maddock.....	22	1	12 ".....	144 00
Consecon and Railway Station.....	F. A. Cory.....	¾	24	12 ".....	124 80
Cooper and Madoc.....	W. West.....	11	3	12 ".....	155 00
Cooper and The Flats.....	J. Canniff.....	5	2	12 ".....	40 00
Corbyville and Gilead.....	W. H. Sheffield.....	40	2	12 ".....	60 00
Cottesloe and Norwood.....	M. Paget.....	8½	2	12 ".....	93 50
Cranworth and Portland.....	J. Wilson.....	5½	1	12 ".....	35 00
Cressy and Picton.....	P. Storms.....	19	3	12 ".....	173 00
Crow Lake and Railway Station.....	C. Knapp.....	9	2	9 " (to Mar. 31, '99).	54 00
Crow Lake and Sharbot Lake Rail- way Station.....	do.....	9	2	1 " (to Apl. 30, '99).	7 50
do do.....	J. Knapp.....	9	2	2 " from ".....	13 33
D'Arcy and Kingston.....	A. McDonald.....	15	3	3 " and 16 days (to Oct. 16, '98)...	86 57
do do.....	do.....	17	3	8 " 15 dys. from do.....	229 61
Deloro and Railway Station.....	H. N. Darling.....	1½	6	12 ".....	72 00
Delta and Railway Station.....	P. A. Jackson.....	¾	6	12 ".....	50 00
Demorestville and Green Point.....	C. Reynolds.....	9	2	12 ".....	104 00
Denbigh and Griffith.....	W. Kerr.....	14	2	12 ".....	104 00
Denbigh and Plevna.....	J. H. Youmans.....	23	3	9 " (to Mar. 31, '99).	247 50
do do.....	J. Douglas.....	23	3	3 " from ".....	80 00
Deseronto and Street Letter Boxes.....	The Rathbun Co.....	2	12	12 ".....	166 00
Desert Lake and Hartington.....	W. Snook.....	½	2	12 ".....	104 00
Desmond and Millsap.....	W. Campbell.....	2½	6	6 " (to Dec. 31, '98)..	40 00
Desmond and Moscow Station.....	A. M. Bell.....	6½	6	6 " (from Jan. 1, '99)	50 00
Donaldson's Mills and Railway Sta- tion.....	S. Donaldson.....	500 yds.	3	12 ".....	20 00
Dufferin and Kingston Mills.....	do.....	3½	3	12 ".....	70 00
East Hungerford and Erinsville.....	J. McGrath.....	8	2	12 ".....	65 00
Eldorado and Empey.....	J. McClintock.....	3	2	12 ".....	50 00
Elgin and Railway Station.....	P. J. Fahey.....	3½	6	12 ".....	105 00
Ellisville and Lyndhurst.....	I. D. Wetherell.....	8½	3	12 ".....	62 00
Enterprise and Trafford.....	C. Whelan.....	9½	1	12 ".....	41 40
Enterprise and Wilkinon.....	P. Finn.....	8½	2	12 ".....	89 00
Erinsville and Napanee.....	E. W. Hodgins.....	21	6	12 ".....	340 00
Easonville and Tory Hill.....	H. Maguire.....	4	2	12 ".....	55 00
Ewan and Furnace Falls Railway Crossing.....	W. J. McMahon.....	14	3	12 ".....	145 00
Flinton and Madoc.....	W. Grant.....	19	6	12 ".....	420 00
Fowler's Corners and Best's Rail- way Station.....	M. Ruth.....	1½	6	12 ".....	70 00
Foxboro' and Railway Station.....	A. C. Dafeo.....	1½	12	12 ".....	100 00
Frankford and Maple View.....	A. W. Simmons.....	6	3	3 " (from April 1, '99)	18 75
Frankford and Railway Station.....	J. Chapman.....	200 yds.	12	12 ".....	78 00
Frankford and Stockdale.....	A. W. Simmons.....	2	3	9 " (to March 31, '99)	18 75
Frankville and Railway Station.....	M. Dunham.....	11	6	12 ".....	256 36
Fuller and Moir.....	A. Herity.....	4	2	12 ".....	48 00

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Gananoque and Seeley's Bay.	J. Sherby	14	3	12 months	156 00
Gananoque and Street Letter Boxes	W. Gray	2 $\frac{1}{2}$	13	12 "	150 00
Gananoque and Wilstead	R. Murchie	4	3	12 "	85 00
Gilmour and Railway Station	J. Caverly	100 yds.	12	12 "	20 00
Glanmire and Millbridge	E. Tapp	7	1	12 "	34 00
Glenburine and The Corners	S. Shurthiff	$\frac{1}{2}$	12	12 "	90 00
Glenfield and Vennacher	W. Livingston	4	1	3 " and 22 dys (to Oct. 22, '98)	12 39
do do	H. W. Snider	5	1	8 months (from Nov. 1, '98)	26 66
Glen Miller and Trenton	W. Nelson	3 $\frac{1}{2}$	6	12 "	90 00
Glenora and Picton	P. McCormack	6	6	12 "	150 00
Glen Ross and Railway Station	G. T. Iveson	20 yds.	6	12 "	30 00
Glenvale and Sharpton	G. D. Hann	4	2	12 "	60 00
Gooderham and Railway Station	J. W. Gould	$\frac{1}{2}$	12	12 "	62 60
Gooderham and Ursa	S. Kettle	6	1	12 "	31 25
Gosport and Napanee	H. J. Gould	20 $\frac{1}{2}$	2	12 "	119 00
Grafton and Railway Station	J. Cochran	1	7	12 "	100 00
Gunter and Railway Station	J. H. Gunter	6	2	12 "	80 25
Haliburton and Railway Station	J. Adams	$\frac{1}{2}$	12	12 "	40 00
Haliburton and Wicksteed	D. H. Anderson	10	1	12 "	55 00
Halloway and Railway Station	T. W. Carter	200 yds.	12	12 "	48 48
Hall's Bridge and Stratton	J. We-tlake	16	1	9 " (from Oct. 1, '98)	56 04
Hall's Glen and Warsaw	D. Madill	6	2	12 "	65 00
Harrowsmith and Sydenham	J. K. Godfrey	4	6	12 "	48 00
Hartsmere and Hermon	J. Bremner	9 $\frac{1}{2}$	2	12 "	100 56
Havelock and Oak Lake	R. McCutcheon	16	1	6 " (to Dec. 31, '98)	32 50
do do	S. Hubble	16	1	6 " (from Dec. 31, '98)	30 00
Havelock and Railway Station	J. Farmer	$\frac{1}{2}$	18	12 "	51 48
Havelock Railway Station—Transfer of Mails.	W. S. Dodd			12 "	35 00
Hiawatha and Peterboro	R. Davis	11	2	12 "	114 00
Hillier and Railway Station	R. C. Titus	$\frac{1}{2}$	24	12 "	95 00
Hillier and Ro-chall	R. McCartney	2 $\frac{1}{2}$	3	12 "	78 00
Hinch and Newburgh	J. Cook	6	2	12 "	50 00
Hotspur and Tory Hill	T. Clark	3 $\frac{1}{2}$	2	12 "	56 90
Indian River and Railway Station	M. Guerin	2	3	12 "	100 00
Ingle and Tamworth	H. M. York	5	2	12 "	50 00
Irondale and Railway Station	P. Barr	$\frac{1}{2}$	12	12 "	62 60
Ivanhoe and Railway Station	L. W. Seeley	3	12	12 " and arrears	149 16
Ivy Lea and Lansdowne	J. Ivey	4	2 & 6	12 "	124 50
Jellyby and Railway Station	J. E. Davis	300 yds.	3	12 "	50 00
Jermyn and Lang	M. Carter	4	3	12 "	79 00
Jones Falls and Morton	H. Scott	3	3 & 6	12 "	57 00
Keene and Railway Station	R. McIntyre	1 $\frac{1}{2}$	12	12 "	46 80
Kennaway and Wilberforce	C. Holmes	15	1	12 "	95 00
Kingston Barriefield and Ports-mouth	B. McConville	2 $\frac{1}{2}$	12	12 "	235 00
Kingston Letter Carrier Service	Kingston, Ports-mouth—Catar-aqui St. Ry. Co.			12 "	360 00
Kingston and Newboro	R. W. Copeland	41	6	12 "	784 00
Kingston and Newburgh	C. H. Finkle	27	6	12 "	400 00

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APPENDIX B—Continued.

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.
Kingston and Perth Road.....	J. M. Stoness.....	18	6	12 months.....	630 00
Kingston and Railton.....	W. Hobbs.....	14	6	12 ".....	250 00
Kingston and Street Letter Boxes.....	B. McConville.....		12	".....	667 92
Kingston and Willetsholme.....	N. F. Darling.....	16½	3	12 ".....	325 00
Kingston Station and Grand Trunk Junction.....	J. P. Hanley.....	2	26	12 ".....	36 00
Kinmount and Mount Irwin.....	T. Peacock.....	7	2	12 ".....	70 00
Lakefield and Lakehurst.....	A. Johnston.....	19	3	12 ".....	195 00
Lakefield and Railway Station.....	J. Cooper.....	4	18	12 ".....	93 90
Lake Opinicon and Perth Road.....	J. S. Roberts, jr.....	10	3	12 ".....	97 00
Lang and Railway Station.....	A. Colville.....	1	12	12 ".....	74 00
Lansdowne and Melcombe.....	E. E. Landon.....	4	3	12 ".....	104 00
Lansdowne and Rockfield.....	J. T. Warren.....	8	6 & 3	12 ".....	150 00
Lansdowne and Sand Bay.....	J. Fodey.....	11½	3	12 ".....	150 00
Latimer and Wolf's Corners.....	M. E. Traves.....	1	3	12 ".....	62 48
Lavant Station and Ompah.....	J. Watt.....	9	3	12 ".....	170 00
Leinster and Roblin.....	T. Brown.....	7	2	12 ".....	48 00
Leland and Oates.....	J. Buck.....	4½	2	12 ".....	50 00
Lime Lake and Marlbank.....	J. Henderson.....	4	3	12 ".....	78 00
Lochlin and Railway Station.....	G. W. James.....	4	12	12 ".....	40 00
Long Lake and Mountain Grove.....	H. Drew.....	8	3	12 ".....	92 50
Lyn and Railway Station (B. & W.).....	W. A. McLean.....	½	12	12 ".....	60 00
do do (G.T.).....	W. A. McLean.....	1	6	12 ".....	55 00
Lyndhurst, Morton and Railway Station.....	F. Bullis.....	2¼ & 3½	12 & 6	12 ".....	95 00
McKenzie Lake and Madawaska Station.....	T. Coghlan.....	14	1	3 " (to Sept. 30, '98).	30 00
do do.....	O. G. Carswell.....	14	1	9 " from ".....	54 75
McLean and Parham.....	H. Vanvolkenburg.....	8	2	6 " (to Dec. 31, '98).	50 00
do do.....	do.....		6	" from ".....	30 50
Madoc and Queensboro.....	F. O. Diamond.....	8	6	12 ".....	193 39
Madoc and Railway Station (C.O.).....	J. Vassan.....	7	12	12 ".....	400 00
do do (C.P.).....	G. P. Alcombrach.....	6½	7	12 ".....	295 60
do do (G.T.).....	P. L. Vanleek.....	½	24	12 ".....	125 00
Mallorytown and Peole's Resort.....	W. E. Williams.....	5	6 & 3	12 ".....	79 00
Mallorytown and Rockport.....	A. Dickey.....	12½	6	12 ".....	187 48
Mallorytown and Sherwood Spring.....	J. Bogart.....	7	3	12 ".....	81 72
Malone and Railway Station.....	C. Thompson.....	¾	6	12 ".....	80 00
Maple Lake and Minden.....	W. Barry.....	20	2	12 ".....	109 00
Marmora and Railway Station.....	R. A. McWilliams.....	2½	12	12 ".....	101 00
Marmora and Stirling.....	G. O. Tice.....	16	6	12 ".....	265 00
Maynooth, Ormsby and Railway Station.....	W. J. Fitzgerald.....	32	6	12 ".....	769 00
Milford and Point Traverse.....	J. W. Bourgard.....	11½	2	8 " (to Feb. 28, '99).	53 33
Millbridge and Railway Station.....	C. Donaldson.....	1½	6	12 ".....	80 00
Minden and Railway Station.....	J. Mouncey.....	7½	12	12 ".....	206 58
Moira and West Huntingdon Railway Station.....	B. C. Salisbury.....	5	6	12 ".....	120 00
Moneymore and Roslin.....	J. Thompson.....	6½	1	12 ".....	30 00
Mountain Grove and Railway Stn.....	A. McDonald.....	100 yds.	12	12 ".....	18 00
Mountain View and Rossmore.....	J. W. Robbins.....	6	6	12 ".....	187 00
Murray and Railway Station.....	G. A. Stimers.....	1	24	12 ".....	175 28
Napanee and Street Letter Boxes.....	G. Bogart.....	1½	18	12 ".....	75 00

APPENDIX B—Continued.

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 Switzerville.....	P. E. R. Miller.....	6	3	12 months.....	96 00
Naphan and Pouchers' Mills.....	J. D. Naphan.....	12½	12	".....	72 12
Newboro' and Railway Station.....	A. Wallace.....	4	12	".....	49 72
Newboro' and Smith's Falls.....	W. F. Graham.....	29 & 25	6	".....	400 00
New Dublin and Bellamy's Station.....	J. Horton.....	3½	3	".....	75 00
Norwood, Warkworth and Hastings Railway Station.....	C. McDonnell.....	16 & 6	6 & 6	".....	460 00
Norwood and Railway Station, C.P.....	D. Foster.....	½	20	".....	156 45
Odessa and Railway Station.....	S. Clark.....	5	12	".....	174 00
Odessa and Violet.....	S. Clark.....	6	6	".....	90 00
Ormsby and Thanet.....	W. McKillican.....	5	2	".....	39 00
Oso Station and Zealand.....	J. Davis.....	4½	2	6 (to Dec. 31, '98).....	37 00
Otonabee and Railway Station.....	J. Duff.....	18	6	".....	30 00
Overton and Roblin.....	G. W. Fox.....	3½	2	".....	48 00
Parma and The Pines.....	E. L. Dafoe.....	6	3	".....	75 00
Perth and Westport.....	C. P. Lambert.....	23	2	".....	97 00
Perth Road and Wilmer.....	J. S. Roberts.....	2	3	".....	60 00
Peterboro' and Ry. Stat. (C. P., G.T).....	G. Fowler.....	½ & ¼	86	".....	375 68
Peterboro' and Street Letter Boxes.....	H. C. Rogers.....	4½	12	".....	200 00
Peterboro' and Warsaw.....	J. Crowe.....	16	6	".....	265 00
Petworth and Yarker.....	J. A. Garrison.....	6	4	".....	99 00
Phillipston and Pouchers' Mills.....	W. H. Sils.....	5	3	".....	82 50
Picton and Point Milford.....	D. Welbanks.....	14	6	8 (to Feb. 28, '99).....	166 00
Picton and Railway Station.....	C. Way.....	¾	24	".....	125 20
Picton and Solmesville.....	J. I. Thompson.....	17	6	".....	230 00
Picton and South Bay.....	D. Welbanks.....	16	6	4 (from Mch. 1, '99).....	94 85
Picton and Street Letter Boxes.....	T. Shannon.....	1	12	".....	78 25
Picton, West Lake and West Point.....	J. R. Tubbs.....	8 & 10½	3 & 6	".....	149 00
Point Traverse and South Bay.....	G. W. Bongard.....	7½	3	4 (from Mch. 1, '99).....	26 67
Portland and Crosby Ry. Station.....	W. G. Singleton.....	5 & 7	6	".....	134 00
Preneveau and Rylstone.....	W. A. Rowe.....	8	3	".....	84 48
Read and Shannonville.....	J. Smith.....	13¾	6	".....	245 00
Roblin and West Plain.....	A. Sedore.....	3	2	".....	25 00
St. Lawrence and Wolfe Island.....	J. W. O'Brien.....	13	2	".....	100 00
St. Ola and Railway Station.....	C. D. Kellog.....	2	6	".....	60 00
Sharbot Lake and Ry. Station.....	M. Avery.....	½	14	".....	146 00
Sharbot Lake and Zealand.....	J. Erwin.....	5½	2	6 (from Jan. 1, '99).....	37 00
Soperton and Ry. Stat. (B. & W.).....	S. W. Stafford.....	½	6	".....	62 60
Springville and Railway Station.....	F. E. Wilson.....	3	6	".....	89 00
Steenburg and Railway Station.....	S. S. Steenburg.....	100 yds.	6	".....	55 00
Stirling and Railway Station.....	H. S. Ferguson.....	¼	12	".....	61 02
Tory Hill and Railway Station.....	J. H. Anderson.....	10 rods.	12	".....	50 00
Trenton and Railway Station.....	J. A. Delaney.....	¼	36	".....	150 24
Trenton and Wooler.....	W. H. Richards.....	9	6	".....	119 00
Tuftsville and Madoc Junction.....	S. Tufts.....	18	6	".....	24 00
Turriff and Umfraville.....	J. Munro.....	4	2	".....	52 00
Tweed and Railway Station.....	E. R. Huyek.....	½	20	".....	125 16
Villiers and Railway Station.....	W. Weir.....	2	3	".....	74 88

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Wellington and Railway Station...	A. W. Clark....	4	24	12 months.....	46 80
Wellman's Corners and Ry. Station	P. Hubble .....	2	6	12 " .....	150 00
West Huntingdon and Ry. Station	A. Adams.....	4	6	12 " .....	27 00
Westport and Ry. Station (B. & W.)	J. H. Whelan ..	3	12	12 " .....	69 00
do do (K. & P.)	J. J. Mulville ..	21 & 20	3	12 " .....	178 00
Westwood and Railway Station ...	J. Esscn.....	2½	6	6 " (to Dec. 31, '98)	78 00
do do	J. Doherty, Jr..	2½	6	6 " from "	71 12
Wilberforce and Railway Station..	H. Ridley.....	2	6	12 " .....	97 72
				Total.....	\$36,912 30

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

## APPENDIX B—Continued.

## LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division made within the year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station	D. N. Sinclair	1	6	12 months	49 98
Aberdour and Railway Station	G. Christie	2	6	12 "	70 12
Adelaide and Strathroy	T. Callaghan	2	6	" (to Dec. 31, '98)	87 50
do do	J. Harris	2	6	" from "	73 00
Ailsa Craig and Nairn	M. McIntyre	3	6	12 "	100 00
Ailsa Craig and Railway Station	C. Walker	3	6	12 "	44 00
Albana and Blytheswood	L. June	3	3	12 "	60 00
Aldboro' and Rodney	A. Ruthven	6	6	3 " (to Sept. 30, '98)	35 00
do do	R. E. Mack	4	6	9 " from "	108 75
Allenford and French Bay	H. Shammon	8	2	12 "	120 00
Allenford and Railway Station	J. Dean	11	12	12 "	97 56
Allenford and Southampton	D. McCarrell	11	6	9 " (to Mar. 31, '99)	186 00
do do	S. Vanwyck	10	6	3 " from "	58 75
Alma and Railway Station	A. Gale	4	12	12 "	90 77
Alma and Winfield	B. Stickney	8	3	12 "	115 00
Alvinston and Railway Station	C. J. Parker	4	12	12 "	108 00
Amberley and Lurgan	A. McLellan	5	3	12 "	65 00
Amherstburg and Railway Station	J. R. Tomlinson	4	12	12 "	83 90
Amherstburg and Windsor	A. Fox	17½ & 19½	6 & 3	12 "	450 00
Amiens and Ryckman's Corners	W. Ireland	2	3	12 "	50 00
Appin and Glen Willow	W. Reilly	5½	3	12 "	95 00
Appin and Mayfair	J. E. Campbell	4	6	12 "	147 00
Appledore and Railway Station	W. Grooms	2½	2	10 " (to April 30, '99)	47 30
do do	W. Higgs	2½	2	2 " from "	9 90
Arkona and Thedford	W. H. Stirlington	7½	6	12 "	24 00
Arkona and Watford	T. J. Wilson	12	6	12 "	280 00
Arkwright and Mount Hope	W. F. Sithes	3½	2	12 "	75 00
Arnow and Kincardine	G. W. Shine	11	3	12 "	124 80
Arner and Railway Station	S. A. Agla	1	6	12 "	40 69
Arthur and Fergus	C. Farrell	12	6	12 "	137 00
Arthur and Railway Station	S. McCabe	1	24	12 "	110 17
Atherton and Delhi	E. Wilson	3	2	3 " (to Sept. 30, '98)	11 25
do do	E. Livingston	3 & 4	2	9 " from "	33 75
Atkin and Inwood	C. E. Atkin	4½	2	6 " (to Dec. 31, '98)	19 50
do do	E. L. Miller	4½	2	6 " from "	19 50
Atwood and Mitchell	L. J. Longway	18	6	9 " (to Mar. 31, '99)	262 50
do do	J. Brown	17	6	3 " from "	81 25
Atwood and Railway Station	J. G. Robertson	1	6	12 "	46 95
Auburn, Blyth and Railway Station	M. A. Moore	6½ & 6¼	6	12 "	375 00
Aughrim and Tancred	T. H. Wall	2	2	12 "	40 00
Avon, Putnam and Station	G. Fralick	6½	6 & 12	12 "	190 00
Avonry and Wilkesport	E. Blacklock	2½	2	12 "	45 00
Aylmer and Dumboyne	M. F. Turrill	31	6	12 "	300 00
Aylmer and Railway Station (G.T.)	J. N. Winder	4	24	12 "	49 92
do do (M.C.)	A. W. Pierce	2½	6	12 "	75 12
Ayr and Railway Station (C.P.)	W. A. Snueck	1	12	7 " (to Jan. 31, '99)	51 52
do do	H. Deagon	1	12	5 " from "	30 96
Ayr and Roseville	do	4½	6	12 "	155 00
Baden and Wellesley	C. Harefeld	9	6	12 "	350 00
Badenoch and Mildmay	A. Kleist	4½ & 4¼	2	12 "	50 00
Bamburg and Petersburg	A. Starr	7½	6	12 "	185 00
Banner and Railway Crossing	J. Clendinning	1	6	12 "	46 95
Bayfield and Seaforth	J. McGee	15	6	12 "	315 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Bayham and Ingersoll	W. H. Cook	20½	6	12 months.	395 00
Bear Line and Chatham	D. H. Winter	8½	2	10 " (from Sept. 1, '98)	29 17
Becher and Terminus	W. A. Gibson	4	2	2 " (to Aug. 31, '98)	10 00
Becher and Wallaceburg	C. H. Rutlan	5	3	12 " "	80 00
Beechwood and Dublin	J. Jordan	5½	6	12 " "	103 00
Belfast and Lanes	A. McAllister	4	3	12 " "	70 00
Belgrave and Marnock	P. Porterfield	3½	3	12 " "	60 00
Belgrave and Railway Station (G. T.)	S. Tufts	1	12	12 " "	131 46
Belgrave and Sunshine	M. S. Watson	2½	2	12 " "	70 00
Belle River and Byrnedale	W. Byrne	5½	1	12 " "	55 00
Belmont and London	J. Charles	13	6	12 " "	140 00
Belmont and Railway Station	J. Charles	½	12	12 " "	58 84
Belmore and Wroxeter	J. Chittick	6	6	12 " "	149 00
Belton and Railway Station	J. Gibson	½	12	12 " "	50 00
Belton and St. Ives	H. Powell	7½	2	3 " (to Sept. 30, '98)	21 94
do do	do	6	2	9 " from "	54 00
Benn Miller and Goderich	W. Moore, jr.	6	6	12 " "	175 00
Bentpath and Dresden	J. McCabe	12½	2	12 " "	89 00
Berlin and Cross-hill	T. S. Playford	16½	6	12 " "	360 00
Berlin and Railway Station	M. S. Shantz	½	24	12 " "	75 12
Berlin and Street Letter Boxes	H. Bachman	2½	18	12 " "	200 00
Berlin and West Montrose	E. Hilliard	14½	6	9 " (to Mar. 31, '99)	360 00
do do	J. M. Webster	14	6	3 " from do	91 25
Bickford and Railway Station	M. Webster	300 ft.	12	12 " "	39 84
Big Point and Dover South	Z. Cheff	6	3	12 " "	69 00
Birr and Southgate	G. Morrison	2½	3	12 " "	50 00
Blackwell Station and Railway Stn.	P. Wellington, jr	½	2	12 " "	41 60
Blair and Railway Station	J. J. H. Renshaw	17½	12	12 " "	30 37
Blandford Station and Railway Stn.	E. Eaton	17½	12	12 " "	36 00
Blenheim and Morpeth	T. K. Morris	10	6	12 " "	259 80
Blenheim and Railway Station (E. & H.)	do	½ & ½	24 & 12	12 " and extra trips.	94 75
Blenheim and Railway Station (L. E. & D. K.)	E. W. Osborne	½	12	12 " "	50 08
Blenheim and Rondeau	G. Hallick	5	6 & 3	3 " (to Sept. 30, '98)	35 60
do do	H. M. Winter	5	6 & 3	9 " from "	90 00
Blenheim and Wheatley	O. Lounsbury	31½	6	12 " "	689 00
Bloomsburg and Waterford	A. E. Robinson	3	6	12 " "	72 00
Bluvalle and Railway Station	J. Gardner	½	12	12 " "	138 98
Blyth and Railway Station	W. Bell	½	24	12 " "	175 28
Blytheswood and Goldsmith	A. McMullin	4½	3	6 " (to Dec. 31, '98)	52 10
do do	D. Reid, jr.	4½	3	6 " from "	37 50
Blytheswood and Railway Station	S. Scratch	½	6	12 " "	87 64
Bornholm and Brodhagen	J. Leonhart, jr.	4	6	3 " (to Sept. 30, '98)	43 00
do do	W. Hillebrecht	4	6	9 " from "	110 25
Bornhill and Sable	A. McDonald, jr.	3	3	12 " "	49 00
Bosworth and Riverbank	S. Dowling	3	2	12 " "	38 00
Botany and Thamesville	C. McBrayne	6	3	9 " (to Mar. 31, '99)	66 00
do do	do	6	3	2 " (and 25 days from Apl. 6, '99)	20 59
Bothwell and Clachan	A. McArthur	6 & 8½	3	6 " (to Dec. 31, '98)	112 50
do do	L. Patterson	6 & 8½	6 & 3	6 " from "	95 00
Bothwell and Florence	C. M. Cray	9	6	12 " "	300 00
Bothwell and Moravian Town	W. Goodling	4	2	12 " "	56 00
Bothwell and Mossie	R. Hauds	14½	6	12 " "	348 00
Boxall and Fingal	L. Else	3½	3	12 " "	75 00
Bradshaw and Bridgen	W. A. Dawson	5	3	12 " "	98 00
Braemar and Woodstock	M. L. Mitchelson	11 & 8½	6	7 " and 12 days (to Feb. 12, '99)	151 76
Brandy Creek and Railway Station	E. R. Crombie	½	6	12 " "	45 00
Brantford and Burtch	J. McIntyre	8½	6	12 " "	170 00

## APPENDIX B—Continued.

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.
Brantford and Grand View.....	Hunt and Colter	1	6	12 months.....	40 00
Brantford and Harley.....	R. W. Cavin.....	14	6	3 " and 10 days (to Oct. 10, '98)...	71 79
Brantford and Langford.....	D. Dowling.....	8	6	12 " .....	200 00
Brantford and Railway Station (B. & T.) .....	Hunt and Colter	4	12	7 " and 6 days (from Nov. 25, '98)...	22 44
Brantford and Railway Station (G. T.) .....	T. Quinlan.....	1/2	60	8 " (to Feb. 28, '99)...	156 00
do do do	S. J. Worthington, J. Moffat.	1/2	60	4 " from " .....	78 75
do do (T.H. & B.)	Hunt and Colter	1/2	12	12 " .....	37 56
Brantford and Street Letter Boxes. do do	T. Quinlan.....	14	12	8 " (to Feb. 28, '99)...	132 67
	S. J. Worthington, J. Moffat.	14	12	4 " from " .....	66 33
Breslau and Weisenberg.....	A. Hock.....	8	6	12 " .....	200 00
Brewster and Parkhill.....	F. Gratton.....	16	6	12 " .....	319 00
Brigden and Railway Station.....	J. Armstrong.....	1/2	12	12 " .....	93 90
Bright and Walmer.....	J. Nichols.....	9	6	12 " .....	215 00
Bright, Washington and Railway Station.....	A. Gatzka.....	6 1/2 & 1/2	6 & 12	12 " .....	194 00
Brinkman's Corners and Tobermory	T. Bartman.....	16 1/2	2	6 " (from Jan. 1, '99)	92 50
Britton and Railway Station.....	M. A. Alexander.....	1/2	6	12 " .....	60 09
Brotherston and Gowanstown.....	A. Shade.....	7 1/2	3	(5 days (to July 5, '98) ..	1 59
do do	J. Fisher.....	7 1/2	3	11 mos. and 26 days (from July 5, '98)...	115 41
Brucefield and Railway Station.....	W. Dixon.....	1/2	24	6 " (to Dec. 31, '98)...	44 88
do do	R. Graham.....	1/2	24	6 " from " .....	34 10
Brunner and Railway Station.....	W. Peters.....	1/2	6	12 " .....	50 08
Brussels and Cranbrook.....	C. Alderson.....	5	6	12 " .....	120 00
Brussels and Railway Station.....	S. Beattie, sr.....	1/2	12	12 " .....	150 24
Brussels and Seaforth.....	T. Thomson.....	15 1/2	6	12 " .....	175 00
Brussels and Wroxeter.....	G. Robb.....	10	6	12 " .....	250 00
Burford and Cathcart.....	R. French.....	5 & 5 1/2	6	12 " .....	80 00
Burford and Fairfield Plains.....	R. Cavin.....	3 1/2	3	12 " .....	70 00
Burgessville and Newark.....	W. Fletcher.....	5 1/2 & 9 1/2	6	12 " .....	199 00
Burgessville and Oriel.....	W. B. Somerville.....	6	3	12 " .....	140 00
Burgessville and Railway Station.....	F. Purdue.....	1	12	12 " .....	50 00
Buxton and Railway Station.....	B. G. Burke.....	1	12	12 " .....	100 16
Byron and London.....	J. Charles.....	6	6	12 " .....	160 00
Calder and Railway Station.....	H. McAulay.....	2 1/2	2	12 " .....	52 00
Caledonia and Conboyville.....	W. Arrell.....	6	2	12 " .....	58 00
Caledonia and Railway Station.....	P. McMullin.....	1/2	30	12 " .....	149 00
Camlachie and Hillsborough.....	J. Irwin.....	9	2	12 " .....	98 48
Canfield and Railway Station.....	T. Brown.....	1 1/2	18	12 " .....	78 00
Cape Croker and Colpoys Bay.....	T. Gilbert.....	15	2	12 " .....	99 00
Cargill and Railway Station.....	C. W. Keeling.....	1/2	12	12 " .....	90 14
Carlingford and St. Paul's Railway Station.....	R. Crawford, jr.....	14 1/2	6	9 " and 7 days (to April 10, '99) (broken period)	236 75
do do	W. G. Davidson.....	14 1/2	6	2 " and 20 dys. fm " ..	75 21
Carlsruhe and Railway Crossing.....	X. Lobsinger.....	1 1/2	12	12 " .....	110 09
Cayuga and Dean's.....	G. Shipway.....	3	3	12 " .....	76 44
Cayuga and Gypsum Mines.....	J. Stockton.....	4	6	12 " .....	99 00
Cayuga and Kohler.....	N. Degurse.....	4 1/2	3	12 " .....	70 00
Cayuga and Railway Station (G. T.) .....	E. Wigg.....	1/2	6 & 12	12 " .....	103 42
do do (M.C.)	G. Lishman.....	1 1/2	12	12 " .....	125 20



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APPENDIX B—Continued.

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.
Cayuga and Upper . . . . .	J. Everets . . . . .	12	3	12 months . . . . .	140 00
Centralia and Saintsbury . . . . .	W. J. Smyth . . . . .	4	2	12 " . . . . .	48 00
Charing Cross and Doyles . . . . .	M. Doyle . . . . .	4½	2	12 " . . . . .	75 00
Charing Cross and Railway Station . . . . .	J. Hunter . . . . .	14½	24	12 " . . . . .	100 16
Charlemont and Tupperville . . . . .	J. Humphrey . . . . .	4½	2	12 " . . . . .	49 00
Chatham and Dover South . . . . .	R. Reaume . . . . .	6	6	9 " (to March 31, '99)	141 75
Chatham and Louisville . . . . .	G. N. Arnold . . . . .	6	3	3 " (to Sept. 30, '98).	30 00
Chatham and Mitchell's Bay . . . . .	J. McLaren . . . . .	15½	3	12 " . . . . .	200 00
Chatham and Railway Station . . . . .	T. Bourassa . . . . .	12½	36 & 30	12 " . . . . .	240 00
Chatham and Street Letter Boxes . . . . .	J. D. Blackburn . . . . .	7½	18	12 " . . . . .	224 00
Chatham and Van Horn . . . . .	J. Zink . . . . .	6	2	9 " (to March 31, '99)	52 50
Cheapside, Jarvis and Railway Station . . . . .	P. Gibbs . . . . .	16½	6 & 12	12 " . . . . .	312 00
Chepstowe, Dunkeld and Railway Station . . . . .	J. T. Lacey . . . . .	24	6	12 " . . . . .	100 16
Chesley and Railway Station . . . . .	M. J. Trelford . . . . .	12	12	3 " (to Sept. 30, '98)	15 17
do do . . . . .	T. Johnson . . . . .	12	9	" from " . . . . .	44 92
Chevalier and Stoney Point . . . . .	A. Lemire . . . . .	1	12	6 " (to Dec. 31, '98).	50 00
do do . . . . .	D. L. Chauvin . . . . .	1	12	6 " from " . . . . .	48 00
Christina and Mount Brydges . . . . .	J. Bond . . . . .	14½	3	12 " . . . . .	117 00
Clanbrasil and Railway Station . . . . .	J. Cossar . . . . .	2	6	12 " . . . . .	60 00
Clandeboye and West McGillivray . . . . .	G. Saunders . . . . .	7½	6	12 " . . . . .	174 00
Clear Creek and Cultus . . . . .	J. Williams . . . . .	4½	6	12 " . . . . .	100 00
Clifford and Huntingfield . . . . .	J. Gordon . . . . .	7	2	12 " . . . . .	75 00
Clifford and Lakelet . . . . .	J. Hamilton . . . . .	6 & 5	6	12 " . . . . .	177 00
Clifford and Railway Station . . . . .	T. F. Upton . . . . .	4	12	6 " (to Dec. 31, '98).	23 70
do do . . . . .	J. Bolton . . . . .	4	12	6 " from " . . . . .	29 75
Clinton and Railway Station . . . . .	S. Beattie . . . . .	42	12	" . . . . .	147 87
Clinton and Summerhill . . . . .	C. Beacom . . . . .	4½	2	12 " . . . . .	70 00
Coatsworth Station and Railway Station . . . . .	C. B. Toll . . . . .	½	12	12 " . . . . .	43 82
Coldstream and Fernhill . . . . .	S. P. Zavity . . . . .	6	6	10 " (from Sept. 1, '98)	89 17
Colpoys Bay and Warton . . . . .	L. Hyatt . . . . .	3	6	6 " (to Dec. 31, '98).	57 50
do do . . . . .	do . . . . .	3	6	6 " from " . . . . .	45 00
Comber and Railway Station . . . . .	I. B. Lebert . . . . .	½	24	12 " . . . . .	131 46
Comber and Windfall . . . . .	W. R. Scott . . . . .	9	2	12 " . . . . .	124 00
Comet and Harrow . . . . .	A. Beaudoin . . . . .	4	3	12 " . . . . .	143 00
Conroy and St. Paul's Station . . . . .	J. Grady . . . . .	2½	2	12 " . . . . .	60 00
Copleston and Petrolea . . . . .	R. E. Germain . . . . .	3 & 3½	6	12 " . . . . .	181 49
Corinth and Railway Station . . . . .	G. A. McKenzie . . . . .	25 rod.	12	12 " . . . . .	59 00
Cornell and Railway Station . . . . .	A. Daikens . . . . .	¾	12	9 " (from Oct. 1, '98).	44 92
Corunna and Railway Station . . . . .	J. W. Maguire . . . . .	¾	12	9 " (to March 31, '99)	47 00
do do . . . . .	C. E. Proctor . . . . .	¾	12	3 " from " . . . . .	13 00
Cotswold and Glenlee . . . . .	R. Johnston . . . . .	2½	3	12 " . . . . .	29 00
Cotswold and Palmerston . . . . .	G. Williams . . . . .	7	6	12 " . . . . .	120 00
Cottam and Essex . . . . .	S. A. Moore . . . . .	5	6	3 " (to Sept. 30, '98).	47 50
do do . . . . .	J. E. Tilley . . . . .	5½	6	9 " from " . . . . .	120 00
Courtland, Port Rowan and Railway Station . . . . .	W. Deir . . . . .	19½	6 & 12	12 " . . . . .	495 40
Courtland and Rosanna . . . . .	W. J. Herron . . . . .	4	2	12 " . . . . .	48 00
Courtright and Railway Station (E. & H.) . . . . .	W. A. Cathcart . . . . .	¾	12	12 " . . . . .	76 00
Courtright and Railway Station (C. & S.) . . . . .	do . . . . .	¾	12	" . . . . .	75 00
Cowal and Iona Station . . . . .	W. Fletcher . . . . .	6	6	12 " . . . . .	90 00
Cranston and Railway Station . . . . .	D. Hannah . . . . .	4½	6	12 " . . . . .	175 00
Crediton and Railway Station . . . . .	C. Wolf . . . . .	5½	12	12 " . . . . .	225 00
Crewe and Dutton . . . . .	M. Shackleton . . . . .	5	2	12 " . . . . .	70 00
Crinan and Dungan . . . . .	J. D. McIntyre . . . . .	10	3	12 " . . . . .	125 00
Croton and Dawn Mills . . . . .	W. J. Butler . . . . .	8	2	12 " . . . . .	75 00
Curries Crossing and Railway Station . . . . .	W. D. Smith . . . . .	½	6	12 " . . . . .	74 70

## APPENDIX B—Continued.

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.
Darrell and Railway Station	D. McDonald	50 ft.	6	6 mos.	(to Dec. 31, '98).	6	00
do do	J. Rymal	50 ft.	6	4	" (to April 30, '99)	3	88
do do	S. S. Blackburn	50 ft.	6	2	" from "	2	01
Dashwood and Parkhill	P. McIsaac	16½	6	12	"	334	00
Dashwood and Sarepta	H. Reynolds	14	3	12	"	35	00
Decewsville and Railway Station	E. Barnett	300 yds.	12	12	"	54	00
Deemerton and Mildmay	J. Diemert	2½	6	12	"	74	00
Delaware and London	J. A. Scott	12	6	6	" (to Dec. 31, '98).	82	00
do do	A. Mann	12	6	6	" from "	82	00
Delhi and Rhineland	G. Mantbe	4	2	9	" and 16 d. (to Apr. 16, '99).	35	73
do do	do	4	3	2	" and 14 d. (from Apr. 16, '99).	13	80
Delhi, Wyecombe and Railway Station	G. Reid	8¼ & ½	6 & 12	9	" (to Mar. 31, '99)	225	00
do do	A. L. Wilson	8½	6 & 12	3	" from "	50	00
Delner and Tilsonburg	W. Young	4½	6	12	"	90	00
Denfield and Duneriff	W. Parker	4½	3	12	"	70	00
Denfield and Falkirk	J. Richards	3	6	12	"	85	00
Denfield and Railway Station	M. Edwards	6 rods.	24	3	" (to Sept. 30, '98).	11	00
do do	J. Hodgins	6 rods.	24	9	" from "	33	00
Dereham Centre and Mitchell's Corners	W. Short	2	6	12	"	100	00
Derrynaun and Kenilworth	J. Purtell	5	2	12	"	44	00
Devizes and Maple Grove	J. Langford	4½	3	12	"	68	00
Dexter and Sparta	A. Parker	4½	6	12	"	89	00
Dobbinton and Railway Station	W. J. Thompson	7	12	12	"	87	64
Dobbinton and Salisbury	J. H. King	13½	3	9	" (from Oct. 1, '98).	57	75
Dobbinton and Williscroft	J. H. King	6½	3	3	" (to Sept. 30, '98).	19	25
Donegal and Atwood Railway Station	C. Balls	4½	6	12	"	134	59
Doon and Railway Station	J. H. Thompson	7½	12 & 18	12	"	39	94
Dorking and Newton	P. H. Ament	13	6	12	"	234	00
Drayton and Hollen	W. N. Traves	5	6	12	"	175	00
Drayton and Parker	T. Creighton	13	6	6	" (to Dec. 31, '98).	72	50
do do	J. Case	13	6	6	" from "	72	50
Drayton and Railway Station	R. Henderson	3	24	12	"	73	86
Dresden and Railway Station	D. Turnbull	5	24	12	"	200	32
Dresden and Rutherford	J. Conbrough	9	6	9	" (to Mar. 31, '99)	120	00
do do	S. Hubbard	10	6	3	" from "	38	75
Drew and Railway Station	R. Cardwell	2	6	12	"	80	12
Drumbo and Railway Station	R. Alexander	¾ & ¼	24	12	"	95	00
Drysdale and Kippen	J. Howard	10	3	12	"	145	00
Duart, Palmyra and Railway Station	L. Eberle	8½	6 & 12	12	"	295	00
Dublin and Farquhar	J. Powlin	11	6	12	"	188	00
Dublin and Railway Station	M. Wallace	¼	24	12	"	90	14
Dumblane and Paisley	I. McNeill	5½	3	12	"	90	00
Dunkeld and Railway Station	J. A. Long	10	6	12	"	83	88
Dunnville and Selkirk	G. Gamble	18	6	12	"	336	00
Dutton and Railway Station	A. J. Leitch	½	12	12	"	125	20
Dyers Bay and Lion's Head	W. Longhead	16	2	12	"	200	00
Eagle, West Lorne and Railway Station	W. Warne	3½ & ¼	12	12	"	197	00
Ealing and The Gore	M. Ackland	3	3	12	"	60	00
Eberts and Railway Station	E. H. Moir	150 yds.	12	12	"	43	82
Edgar's Mills and Railway Station	R. Roadhouse	140 yds.	6	6	" (to Dec. 31, '98).	20	00
do do	R. Clapp	140 yds.	6	6	" from "	20	00
Edy's Mills and Oil Springs	R. Sadler	3	6	12	"	100	00

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APPENDIX B—Continued.

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.
Elford and Essex.....	J. Elford .....	5	1	6 mos. (to Dec. 31, '98)..	26 00
do	J. Weyburn .....	5	1	6 " from " .....	22 75
Elmira and Glen Allen .....	W. Steenson .....	10 & 12	6	12 " .....	249 00
Elmira and Railway Station .....	H. Sternerigel .....	24	12	" .....	100 16
Elmstead and Railway Station.....	J. A. Austin .....	2	3	12 " .....	50 00
Elmwood and Malcolm .....	C. Wendelborn .....	2½	3	12 " .....	45 00
Elmwood and Railway Station.....	J. Zarn .....	1	12	12 " .....	46 95
Elora and Inverhaugh .....	H. Dobberthien .....	4½	2	12 " .....	52 00
Elora and Pentland.....	F. Schafer .....	5	1	12 " .....	40 00
Elora and Railway Station (C.P.) .....	R. H. Cosford.....	½	12	9 " (to Mar. 31, '99)..	52 65
do do	J. Shank .....	½	12	3 " from " .....	17 47
do do (G.T.) .....	R. H. Cosford.....	1	24	9 " (to Mar. 31, '99)..	90 23
do do (G.T.) .....	J. Shank .....	1	24	3 " from " .....	29 95
Elora and Salem .....	E. Wissler .....	1	6	7 " and 12 days to Feb. 12, '99)..	24 78
do do .....	do .....	1	12	4 mos. and 16 days from Feb. 12, '99..	24 73
Embros and Harrington .....	W. S. Vannatter .....	25	6	12 months .....	240 00
Embros and Holiday .....	J. R. McKenzie .....	4	3	12 " .....	70 00
Embros and Railway Station.....	W. S. Vannatter .....	3¾	12	12 " .....	129 86
Erie and Jarvis .....	A. Finch.....	5	2	12 " .....	80 00
Erieau and Railway Station.....	E. S. Spashett .....	1	6	2 " and 14 days (to Sept. 14, '98).....	6 70
Esksdale and Tiverton.....	D. McKenzie.....	3½	3	12 months .....	65 00
Essex and Gesto .....	R. Hamilton .....	3½	6	12 " .....	156 00
Essex and Railway Station .....	T. Rush .....	4	24	12 " .....	156 50
Ethel and Railway Station .....	J. Jamieson .....	4	12	12 " .....	116 43
Etrick and Ilderton .....	J. H. McRae.....	13	3	12 " .....	88 64
Evelyn and London .....	A. Thomson .....	13	6	12 " .....	299 00
Exeter and Railway Station.....	C. Snell .....	1	24	12 " .....	172 30
Exeter and St. Mary's .....	W. Mills .....	26	6	12 " .....	615 00
Fair Ground and Tilsonburg .....	J. Sinclair .....	22	6	3 " (to Sept. 30, '98)..	120 00
do do .....	E. G. Carson & W. W. Smith .....	22	6	9 " from " .....	360 00
Fair Play and Tecumseh.....	D. Perrin .....	4	2	12 " .....	50 00
Fairview and Stratford .....	W. Bell .....	7	3	12 " .....	156 00
Falkland and Paris Station .....	M. C. Gray .....	9	6	12 " .....	240 00
Farewell and Kenilworth .....	H. Morrison .....	6½	6	12 " .....	140 00
Farewell and Wagram .....	do .....	3	2	12 " .....	25 00
Fargo and Railway Station .....	T. B. Sanders .....	300 yds.	24	12 " .....	80 12
Fergus and Ponsoby.....	D. Duffield.....	7	3	12 " .....	150 00
Fergus and Railway Station (C.P.) .....	J. M. Wilson.....	3	12	12 " .....	39 90
do do (G.T.) .....	J. C. Morrow .....	½	24	12 " .....	78 87
Fernbank, Millbank and Railway Station .....	J. Lintick .....	3½ & 3	12 & 6	9 months and 14 days (to April 14, '99)..	216 83
do do do .....	do .....	4	12 & 6	2 mos. and 16 days (from April 14, '99)..	64 52
Fernhill and London .....	R. Sharpe .....	4½	6	16 days to July 16, '98..	19 30
Fernhill and Poplar Hill .....	D. R. Owen .....	4½	6	1 month and 14 days (to Aug. 31, '98).....	15 28
Fingal and Port Talbot .....	J. Brown .....	7 & 8	3	12 months .....	128 50
Fingal and Railway Station.....	J. A. Neville .....	3½	12	12 " .....	185 30
Fingal and St. Thomas .....	A. Lawton .....	7	6	3 " (to Sept. 30, '98)..	34 25
do do .....	H. Cameron .....	7	6	9 " from " .....	105 00
Fisherville, Nelles Corners and Railway Station .....	H. Reicheld .....	4½	6-12	12 " .....	117 00
Fletcher and Railway Station .....	R. Sainsbury .....	4	12	12 " .....	49 80
Florence and Shetland.....	C. McCrary .....	5	6	12 " .....	119 00

## APPENDIX B—Continued.

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.
Fordwich and Newbridge.....	W. Chapman.....	4½ & 8	6 & 2	11 mos. (to May 31, '99).	109 08
do do .....	do .....	4½ & 8	6 & 2	1 " from "	10 75
Fordwich and Railway Station.....	J. McLaughlin.....	½	6	12 " .....	40 74
Fordyce and Whitechurch.....	J. Phillips.....	4	3	12 " .....	75 00
Forest and Railway Station.....	P. Smith.....	167 yds.	12	12 " .....	87 64
Forest and Ravenswood.....	G. Stuart.....	9	3	9 " (to Mar. 31, '99).	71 25
do do .....	C. Anderson.....	9	3	3 " from "	25 00
Forestville and Railway Station.....	E. T. Martin.....	½	12	12 " .....	62 60
Freeborn and Peffers Ry. Crossing.....	H. Freeborn.....	1	6	12 " .....	30 04
Frome and Railway Station.....	W. F. Silcox.....	1	6	12 " .....	78 25
Fullarton and Mitchell.....	H. Rogers.....	9½	6	12 " .....	188 00
Fulton's Mills and Railway Siding.....	G. Fulton.....	4	6	12 " .....	40 05
Fyfield and Teeswater.....	T. P. V. Manley.....	5	2	12 " .....	60 00
Galt and Glen Morris.....	T. Scott.....	7	6	12 " .....	228 00
Galt and Railway Station (C.P.).....	T. Keachie.....	24	12	12 " .....	200 32
do do (W.G. & B).....	do .....	½ & 4	12 & 6	12 " .....	125 00
Galt and Street Letter Boxes.....	J. A. Lenfesty.....	4½	13	12 " .....	160 00
Garnet and Railway Station.....	J. F. Brock.....	½	12	12 " .....	39 36
Gladstone and Railway Station.....	L. McMurray.....	5	6	12 " .....	97 96
Glamis and Pinkerton Ry. Station.....	R. Rowan.....	18	6	3 " (to Sept. 30, '98).	57 00
do do .....	R. Collins.....	18	6	9 " from "	147 75
Glanworth and Railway Station.....	J. Turnbull.....	½	6	12 " .....	64 00
Glenannan and Railway Station.....	A. Anderson.....	½	12	12 " .....	48 21
Glencoe and Kilmartin.....	D. B. McIntyre.....	4½	3	12 " .....	95 00
Glencoe and Strathburn.....	A. Crothers.....	2½	6	12 " .....	120 00
Glencolin and Springfield.....	S. T. Young.....	3	3	12 " .....	100 00
Glendale and White Oak.....	W. D. Dale.....	2½	3	6 " (to Dec. 31, '98).	27 50
do do .....	G. F. Johnston.....	2½	3	6 " from "	27 50
Glen Farrow and Wingham.....	W. Mackersie.....	6	2	12 " .....	70 00
Glen Meyer and King Lake.....	H. Walmsley.....	3	6	12 " .....	100 00
Glenrae and Railway Station.....	D. McNeil.....	50 yds.	12	6 " (to Dec. 31, '98).	12 50
do do .....	J. Sturrett.....	50 yds.	12	6 " from "	13 26
Glenshed and Wyecombe.....	O. Jones.....	8	6	12 " .....	170 00
Glenshed Station and Railway Stn.....	W. E. Estabrook.....	½	12	12 " .....	45 00
Goderich and Kincardine.....	P. F. Hamlin.....	33½	6	12 " .....	797 00
Goderich and Lucknow.....	E. Thompson.....	23	6	12 " .....	410 00
Goderich and Railway Station.....	A. M. Polley.....	1	36	12 " .....	144 61
Goldstone and Railway Station.....	J. Sanderson.....	1½	6	12 " .....	125 20
Golspie and Woodstock.....	H. J. Smith.....	5	2	7 " and 12 days (to Feb. 12, '99) ..	40 26
do do .....	M. L. Mitchelson.....	20½	6	4 " and 16 days (from Feb. 12, '99) ..	114 17
Gordon and Railway Station.....	J. C. Duff.....	1½	12	12 " .....	49 89
Gorrie and Railway Station.....	G. Brown.....	1½	12	12 " .....	46 95
Gowanstown and Railway Station.....	W. A. King.....	½	6	12 " .....	34 11
Gowanstown and Wallace.....	do .....	3½	6	12 " .....	98 00
Gowrie and Munro.....	T. P. Harris.....	2½	3	12 " .....	49 50
Granthurst and St. Marys.....	C. Roulston.....	5	2	12 " .....	60 00
Granton and London.....	H. W. Shoebot'm.....	20	6	12 " .....	323 00
Granton and Metropolitan.....	J. McGee.....	5	2	12 " .....	55 00
Granton and Prospect Hill.....	J. Ferris.....	5	3	12 " .....	73 00
Granton and Whalen.....	J. McGee.....	5	2	12 " .....	70 00
Gresham and Paisley.....	J. Trelford.....	23½	3	4 " and 18 days (to Nov. 18, '98) ..	77 39
do do .....	do .....	23½	3	7 " and 12 days (from Nov. 18, '98) ..	122 18
Hagersville and Railway Station.....	J. Lynch.....	½	36	12 " .....	118 30
Hagersville and Selkirk.....	S. Hurst.....	12	6	12 " .....	238 00

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APPENDIX B—Continued.

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 Springvale.....	S. Kinner .....	4	6	3 mos. (to Sept. 30, '98).	35 00
do do .....	do .....	4	6	9 " from " .....	90 00
Harley and Hatchley Station.....	B. Powell .....	4	2	3 " (to Sept. 30, '98).	13 75
Harley and Hawtrey .....	R. Cavin.....	15	6	9 " (from Oct. 1, '98)	195 00
Harley and New Durham .....	R. W. Cavin .....	5	6	12 " .....	100 00
Harley and Railway Station.....	R. Cavin.....	12	9	" (from Oct. 1, '98)	49 29
Harlock and Seaforth .....	W. McIntosh.....	13	6	12 " .....	270 00
Harrison and Railway Station.....	R. H. Ward.....	1 & 1/2	12 & 36	12 " .....	125 20
Harrow and Railway Station .....	C. I. Pastorins.....	4	6	12 " .....	61 29
Hartford and Waterford .....	L. S. Dean .....	12	6	12 " .....	235 00
Harwich and Railway Station.....	L. Galbraith.....	4 1/2	6	3 " (to Sept. 30, '98).	47 00
do do .....	do .....	4 1/2	6	9 " from " .....	112 32
Hatchley Station and Railway Stn.	B. Powell .....	1 1/2	12	9 " (from Oct. 1, '98)	22 46
Hawtrey and Northfield Centre.....	R. Cavin.....	12	6	3 " (to Sept. 30, '98).	62 00
Hawtrey and Railway Station (G.T.)	S. A. Innes.....	1 1/2	12	12 " .....	30 00
do do (M.C.) .....	do .....	1 1/2	12	12 " .....	59 00
Hay and Railway Station.....	W. Davis.....	1	12	12 " .....	153 37
Haysville and New Hamburg .....	W. A. Cook.....	3 1/2	6	12 " .....	123 00
Heather and Walkers.....	D. McIntyre.....	3	2	12 " .....	50 00
Heufryn and Railway Station.....	J. H. Thomson.....	1 1/2	6	12 " .....	40 06
Hensall and Hurondale.....	T. Murdock .....	14 1/2	6	6 " (from Jan. 1, '99)	115 00
Hensall and Lumley .....	H. Doan.....	14 1/2	6	6 " (to Dec. 31, '98).	150 00
Hensall and Railway Station.....	J. Sutherland.....	12	12	12 " .....	100 16
Hepworth and Railway Station.....	J. A. Crichton.....	12	12	12 " .....	110 17
Hickson and Railway Station.....	T. J. Loveys.....	1 1/2	12	12 " .....	40 00
Highgate and Railway Station.....	B. Teetzel .....	1	24	12 " .....	262 92
Hinigate and Turin.....	R. B. Teetzel .....	5	3	12 " .....	78 00
Hillman and Leamington.....	R. Manery .....	6	2	12 " .....	75 00
Holmesville and Porters Hill .....	W. Pickard.....	4	3	12 " .....	73 00
Holmesville and Railway Station.....	J. L. Courtice .....	1	12	12 " .....	50 00
Howlett and Lambeth.....	J. Howlett.....	4	3	12 " .....	60 00
Hubrey and Railway Station .....	J. Elliott.....	2 1/2	3	12 " .....	78 00
Hutchinson and Parkhill.....	F. Gratton .....	6	3	12 " .....	50 00
Hyde Park Railway Station and Komoka Railway Station.....	R. Sharpe.....	18 1/2	6	11 " and 13 days (from July 18, '98).	424 71
Ilderton and Railway Station.....	J. H. McRae.....	1 1/2	24	12 " .....	100 16
Ingersoll and Railway Station.....	R. A. Skinner .....	12	6	6 " (to Dec. 31, '98).	53 72
do do .....	J. E. Smith .....	12	6	6 " from " .....	34 72
Ingersoll and Street Letter Boxes.....	do .....	13 1/2	18	12 " .....	109 00
Inversoll and Tilsonburg .....	W. H. Girvin.....	14 1/2	6	12 " .....	479 00
Innerkip and Railway Station.....	W. White.....	12	6	6 " (to Dec. 31, '98).	45 00
do do .....	E. Knight.....	12	6	6 " from " .....	47 43
Inverhuron and Tiverton.....	D. McKenzie.....	3	3	12 " .....	40 00
Invermay and Railway Station.....	I. Hall.....	12	6	6 " (to Dec. 31, '98).	56 88
do do .....	W. C. Croome.....	12	6	6 " from " .....	46 50
Inwood and Railway Station.....	J. M. Courtright.....	10 rods	12	12 " .....	39 84
Iona and Railway Station.....	W. Fletcher.....	2	12	12 " .....	125 20
Jaffa and Orwell.....	A. Stafford.....	2	2	12 " .....	39 48
Jarvis and Railway Station.....	E. A. Lea.....	3	24	12 " .....	125 20
Jeannettes Creek and Railway St'n.	F. C. Peck.....	150 yds.	6	12 " .....	40 00
Jura and Thedford.....	C. W. McCordie.....	7 1/2	3	12 " .....	112 00
Kenilworth and Petherton.....	M. Enright.....	2 1/2	6	12 " .....	125 00
Kenilworth and Railway Station.....	W. J. Kinney.....	12	12	12 " .....	78 25
Kent Bridge and Railway Station.....	D. Rapelge.....	2 1/2	6	3 " (to Sept. 30, '98).	25 00

APPENDIX B—Continued.

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.
Kent Bridge and Thorncliffe.....	J. Kendall.....	3 <sup>3</sup> / <sub>4</sub>	2	12 months.....	43 00
Kertch and Wanstead.....	N. K. Nesbitt.....	3	3	12 ".....	5 00
Khiva and Shipka.....	F. Heitzman.....	2 <sup>1</sup> / <sub>2</sub>	4	12 ".....	75 00
Kincardine and Port Elgin.....	A. McKay.....	24	6	12 ".....	398 00
Kincardine and Railway Station.....	A. M. Polley.....		30	12 ".....	175 28
Kincardine and Royal Oak.....	J. Mills.....	6 <sup>1</sup> / <sub>2</sub>	2	6 " (to Dec. 31, '98).	30 00
Kincardine and Walkerton.....	J. E. Burley.....	28	6	12 ".....	700 00
Kingarf and Kloss.....	J. G. Stringer.....	4	3	12 ".....	60 00
Kingscourt and Railway Station.....	R. H. Wilson.....	1 <sup>1</sup> / <sub>4</sub>	3	12 ".....	62 40
Kingsmill and Mapleton.....	L. Hammond.....	4	6	12 ".....	130 00
Kingsmill and Railway Station.....	D. W. Elroy.....	40 rods	12	12 ".....	45 00
Kingsville and Pelee Island.....	W. L. Carr.....	23	2	45 trips.....	146 25
do do.....	W. Haggins.....	23	1	6 mos. & 1 day (to June 12, '99).....	442 00
do do.....	W. Wollatt.....	26	1 & 2	18 days (from June 12, '99).....	24 79
Kingsville and Railway Station.....	P. Sanford.....	1 <sup>1</sup> / <sub>2</sub>	12	6 mos. (to Dec. 31, '98).....	40 00
do do.....	W. J. Gilkinson.....	1 <sup>1</sup> / <sub>2</sub>	12	6 " from ".....	48 98
Kinkora and Sebringville.....	J. Fletcher.....	12	3	6 " (to Dec. 31, '98).....	80 00
do do.....	do.....	15 <sup>1</sup> / <sub>2</sub>	3	6 " from ".....	96 50
Kinloss and Lucknow.....	J. Brownscombe.....	10 <sup>1</sup> / <sub>2</sub>	6	12 ".....	200 00
Kinlough and Westford.....	A. W. Haldenby.....	3 <sup>1</sup> / <sub>4</sub>	2	12 ".....	55 00
Kintyre and Railway Station.....	J. Fleming.....	1	6	12 ".....	84 51
Kippen and Railway Station.....	R. Mellis.....	20	12	12 ".....	125 20
Knapdale and Newbury.....	J. McDonald.....	6	1	12 ".....	55 00
Kossuth and Preston.....	H. Sohrt.....	5 <sup>1</sup> / <sub>2</sub>	2	12 ".....	85 00
Lakeside and Thamsford.....	R. D. Gregory.....	12	6	9 " (to March 31, '99).....	168 00
do do.....	do.....	12	6	3 " from ".....	73 25
Lambeth and Tempo.....	A. Taylor.....	4	6	12 ".....	75 00
Langside and Lucknow.....	E. Thompson.....	6 <sup>1</sup> / <sub>2</sub>	2	12 ".....	75 00
Langton and Marston.....	J. A. Girvin.....	4 <sup>5</sup> / <sub>8</sub>	2	12 ".....	35 00
La Salette and Railway Station.....	J. H. Groomes.....	1	24	12 ".....	92 00
Lawrence Station and Railway Stn.....	A. Widdifield.....	5 <sup>2</sup> / <sub>8</sub>	6	6 " (to Dec. 31, '98).....	61 62
do do.....	W. Miller.....	5 <sup>2</sup> / <sub>8</sub>	6	6 " from ".....	83 70
Leamington and Railway Station (L.E. & D.R.).....	S. C. Wigle.....	1	12	12 ".....	74 70
Leamington and Railway Station (M.C.).....	do.....	5 <sup>2</sup> / <sub>8</sub>	24	12 ".....	75 00
Labanon and Moorefield.....	J. Sinclair.....	8	3	12 ".....	100 00
Leesboro and Evans Corners.....	C. Mullett.....	1 <sup>1</sup> / <sub>2</sub>	3	12 ".....	45 00
Linwood and St. Jacobs.....	W. Oakley.....	12	6	12 ".....	230 00
Lion's Head and Spry.....	G. Jenks.....	6	3	12 ".....	75 00
Lion's Head and Warton.....	J. Owens.....	22	3	12 ".....	295 00
Lisbon and Wellesley.....	C. Hebel.....	2	3	12 ".....	64 00
Lisburn and Railway Station.....	D. Teskey.....	1	6	6 " (from Jan. 1, '99).....	12 50
Lisburn and Ripley.....	D. Teskey.....	2 <sup>1</sup> / <sub>2</sub>	2	6 " (to Dec. 31, '98).....	15 00
Lisburn and Royal Oak.....	D. Teskey.....	2	3	6 " (to Dec. 31, '98).....	17 50
Listowel and Mel-sworth.....	A. R. Terry.....	7	6	12 ".....	131 48
Listowel and Railway Station.....	J. Shank.....	1	36	3 " (to Sept. 30, '98).....	10 16
do do.....	E. Bassett.....	1	36	9 " from " (less fine).....	28 10
Listowel and Trowbridge.....	W. J. Tughen.....	5	6	12 ".....	93 88
Littlewood and Tempo.....	A. Taylor.....	1 <sup>1</sup> / <sub>2</sub>	2	12 ".....	25 00
Lochalsh and Ripley.....	P. F. Hamlin.....	8 <sup>3</sup> / <sub>8</sub>	3	5 " (to Nov. 30, '98).....	41 25
do do.....	do.....	8 <sup>3</sup> / <sub>8</sub>	6	7 " from ".....	115 50
Londesborough and Railway Stn.....	L. Hill.....	20	12	12 ".....	93 90
London and London East.....	London Street Railway Co.....	1 <sup>1</sup> / <sub>2</sub>	24	12 ".....	140 00
London and London West.....	J. R. Gurd.....	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	80 00
London and Lucan.....	J. H. Hodgins.....	16 <sup>1</sup> / <sub>2</sub>	6	12 ".....	299 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
London and Odell	S. Reid	3 $\frac{1}{2}$	3	12 months	52 50
London and Railway Station (C.P.)	J. Siggins	4	12	12 "	156 50
do do (M.C.)	J. Siggins	4	12	" "	156 50
do do L.E. & D.R.	The Shedden Co.	4	24	12 "	175 00
do do L.H. & B.	do	3	24	12 "	186 80
London and Street Letter Boxes	J. Siggins		12	" "	750 00
London Letter Carrier's Service	London Street Ry. Co.		3	" and 15 days to Oct. 15, '98.	116 30
do do	London Street Ry. Co.			5772 tickets	195 00
do do	J. R. C. Dawson to pay			Letter Carrier's buss fares (June 23 to 30)	7 63
London Junction and Ry. Station	W. J. Barnes	50 yds.	12	6 mos. (from Jan. 1, '99)	24 80
Longwood and Osman	F. Marshall	8 $\frac{1}{2}$	2	12 "	77 44
Louisville and Railway Station	G. N. Arnold	6 $\frac{1}{2}$	6	9 " (from Oct. 1, '98)	168 48
Lowlands and Wanstead	N. K. Nesbitt	5	1	6 " to Dec. 31, '98.)	26 00
do do	P. Y. Anderson	5	1	6 " from "	22 50
Lucan, Clandeboye and Railway Station	W. Read	3	12	3 " (to Sept. 30, '98)	29 87
Lucan, Clandeboye and Railway Station	J. Hodgins	3	12	9 " from "	89 61
Lucknow and Railway Station	F. W. McDonald	7	24	12 "	175 28
Lucknow and St. Helen's	A. McLeod	6	6	12 "	174 00
Lynn, Valley and Railway Station	E. Edmunds	1 $\frac{1}{2}$	12	12 "	31 80
Lynnville and Railway Station	W. Axford	24	6	12 "	99 85
Lyons and Railway Station	W. Appleford	2 $\frac{1}{2}$	6	12 "	100 16
McCready and Newbury	D. Ross	6	2	12 "	48 00
McGregor and Railway Station	J. L. Dufour	4	12	12 "	50 00
Macton and Yatton	J. O'Neill	5 $\frac{1}{2}$	3	12 "	75 64
Maguire and Railway Station	A. Tod	2 $\frac{1}{2}$	6	12 "	100 00
Maidstone and Railway Station	J. E. Doyle	4	12	12 "	109 55
Mandamin and Vvner	J. G. Finch	5	3	12 "	98 00
Maple Lodge and Railway Station	J. Andrews	110 yds.	6	12 "	60 00
Mar and Red Bay	J. McFarlane	7	2	12 "	77 00
Marburg and Railway Station	H. W. Ansley	1 & 1 $\frac{1}{2}$	2	12 "	74 94
Melbourne and Middlemiss	T. Hearn	4	6	12 "	129 48
Melbourne and Railway Station	G. W. Spooner				
	burg	4	12	12 "	49 80
Melbourne and Waubnahee	S. Clark	4	2	12 "	38 00
Melgund and Minto Station	M. McMillan	2	3	12 "	59 00
Merlin and Railway Station	J. K. Brethour	4	12	12 "	59 00
Merlin and Tilbury	M. Gillies	18	6	12 "	450 00
Milthay and Railway Station	G. Herringer	4	12	12 "	96 40
Millbank and Railway Station	J. Lintick	3	12	12 "	100 16
Miller Lake and Stokes Bay	T. Whyte	6	2	6 " (from Jan. 1, '99)	32 50
Milverton and Railway Station	W. H. Dorland	1	24	6 " (to Dec. 31, '98.)	101 12
do do	J. H. Schnidt	1	24	6 " from "	74 40
Mitchell and Railway Station	W. W. Hicks	4	24	12 "	150 24
Mohawk and Railway Station	J. W. McLaren	4	12	12 "	50 08
Moucrief and Monkton	A. Campbell	87	2	12 "	85 40
Moore and Railway Station	J. Morrison	800 ft.	12	12 "	50 00
Moorefield and Railway Station	R. SHERA	4	24	12 "	120 20
Moorefield and Rothsay	A. W. Lowes	3 $\frac{1}{2}$	6	12 "	100 00
Moorefield and Treacastle	J. Christie	3	6	12 "	100 00
Mooreville and Railway Station	J. Bloomfield	4	12	12 "	85 00
Morpeth and Thamesville	T. Shippey	15 $\frac{1}{2}$	6	12 "	390 00
Mossley and Railway Station	L. McMurray	5	6	12 "	50 08
Mount Brydges and Roome	A. Graham	4 $\frac{1}{2}$	2	12 "	45 00
Mount Forest and Railway Station	J. Kenney	4	36	12 "	135 23

## APPENDIX B—Continued.

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.
Mount Healey and Railway Station	S. A. Nellis	4 $\frac{3}{4}$	6	12 months	156 50
Mount Vernon and Railway Station	R. Cavin	2	12	9 " (from Oct. 1, '98)	45 78
Mull and Pinehurst	V. Chatterson	3 $\frac{3}{4}$	2	12 "	70 00
Mull and Railway Station	N. Wat-on		12	"	80 00
Muncey and Railway Station	A. McGregor	30 rods.	12	3 " (to Sept. 30, '98)	10 00
do do	J. McGregor	30 rods.	12	9 " from "	29 84
Napier and Rokeby	M. Campbell	4	2	12 "	60 00
Napier and Strathroy	J. B. Gough	11	6	12 "	249 00
New Canaan and Railway Station	E. Neal	1 $\frac{1}{8}$	12	12 "	20 00
New Dundee and Petersburg	G. B. Bechtel	10	6	12 "	294 00
New Sarum and Railway Station	G. W. Cloes	16	12	12 "	156 50
Nithburg and Stratford	C. Kubej	16	6	12 "	500 00
Nixon and Railway Station	E. H. Kingsbury	300 yds.	12	12 "	62 60
Nober and Railway Station	C. Heberly	100 yds.	12	12 "	50 08
Normandale and Vittoria	S. Ottley	4 $\frac{1}{2}$	3	12 "	65 00
North Bruce and Queen Hill	J. H. Sieffert	2 $\frac{1}{2}$	3	12 "	69 48
North Buxton and Railway Station	G. B. Shreve		12	12 "	39 84
Norwich and Railway Station	F. Lees		24	12 "	120 00
do do (B. & T.)	H. Farrell		12	9 " (from Oct. 1, '98)	44 92
Oakdale and Rutherford	S. Hubbard	7	3	12 "	80 00
Oakland and Railway Station	A. P. Taylor	1 $\frac{1}{2}$	12	12 "	156 50
Ohseweken and Railway Station	A. T. Hill	5	6	7 " (to Jan. 31, '99)	58 33
do do	C. Isaac	5	6	5 " from "	41 67
Oil City and Railway Station	B. H. Keating	1	12	12 "	93 90
Oil City and Wheeler	J. R. Woodward	7 $\frac{1}{2}$	2	12 "	104 00
Oil Springs and Railway Station	D. F. Sisk	300 yds.	18	12 "	62 60
Oldcastle and Railway Station	M. McCarthy	100 yds.	12	12 "	49 94
Oldfield and Wallaceburg	A. McDonald	6	3	12 "	78 00
Olinda and Ruthven	T. H. Wigle	2 $\frac{1}{2}$	6	12 "	98 00
Oliver and Thorndale	J. G. McLeod	6	2	12 "	100 00
Olivet and Rothsay	J. Tremain	4	2	12 "	60 00
Oneida and Railway Station	W. Reid	1 $\frac{1}{2}$	6	12 "	100 16
Orwell and Railway Station	C. J. Norsworthy	1	12	12 "	75 00
Ossian and Sarnia	C. Derby	31 $\frac{1}{2}$	3	12 "	198 00
Otterville and Railway Station	R. Elliott	1	12	12 "	98 00
Oxley and Railway Station	S. Julien	6 $\frac{1}{2}$	6	12 "	188 00
Paisley and Railway Station	J. Tr-lford	1	12	12 "	65 73
Paisley and Vesta	S. J. Robb	17 $\frac{3}{4}$	6	12 "	249 00
Palmerston and Railway Station	J. Taggart	1	48	12 "	143 98
Paquette Station and Ry. Station	J. Harshaw	33 rods	6	12 "	40 69
Paris and Railway Station	J. McCammon	1	36	12 "	225 36
Paris and Street Letter Boxes	J. J. Moore	2	12	12 "	73 49
Parkhead and Railway Station	J. Pattison	1	12	12 "	78 25
Parkhill and Railway Station	G. Simpson	1	12	12 "	85 00
Parkhill and Strathroy	R. J. Gough	18	3	12 "	240 00
Peebles and Woodstock	W. H. Barton	10	6	3 " (to Sept. 30, '98)	66 25
do do	O. P. Brown	11 $\frac{1}{2}$	6	9 " from "	213 75
Pelee Island and Pelee Island East	W. Haggins	11	1	11 " 11 d. (to June 11 '99)	56 81
do do		11	1	Balance of season 1898	43 00
Perch Station and Railway Station	R. Bright	1	2	12 months	50 00
Petrolea and Letter Box	C. McKitchie	120 yds.	12	12 "	1 00
Petrolea and Railway Station (G.T.)	Grand Trunk Ry	275 ft.	6	12 "	22 00
do do (M.C.)	R. E. Germain	1	24	12 "	75 00
Petrolea and Wilsoncroft	E. L. Wilson	4 $\frac{1}{2}$	2	12 "	100 00



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APPENDIX B—Continued.

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.
Pike Creek and Railway Station	W. Belanger	2 1/2	6	12 months	40 00
Pinkerton and Railway Station	W. Murray	2	6	12 "	71 99
Point Edward and Sarnia	H. W. Mills	2	12	12 "	313 00
Pond Mills and Railway Station	J. Gilmour	3 1/2	3	12 "	75 00
Port Burwell and Port Rowan	S. A. Greer	25 & 22 1/2	6	12 "	475 00
Port Burwell and Tilsonburg	C. Summerhays	17 1/2	6	12 "	375 00
Port Dover and Railway Station	B. J. Evans	1 1/2	18	12 "	79 00
Port Elgin and Railway Station	A. C. Gilbert	1 1/2	12	12 "	62 60
Port Elgin and Tara	R. Crittenden	16	6	12 "	248 00
Port Franks and Thedford	A. Kimmerly	6	3	12 "	78 00
Port Lambton and Railway Station	G. Booth	1 1/2	12	12 "	48 01
Port Rowan and Railway Station	J. Thompson	1 1/2	12	12 "	106 00
Port Ryerse and Vittoria	G. G. Tolensbee	3 1/2	6	12 "	109 00
Port Stanley and Railway Station	M. Payne	1 1/2	24	12 "	80 00
Pottersburg and Railway Station	W. J. Barnes	50 yds.	12	6 (to Dec. 31, '98)	25 28
Puce and Railway Station	W. Miller	1 1/2	12	12 "	44 82
Purple Grove and Ripley	P. F. Hamlin	5	1	12 "	33 00
Ratho and Railway Station	G. Steedsman	1 1/2	6	12 "	52 00
Rayside and Railway Station	J. Gunson	600 yds.	6	12 "	50 08
Renton and Railway Station	W. Blanchard	1 1/2	12	12 "	52 00
Renton and Tyrrell	do	1 1/2	6	12 "	70 00
Renwick and Railway Station	W. N. Thompson	50 yds.	12	12 "	45 08
Riechwood and Railway Station	W. Taylor	1 1/2	6	12 "	78 25
Ridgetown and Railway Station (C. S.)	L. S. Hancock	1	24	12 "	250 40
do do (L. E. and D. R.)	do	1 1/2	12	12 "	62 60
Ripley and Railway Station	J. McInnis	1 1/2	18	12 "	131 46
Rockford and Railway Station	W. Richard	3 1/2	6	12 "	110 00
Rodney and Railway Station	A. Humphrey	40 rods.	24	12 "	125 20
Round Plains and Waterford	E. S. Gable	4	3	12 "	59 00
Rowan Mills and Walsingham Centre	W. Rockyfellow	7 1/2	3	12 "	100 00
Ruscom Station and Railway Station	R. W. Knister	50 yds.	12	12 "	40 00
Ruthven and Railway Station	T. H. Wigle	1 1/2	12	12 "	77 75
St. George and Railway Station	J. Woodley	1	24	12 "	234 75
St. Jacob's and Railway Station	C. Schlitt	1 1/2	12	12 "	50 08
St. Joachim, River Roscom and Railway Station	J. Bacon	3	6	12 "	123 00
St. Joseph and Zurich	D. Spence	4	3	12 "	73 50
St. Mary's and Wildwood	T. Sinclair	4 1/2	3	12 "	78 00
St. Paul's Station and Railway Station	A. Thorn	1 1/2	12	12 "	62 60
St. Thomas and Railway Station	S. A. Greer	1	84	9 (to Mar. 31, '99)	296 25
do do	St. Thomas St. Ry. Co.	1	84	3 from "	98 28
St. Thomas and Sparta	J. Oke	11	6	12 "	139 00
St. Thomas and Street Letter Boxes	S. A. Greer	6	12	9 (to Mar. 31, '99)	75 00
do do	St. Thomas St. Ry. Co.	6	12	3 from "	25 00
St. Thomas and Talbotville Royal	G. Fearnley	3 1/2 & 4	6	3 (to Sept. 30, '98)	32 50
do do	do	4	6	9 from "	108 75
St. Williams and Railway Station	J. Cope	1 1/2	12	12 "	59 47
Sandwich and Windsor	E. Gignac	2	6	12 "	99 00
Sarnia and Railway Station	J. Lucas	100 yds.	24	2 "	149 00
Sarnia and Port Huron	J. P. Dawson	2	12	3 (to Sept. 30, '98)	37 50
do do	J. McKelvey	1 1/2	12	19 from "	89 61
Sarnia and Street Letter Boxes	J. Lucas	3 1/2	12	12 "	109 00

## APPENDIX B—Continued.

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.
Sauble Falls and Wiarton.....	L. Hyatt.....	12	2	12 months	130 00
Scotland and Railway Station.....	A. P. Taylor.....	12	12	"	62 60
Seaforth and Railway Station.....	S. Dickson.....	24	12	"	187 80
Sebringville and Railway Station.....	J. R. Paton.....	12	12	"	90 14
Seckerton and Railway Station.....	W. Gray.....	2	3	12	74 88
Shedden and Railway Station.....	J. Horton.....	1	12	"	49 98
Silver Hill and Tain.....	M. A. Richards.....	23	2	11 " (to May 31, '99)	34 83
Simcoe and Railway Station.....	H. W. Pursel.....	3	12	"	62 60
Simcoe and Loop Line Railway Station.....	do.....	1	18	12	140 85
Solway and Walkerton.....	J. McCallum.....	6	3	12	100 00
Sombra and Railway Station.....	H. Stokes.....	12	12	"	43 82
Sombra and Thornyhurst.....	A. Hohn.....	6	2	12	40 56
Sombra and Wilkesport.....	D. Shephard.....	7	6	12	155 00
Southampton and Railway Station.....	W. Gilbert.....	1	18	12	92 90
Springfield and Railway Station.....	J. Hoffman.....	1	12	"	78 25
Springford and Railway Station.....	C. H. Newell.....	3	6 & 12	3 " (to Sept. 30, '98)	42 50
do do	H. A. White.....	3	12	9 " from "	57 44
Staples and Railway Station.....	D. K. Menzies.....	30 rods.	6	12	32 00
Stokes Bay and Tobermory.....	T. Bartman.....	26	1	6 " (to Dec. 31, '98)	87 00
Stokes Bay and Wiarton.....	J. Shute.....	27	3	12	300 00
Strasburg and German Mills Railway Station.....	T. M. Bartholomew.....	10 r. t.	6	12	115 00
Stratford and Railway Station.....	A. Easson.....	15	60	12	172 15
Stratford and Street Letter Boxes.....	T. Stony.....	3	18	12	200 01
Strathburn and Woodgreen.....	A. Crothers.....	3	3	12	39 00
Strathroy and Street Letter Boxes.....	R. Richards.....	660 yds.	18	12	60 00
Sylvan and Thedford.....	W. Randall.....	5	6	12	144 00
Tara and Railway Station.....	J. Hamilton.....	3	12	12	81 38
Tavistock and Railway Station.....	G. Matheson.....	3	12	12	50 00
Teeswater and Railway Station.....	T. Kirkland.....	3	18	12	95 72
Teeswater and Walkerton.....	W. Hergott.....	16	6	12	445 00
Teeterville and Windham Centre.....	T. J. Arthur.....	3	6	12	105 00
Terminus and Wilkesport.....	W. A. Gibson.....	4	2	10 " (from Sept. 1, '98)	50 00
Thamesford and Railway Station.....	M. C. McCarty.....	1	12	12	125 20
Thamesville and Railway Station.....	H. L. Johnston.....	525 yds.	12	12	60 00
Thedford and Railway Station.....	R. Wilson.....	150 yds.	6	12	29 00
The Grove and Railway Station.....	T. A. Robinson.....	1	12	12	49 94
Tilbury and Railway Station.....	J. E. Scriven.....	1	24	12	70 00
Tilsonburg and Railway Stn. (B.&T.).....	W. H. Girvin.....	1	12	9 " (from Oct. 1, '98)	37 44
do do (G.T.).....	J. Girvin.....	1	12	12	120 00
do do (M.C.).....	do.....	1	12	12	99 52
Topping and Milverton Station.....	T. Mayberry.....	6	6	12	174 00
Townsend Centre and Waterford.....	E. S. Gable.....	3	6	5 " (to Nov. 30, '98)	27 08
Townsend Centre and Railway Stn. ....	W. J. Smith.....	40 rods.	12	7 " (from Dec. 1, '98)	29 12
Turnerville and Railway Station.....	J. S. Baker.....	30 yds.	12	12	40 06
Turnerville and Railway Station.....	W. M. Turner.....	100 ft.	6	12	30 00
Tuscarora and Railway Station.....	S. J. McKelvey.....	4	6	12	62 60
Tyrconnell and Wallacetown.....	C. Hall.....	5	6	9 " (to Mar. 31, '99)	78 75
do do	P. Gerow.....	3	6	3 " from "	27 39
Uttoxeter and Wanstead.....	N. K. Nesbitt.....	6	3	12	100 00
Vandacar and Woodstock.....	I. Coneybear.....	9	3	12	140 00
Vanessa and Railway Station.....	I. C. Rock.....	3	12	12	215 00
Van Horn and Railway Station.....	J. Zink.....	1	2	3 " (from April 1, '99)	7 60
Vereker and Railway Station.....	J. Bundy.....	3	6	3 " (to Sept. 30, '98)	43 45
do do	F. A. Thornton.....	3	6	9 " from "	93 60
Villa Nova and Railway Station.....	M. McAlpine.....	1	6	12	50 08

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APPENDIX B—Continued.

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.
Vittoria and Railway Station	S. Ottley	3	12	12 mos.	\$ cts. 49 00
Vittoria and Walsh	W. Howick	4½	6	12 "	94 00
Walkers and Railway Station	J. Grieve	½	12	12 "	40 69
Walkerton and Railway Station	J. McLean	1½	18	12 "	117 38
Walkerville and Ry. Station (G. T.)	N. B. Vrooman	30 yds.	30	12 " and arrears	180 99
do do (L. E. & D. K.)	do	139 yds.	12	2 " and 14 days (to Sept. 14, '98)	15 51
do do	do	155 yds.	6	9 " and 16 days (from Sept. 14, '98)	39 74
Wallaceburg and Railway Station	M. Doyle	½	24	12 "	85 00
Wallacetown and Railway Station	P. Gerow	3½	12	12 "	212 84
Walnut and Watford	A. Black	6	2	12 "	102 50
Wardsville and Railway Station	J. Wilson	3	12	3 " (to Sept. 30, '98)	33 75
do do	J. H. Cady	3	12	9 " from "	93 60
Warwick and Railway Station	T. Willoughby	8	6	6 " (to Dec. 31, '98)	97 50
do do	N. Hawn	8	6	6 " from "	71 76
Waterford and Ry. Station (C. S.)	E. S. Gable	½	12	12 "	50 08
do do	do	½	12	12 "	40 69
Waterloo and Berlin Ry. Station	The Berlin and Waterloo Street Railway Co.	2	30	12 "	230 83
do do (G. T.)	T. K. Sass	½	18	12 "	85 45
Waubuno and Railway Station	M. Overton	3	6	12 "	100 16
Weidman and Railway Station	T. Hoag	25 yds.	12	6 " (to Dec. 31, '98)	15 80
do do	J. Lillie	25 yds.	12	6 " from "	15 50
West Lorne and Railway Station	D. McKillop	½	12	12 "	40 00
Wheatley and Railway Station	O. Ivison	1	12	12 "	93 90
Whitebread Station and Ry. Station	H. A. McDonald	50 yds.	12	12 "	39 95
Whitechurch and Railway Station	A. D. Beaton	½	12	12 "	75 12
Warton and Railway Station	L. Hyatt	½	18	12 "	156 79
Williams and Railway Station	C. A. Williams	½	2	12 "	60 00
Wilson and Main Post Road	L. B. Wilson	1½	13	12 "	48 75
Wiltongrove and Railway Station	P. Murray	½	6	12 "	44 82
Windham Centre and Ry. Station	C. Baker	½	12	12 "	29 88
Windsor and Detroit	E. Gignac	2	18	12 "	425 00
Windsor and Railway Station	E. Gignac	1	24	12 "	206 58
do do (L. E. & D. K.)	M. H. McCarthy	1½	12	2 "	150 24
Windsor and Street Letter Boxes	M. H. McCarthy	85½	19	12 "	199 00
Wingham and Ry. Station (C. P.)	Beattie Bros	½	18	12 "	47 88
do do (G. T.)	D. Campbell	½ &	30	12 "	250 40
Wolverton and Railway Station	J. Pine	½	12	12 "	89 00
Woodslee and Railway Station	W. Guthier	½	12	12 "	125 20
Woodstock and Custom House	A. McCleghan	as req.	12	12 "	31 70
Woodstock and Ry. Station (C. P.)	J. A. McKenzie	½	12	12 "	124 50
do do (P. D. & L. H.)	do	½	24	12 "	190 00
Woodstock and Street Letter Boxes	T. Noonan	9½	18	6 " (to Dec. 31, '98)	60 00
do do	M. Noonan	9½	18	6 " from "	60 00
Woodstock and Ry. Station Letter Box	R. Scott	50 yds.	12	12 "	18 00
Wroxeter and Railway Station	A. Paulin	½	12	12 " and extra trips	76 62
Wyton Station and Ry. Station	G. Scatcherd	½	12	12 "	19 92
Yarmouth Centre and Ry. Station	H. C. Allen	½	12	12 "	95 00
Zurich and Railway Station	T. Murdock	6½	12	12 "	224 00
Total					\$78,242 31

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

## APPENDIX B—Continued.

## MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alameda and Percy.....	Hopper & Lawrence	48	1	12 months	300 00
Alameda and Railway Station.....	J. E. Edmunds.	$\frac{1}{2}$	6	12 "	62 80
Alexander and Pendenmis.....	J. Cousins.	19	1	12 "	132 00
Alexander and Railway Station.....	J. F. Walker.	$\frac{1}{2}$	12	12 "	156 50
Alna and Percy.....	F. Z. de Gagné.	12	1	12 "	51 00
Almasippi and Campbellville.....	J. Lawrenson.	8	1	12 "	70 00
Altamont and Railway Station.....	H. Mussell	$\frac{1}{2}$	6	12 "	62 60
Altona and Railway Station.....	Schultz & Stiefel	$\frac{1}{2}$	12	12 "	50 12
Alvena and Duck Lake.....	J. Caron.	25	1	6 " (to Dec. 31, '98).	40 00
Arden and Orange Ridge.....	J. Glennie	12	1	12 "	84 00
Arden and Railway Station.....	M. E. Broughton	$\frac{1}{2}$	6	1 " (to July 31, '98).	4 16
do do	J. Herbert.	$\frac{1}{2}$	6	11 " from "	45 09
Argyle and Woodlands.....	H. J. Proctor.	13	2	12 "	150 00
Arizona and Sidney.....	C. Parkinson.	8	1	12 "	75 00
Armstrong's Lake and Railway Station.....	J. Sharp.	$\frac{1}{2}$	2	12 "	104 00
Arrochar and Railway Station.....	B. Anderson	$\frac{1}{2}$	3	12 "	40 08
Arrow River, Parkisino and Orrowold.....	D. Rowan	7 & 26 $\frac{1}{2}$	1	12 "	225 36
Asessippi and Russell.....	G. McDonald.	15	2	12 "	220 00
Aubigny and Railway Station.....	H. Mousseau.	2 $\frac{1}{2}$	2	12 "	68 25
Austin and Railway Station.....	F. Avery.	$\frac{1}{2}$	12	3 " (to Sept. 30, '98).	17 72
do do	J. Willott.	$\frac{1}{2}$	12	9 " from "	93 91
Aweme and Treesbank.....	J. H. Clark.	8	1	12 "	91 06
Bagot and Railway Station.....	J. C. Lowrie.	$\frac{1}{2}$	12	12 "	60 19
Bagot and Rossendale.....	J. C. Glover.	12	1	12 "	75 00
Balcarres and Indian Head.....	J. Balfour	36	2	11 " (to May 31, '99).	481 25
do do	do	40	2	1 " from "	48 61
Baldur and Grund.....	S. Christopher-son.	6	2	12 "	118 00
Baldur and Railway Station.....	W. O. Fowler.	$\frac{1}{2}$	6	12 "	78 25
Baldur and Roseberry.....	J. Dewe.	12	1	12 "	78 00
Balgonie and Davin.....	J. W. Elliott.	14	1	12 "	78 75
Balgonie and Hednesford.....	W. Cockwill.	16	1	12 "	150 00
Balgonie and Railway Station.....	J. B. Hawkes.	$\frac{1}{2}$	14	12 "	72 79
Balmerino and Binscarth.....	R. B. Johnston.	5	1	12 "	48 00
Balmoral and Pleasant Home.....	W. J. Barbour.	18	1	12 "	96 00
Balmoral and Stonewall.....	do	8	3	12 "	98 00
Bardal and Reston.....	H. Lusk.	19	1	12 "	104 00
Barnsley and Railway Station.....	J. A. Ruth.	$\frac{1}{2}$	3	12 "	25 12
Basswood and Railway Station.....	D. McPherson.	$\frac{1}{2}$	6	12 "	60 19
Bates and Carman.....	R. Squires.	10 $\frac{1}{2}$	2	6 " (to Dec. 31, '98).	77 50
do do	J. S. Cook	10 $\frac{1}{2}$	2	6 " from "	88 46
Batoche and Duck Lake.....	J. Caron.	7	1	3 " (from April 1, '99)	23 34
Battleford and Bresaylor.....	A. R. Chisholm.	27	ftly.	12 "	50 00
Battleford and Jack Fish Lake.....	M. L'Heureux.	35	ftly.	12 "	128 00
Battleford and Onion Lake.....	A. R. Chisholm.	102	ftly.	12 "	370 00
Battleford and Saskatoon.....	T. Dewan.	90	2	12 "	1,976 00
Beaconsfield and Swan Lake.....	R. C. Griffith.	14	2	12 "	139 00
Bear's Hill and Wetaskiwin.....	C. Nowwezyn.	4 $\frac{1}{2}$	2	12 "	80 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Beaumont and Ellerslie.....	F. LeBlanc.....	6½	2	4 mos. (to Oct. 31, '98) ..	24 67
do do .....	A. Reivor.....	6½	2	8 " from " ..	49 33
Beausejour and Brokenhead..	O. W. Thomas.....	14	1	6 " (to Dec. 31, '98) ..	42 50
do do .....	W. Sidebottom.....	14	1	Special trip.....	1 65
do do .....	F. Staska.....	14	1	5 mos. and 19 days (from Jan. 13, '99) ..	39 66
Beausejour and Railway Station	J. L. Turner.....	1½	7	12 " ..	73 00
Beausejour and St. Owens.....	H. A. Gib-on.....	3½	3	12 " ..	50 00
Beaver Hills and Fort Saskatchewan	G. Doze.....	10	1	12 " ..	78 00
Beaver Lake and Fort Saskatchewan	O. F. Braden.....	60	ftly.	12 " ..	195 00
Beaver Lake and Vegreville.....	H. Poulin.....	16	ftly.	12 " ..	65 00
Beaver Mines, Murillo and Silver Mountain.....	A. McLean.....	11½ & 25	1	12 " ..	300 00
Belcourt and Poplar Point.....	T. H. Brown.....	4½	2	12 " ..	49 72
Bellegarde and Reston.....	A. Sylvester.....	28	1	4 " and 26 days (to Dec. 31, '98) ..	43 83
do do .....	do .....	28	1	6 " from " ..	65 00
Belmont and Ninette.....	R. R. Houghton.....	8	1	12 " ..	90 00
Belmont and Railway Station.....	A. Tunoth.....	1½	6	12 " ..	65 17
Beresford and Railway Station.....	W. Cannon.....	1½	6	12 " ..	60 19
Beulah and Elkhorn.....	G. W. Marsh.....	25½	2	12 " ..	400 00
Binscarth and Railway Station.....	E. H. Williams.....	1½	7	1 " (to July 31, '98) ..	9 30
do do .....	D. McGilvray.....	1½	7	11 " from " ..	88 20
Binscarth and Russell.....	H. R. Dupre.....	12	1	12 " ..	99 88
Binscarth and Seeburn.....	O. Seebach.....	14	1	12 " ..	100 00
Binscarth and Silver Creek.....	J. Rutherford.....	14	1	12 " ..	96 00
Birds Hill and Railway Station.....	G. Chudleigh.....	½	6	12 " ..	109 55
Birtle and Hamiota.....	A. E. Brown.....	35	1	12 " ..	273 00
Birtle and Moosomin.....	J. E. Rolston.....	40	2	12 " ..	499 00
Birtle and Railway Station.....	G. Campbell.....	½	6	12 " ..	96 04
Birtle and Warleigh.....	J. C. Dudley.....	8	1	12 " ..	60 00
Blythfield and LaSalle.....	W. H. Mellow.....	14	1	12 " ..	145 00
Boharm and Moosejaw.....	B. Smith.....	11	1	12 " ..	75 00
Boissevain and Heaslip.....	C. A. Irvine.....	20½	2	9 " (to Mar. 31, '99) ..	186 75
do do .....	do .....	24½	2	3 " from " ..	74 54
Boissevain and Railway Station.....	A. McKnight.....	6 & 12	12	12 " ..	110 25
Boissevain and Sheppardville.....	W. A. Munro.....	17	2	12 " ..	171 60
Boissevain and Wassewa.....	W. Musrove.....	10	2	12 " ..	110 00
Boissevain and West Hill.....	G. F. Brown.....	23	1	12 " ..	125 00
Bonheur and Railway Station.....	J. G. Wormworth.....	25 ft.	12	3 " (to Sept. 30, '98) ..	5 00
do do .....	W. P. Callan.....	25 ft.	12	3 " (to Dec. 31, '98) ..	5 00
do do .....	W. J. O'Neill.....	25 ft.	12	6 " from " ..	10 00
Bonheur and Sawbill.....	Todd & Aitkins.....	35	3	12 " ..	350 00
Boscurvis and Oxbow.....	T. Decker.....	14	1	12 " ..	112 00
Boscurvis and Railway Station.....	C. Moore.....	1½	4	12 " ..	99 09
Bowdardine, Logoch & Ralphtown	W. Beamish.....	16 & 7	1	6 " (to Dec. 31, '98) ..	90 34
do do .....	do .....	16 & 7	1	6 " from " ..	100 00
Brandon and Hayfield.....	J. Howe.....	14	2	12 " ..	168 00
Brandon and Railway Stations.....	C. S. Wilson.....	¼ & ¼	18 & 6	12 " ..	342 07
Brandon and Rapid City.....	S. S. Teeple.....	20	6	8 " and 15 days (to Mar. 15, '99) ..	352 78
do do .....	do .....	20	3	3 " and 16 days (from Mar. 15, '99) ..	73 61
Brandon and Shrubland.....	E. Pitman.....	12½	2	12 " ..	185 00
Brandon Hills and Railway Station	J. Baker.....	2½	2	12 " ..	130 00
Bredenburg and Railway Station.....	T. Porter.....	2	3	7 " and 1 day (to Feb. 1, '99) ..	53 65
do do .....	T. A. Porter.....	2	2	4 " and 27 days (from Feb. 1, '99) ..	31 50
Bruce and Okotoks.....	H. Brice.....	6	1	12 " ..	39 00
Bridge Creek and Franklin.....	W. H. Campbell.....	3½	3	12 " ..	110 00

## APPENDIX B—Continued.

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.
Brierwood and Roden.....	W. H. Gray.....	6	1	12 months.....	65 00
Broadview and Cotham.....	H. H. Willway.....	17	1	12 ".....	80 00
Broadview and Fitzmaurice.....	T. J. Irwin.....	20	1	12 ".....	74 00
Broadview and Hillesden.....	J. Dash.....	12	1	12 ".....	68 00
Broadview and Railway Station.....	W. L. McCracken.....	20	14	12 ".....	155 57
Brookdale and Carberry.....	S. Shannon.....	20	1	12 ".....	125 00
Brookside and Wapella.....	C. Overholt.....	25	1	12 ".....	129 00
Broomhill and Melita.....	C. W. McLennan.....	12	1	12 ".....	91 00
Bru and Cypress River.....	H. Josephson.....	7½	2	12 ".....	100 00
Bruxelles and Holland.....	J. B. Sauviet.....	10	2	12 ".....	120 00
Burnbank and Two Creeks.....	W. Allison.....	7½	1	12 ".....	58 00
Burnside and Railway Station.....	J. R. Fox.....	27	12	12 ".....	50 20
Burnside and Ridgeland.....	W. A. McIntosh.....	4	2	12 ".....	145 00
Cailnount and Ferndale.....	R. Cail.....	8	1	12 ".....	45 00
Calf Mountain and Thornhill.....	F. Bolton.....	7½	2	12 ".....	130 00
Calgary and Custom House.....	G. C. King.....		6	12 ".....	25 00
Calgary and Jumping Pond.....	J. R. Dyer.....	25	1	12 ".....	235 00
Calgary and Millarville.....	R. Gillespie.....	28	1	12 ".....	200 00
Calgary and Railway Station.....	W. Clingsby.....	¼	24	9 " (to Mar. 31, '99).	410 42
do do.....	J. O. Beattie.....	¼	24	3 " from "	105 00
Calgary and Street Letter Box.....	E. King, sen.....	¼	20	12 ".....	60 00
Camille and Treherne.....	W. J. Parker.....	12	2	12 ".....	249 60
Cannington Manor and Moosomin.....	H. King.....	42	1	12 ".....	234 00
Carberry and Neepawa.....	G. Thompson.....	33½	3	12 ".....	375 00
Carberry and Railway Station.....	T. May.....	¾	14	12 ".....	217 80
Cardston and Colles.....	W. Pitcher.....	8	1	12 ".....	94 00
Cardston and Lethbridge.....	C. McCarty.....	45	2	12 ".....	831 00
Cardstone and Mountain View.....	J. H. Gold.....	16	1	12 ".....	90 00
Carrievale and Railway Station.....	S. Bishop.....	¾	6	12 ".....	80 33
Carlingville and Hamota.....	T. Hamilton.....	10	1	12 ".....	96 00
Carlyle and Moosomin.....	H. King.....	67	1	12 ".....	589 00
Carman, Linttrathen and Roseville.....	R. Squires.....	12½ & 66	1	12 ".....	312 00
Carman and Railway Station.....	do.....	¾	6	12 ".....	140 85
Carnduff and Oakley.....	J. P. Carnduff.....	11	1	12 ".....	75 00
Carnduff and Railway Station.....	J. P. Carnduff.....	¾	6	12 ".....	85 15
Carmouistic and Wapella.....	E. Schmidt.....	22	1	12 ".....	114 40
Caron and Railway Station.....	J. Candler.....	¾	3	6 " (to Dec. 31, '98)..	15 20
do do.....	W. Robinson.....	¾	3	6 " from "	14 80
Carroll and Railway Station.....	H. Bingham.....	¾	6	12 ".....	125 20
Cartwright and Railway Station.....	A. Laughlin.....	¾	6	7 " and 1 day (to Feb. 1, '99)..	27 75
do do.....	do.....	¾	12	4 " and 27 days (from Feb. 1, '99)..	38 40
Cedar Park and Cooks Creek.....	E. Grimshaw.....	6½	1	5 " and 2 days (to Dec. 2, '99)..	16 42
Chater and Railway Station.....	M. Armstrong.....	¾	12	12 ".....	93 90
Churchbridge and Railway Station.....	B. D. Westman.....	¾	4	12 ".....	95 96
Churchbridge and Summer.....	D. Pearpoint.....	34	1	6 " (to Dec. 31, '98).	116 34
do do.....	T. J. Norman.....	32	1	6 " from "	125 00
Churchbridge and Thingvalla.....	S. Johnson.....	6	1	12 ".....	38 40
Clarkville and Lundyville.....	J. Clark, Jr.....	18	2	12 ".....	129 00
Clarkleigh and Radway.....	G. L'Amoureux.....	7	2	12 ".....	59 75
Clarkleigh and Reaburn.....	E. Gimboche.....	40½	2	2 " (to Aug. 31, '98).	50 00
do do.....	H. Chartrand.....	40½	2	10 " from "	250 00
Clarkleigh and Seamo.....	E. Fingland.....	6	2	12 ".....	60 00
Clearwater and Railway Station.....	J. A. McLean.....	¼	6	7 " and 1 day (to Feb. 1, '99)..	46 25
do do.....	do.....	¼	12	4 " and 27 days (from Feb. 1, '99)..	64 00
Coalfields and Railway Station.....	W. Hamilton.....	3	3	4 " (to Oct. 31, '98)..	50 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Coalfields and Railway Station	H. Truscott	3	3	5 mos. (to Mar. 31, '99).	70 85
do do	W. Hamilton	3	3	" from "	42 51
Cold Springs and Mary Hill	J. Sigurdson	8	1	12 " "	60 00
Colleston and Steep Creek	R. C. Smith	15	1	12 " "	100 00
Cook's Creek and Winnipeg	L. Goulet	22	2	12 " "	295 00
Cardova and Seldon	H. Jamieson	3	2	1 " "	74 00
Coteau and Percy	D. McDougall	7	1	12 " "	52 00
Cottonwood and Pense	T. E. Hind	10	2	12 " "	130 00
Coulterville and Melita	W. F. Coulter	18	1	12 " "	130 00
Coutts and Railway Station	J. B. Ross	1	6	3 " (to Sept. 30, '98).	9 49
do do	J. Fraser	1	6	9 " from "	28 11
Craven and Kennell	L. H. Hoskins	12	1	12 " "	78 00
Craven and Tregarva	E. Tegart	7½	1	12 " "	75 00
Crecent Lake and Saltcoats	J. J. Peck	22	1	1 " (to July 31, '98).	8 33
do do	do	22	1	11 " from "	105 41
Crewe and Fort Ellice	D. Ellis	8½	2	12 " "	122 00
Crystal City and Railway Station	H. J. Taylor	1	6	7 " and 1 day (to Feb. 1, '99)...	52 33
do do	do	1	12	4 " and 27 days (from Feb. 1, '99)...	64 00
Culross and Railway Station	M. Parker	1	6	1 " (from June 1, '99)	1 30
Cypress River and Railway Station	A. Creighton	1	6	12 " "	53 42
Cypress River and St. Alphonse	T. Chapdelaine	11	2	12 " "	150 00
Daly and Virden	W. McKenzie	10	1	12 " "	64 00
Dauphin and Glenlyon	C. K. Playford	36	1	12 " "	211 76
Dauphin and Railway Station	J. E. Johnston	1	4	9 " (to Mar. 31, '99).	37 74
do do	do	1	6	3 " from "	18 75
Dauphin and Spruce Creek	C. Hicks	14	1	9 " and 7 days (to April 7, '99)...	84 62
do do	M. Rankin	14	1	2 " and 23 days (from April 7, '99)...	30 00
DeClare and Welwyn	A. McArthur	7	1	12 " "	71 87
Deerwood and Railway Station	W. Watson	1	2	9 " (to Mar. 31, '99).	19 75
do do	E. Bancroft	1	2	3 " from "	6 50
Deleau and Railway Station	J. B. Abraham	1	6	12 " "	28 83
Deloraine and Railway Station	J. Gleeson	1	6	7 " and 1 day (to Feb. 1, '99)...	46 25
do do	do	1	12	4 " and 27 days (from Feb. 1, '99)...	64 00
Deloraine and Waskada	R. Chopin	46½	2	12 " "	300 00
Dempsey and Souris	J. Dempsey	10	1	12 " "	90 00
DeWinton and Gladys	H. McNeill	14	2	12 " "	260 00
DeWinton and Railway Station	do	1	4	12 " "	52 00
Didsbury and Railway Station	J. F. Dittwiler	1	4	5 " and 13 days (to Dec. 13, '98)...	13 82
do do	do	1	6	6 " and 18 days (from Dec. 13, '98)...	24 61
Dinorwic and Fort Frances	E. Mulheron	90	ftly.	3 trips	81 00
Dinorwic and Railway Station	J. Muirhead	30 yds.	12	6 months (to Dec. 31, '98)	10 00
do do	do	280 yds.	12	6 " from "	29 40
Dominion City and Emerson	J. H. Vanwhort	10	6	12 " "	312 00
Dongola and Spy Hill	A. R. Millar	10	1	12 " "	100 00
Dongola and Valley View	A. Fox	4½	1	12 " "	48 00
Donore and LaSalle	C. Wheatland	8	1	12 " "	60 00
Douglas Station and Creeford	J. Ryder	40½	2	12 " "	260 00
Douglas Station and Railway Station	R. H. Arran	1	12	12 " "	120 36
Dryden and Railway Station	Ida Smith	1	12	1 " (to July 31, '98)...	5 00
do do	do	1	12	11 " from "	73 56

## APPENDIX B—Continued.

\*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.
Dry River and Mariapolis.....	A. Barsalou.....	4	1	5 mos. (to Nov. 30, '98).	12 50
do do.....	A. Eason.....	4	2	7 " from "	29 17
Duck Lake and Mistawasis.....	J. Sangret.....	58	1	2 " (to Aug. 31, '98).	29 17
do do.....	do.....	57	1	10 " from "	145 83
Duck Lake and Railway Station.....	D. H. Grant.....	1 1/8	4	12 " "	72 80
Duck Lake and St. Louis.....	W. Boyer.....	31	1	12 " "	180 48
Dufresne and Rosewood.....	J. Hourie.....	4	2	12 " "	70 00
Duhamel and Wetaskiwin.....	E. O. Hankedahl.....	30	1	12 " "	170 32
Dunara and Selkirk.....	J. Favel.....	16 1/2	2	12 " "	183 00
Dundurn and Railway Station.....	A. Blackley.....	2	4	12 " "	72 16
Dunleath and Saltcoats.....	V. Dures.....	10 1/2	1	12 " "	75 00
Dunmore and Catching Post.....	J. Sallows.....	1/2	3	9 " (from Oct. 1, '98).	22 47
Dunmore Junction and Josephsburg Station.....	J. Dunn.....	27	1	11 " and 8 days (to June 8, '99).	187 91
Dunmore Junction and Railway Station.....	W. J. Horner.....	1/2	14	3 " (to Sept. 30, '98).	27 60
Dyment and Railway Station.....	A. L. Orvis.....	80 yds.	12	3 " (from April 1, '99)	7 50
Eagle River Station and Railway Station.....	J. F. Hurley.....	1/2	12	2 " (to Aug. 31, '98).	5 83
do do.....	W. Brown.....	3/4	12	10 " from "	29 17
Edgeley and Qu'Appelle Station.....	W. Sides.....	8 1/2	2	12 " "	140 00
Edmonton and Fort Chipewyan.....	The Hudson Bay Co.....	527		Special trip	100 00
Edmonton and Fort Saskatchewan.....	J. J. Bell.....	32	2	12 months.	345 00
Edmonton and Railway Station.....	M. McCauley.....	2	6	10 " (to April 30, '99).	272 62
do do.....	D. C. Robertson.....	2	6	2 " from "	53 00
Edmonton and St. Albert.....	E. Courchene.....	10	2	12 " "	100 20
Edmonton and Stony Plain.....	J. Scheigle.....	25	1	12 " "	199 48
Elgin and Souris.....	D. McNabb.....	16	1	3 " (from April 1, '99)	26 00
Elie and Railway Station.....	J. Bernardin.....	1 1/2	6	12 " "	14 35
Elkhorn and Heron.....	J. H. Cavanagh.....	22	1	12 " "	160 00
Elkhorn and Maryfield.....	W. H. Ablett.....	16 1/2	1	1 " (to July 31, '98).	8 00
do do.....	W. I. Parlett.....	16 1/2	1	11 " from "	91 66
Elkhorn and Railway Station.....	R. E. Wilson.....	1 1/2	14	11 " (to May 31, '99).	134 00
do do.....	W. M. Cushing.....	1/2	14	1 " from "	11 20
Ellerslie and Railway Station.....	A. Palmer.....	1/2	4	4 " and 15 days (to Nov. 15, '98).	17 30
do do.....	J. McLaggan.....	1/2	4	7 " and 15 days (from Nov. 15, '98).	32 25
Elliott Station and Railway Station.....	J. Elliott.....	1/2	4	7 " (to Jan. 31, '99).	31 00
Elm Creek and Railway Station.....	J. Rimm.....	1/2	3	12 " "	39 25
Elm Valley and Reston.....	A. Bonuiman.....	17	1	12 " "	120 00
Elphinstone and Strathclair Station.....	J. Craig.....	11 1/2	2	12 " "	160 00
Elva and Railway Station.....	H. J. Archibald.....	1 1/8	6	12 " "	78 00
Emerson and Railway Station.....	W. H. Vanwhort.....	1	12	12 " "	62 60
Emerson and Stuartburn.....	W. S. Miller.....	29 1/2	1	12 " "	234 00
Estevan and Railway Station.....	G. Rooks.....	1/2	16	12 " "	120 47
Fairfax and Souris.....	J. Taylor.....	9	1	9 " (to March 31, '99)	75 00
Fairford and The Narrows.....	H. Einarsson.....	60	1	12 mthly "	150 00
Fannystelle and Railway Station.....	H. Guilbault.....	1/2	6	12 " "	30 08
Fernton and Winnipeg.....	M. Peebles.....	4	2	12 " "	100 00
Findlay and Grand Clairière.....	N. Filteau.....	6	2	12 " "	100 00
Findlay and Railway Station.....	J. W. Mackay.....	1 1/8	4	12 " "	40 22
Fishing Lake and Yorkton.....	S. C. Field.....	7 1/4	1	9 " (to March 31, '99)	366 25
do do.....	C. F. Betts.....	7 1/4	1	3 " from "	146 25
Flee Island and Portage la Prairie.....	A. M. Bell.....	18	1	12 " "	125 00
Flemming and Railway Station.....	J. Findlay.....	1/2	12	12 " "	115 35



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APPENDIX B—Continued.

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.
Fletwode and Whitewood	F. Kennedy	32½	1	12 months	220 36
Florenta and Gladstone	Foster & Tocher	13½	1	5 " (to Nov. 30, '98)	45 83
Florenta and Plumas	W. J. Ross	4½	1	7 " (from Dec. 1, '98)	30 33
Forrest Station and Railway Station	C. Watkins	17½	4	3 " and 17 days (from March 15, '99)	9 30
Fort a la Corne and Prince Albert	J. Miller	55	1	6 " (to Dec. 31, '98)	217 50
do do	N. Neil	58	1	6 " from "	229 36
Fort a la Corne and The Pas	The Hudson Bay Co.	245	mtlly	12 " "	440 00
Fort Alexander and Peguis	W. H. Eaton	50	1	12 " "	264 00
Fort Frances and Mine Centre	W. Phair	43	ftnly.	9 " (from Oct. 1, '98)	132 00
Fort Frances and Rat Portage	E. Treau	160	ftnly.	Season 1898-99	435 00
Fort Frances and Wabigoon	E. Mulheron	94	1	Part of season 1899	459 00
Fort Pelly and Yorkton	J. C. Murray	66	1	4 months (to Oct. 31, '98)	149 83
do do	do	68	1	8 " from "	307 71
Fort Saskatchewan and Horse Hills	J. J. Bell	8	1	12 " "	60 00
Fort Saskatchewan & L'Amoureux	T. L'Amoureux	1	2	12 " "	25 00
Fort Saskatchewan and Pakan	O. F. Braelen	64	ftnly.	6 " (to Dec. 31, '98)	97 50
do do	do	68	ftnly.	6 " from "	103 58
Fort William and Railway Station	C. Stewardson	1	12	11 " and 17 days (to June 17, '99, less fine)	182 20
do do do	do			13 days (from June 17, '99)	7 80
Fort William West and Railway Station	G. B. Smith	7½	12	12 months	120 00
Fort William and Slate River Valley	G. King	11	1	12 " "	70 00
Fox Warren and Railway Station	A. Laycock	1	6	12 " "	80 00
Franklin and Railway Station	A. M. Anderson	1	6	12 " "	50 16
Gainsborough and Railway Station	R. B. Elliott	1	6	12 " "	78 00
Gainsborough and Workman	P. E. Ross	22	1	12 " "	154 39
Gilbert Plains and Tamarisk	J. Hatcher	7	1	12 " "	61 30
Gladstone and Golden Stream	L. A. Dunning	8	1	26 days (to July 26, '98)	4 16
Gladstone and Mekiwin	J. McGregor	19	2	7 months and 17 days (to Feb. 17, '99)	82 99
do do	L. Dunning	19	2	4 " and 11 days (from Feb. 17, '99)	54 63
Glastone and Railway Station	W. A. Sebastien	1	6	12 " "	90 29
do do	G. Sproat	1	6	12 " "	56 49
Gladys and High River	A. W. H. Thompson	12	1	3 " (to Sept. 30, '98)	18 75
Gleichen and Railway Station	E. Beaupre	1	14	12 " "	100 29
Gleichen and Strangmuir	A. W. Strange	15	1	1 " (to July 31, '98)	8 66
Glenboro' and Railway Station	J. Duncan	1	6	12 " "	65 75
Glencairn and Norgate	W. C. Todd	10	1	11 " (from Aug. 1, '98)	107 25
Glencairn and Railway Station	S. Kempshell	1	4	11 " from "	22 92
Glendale and Neepawa	D. Hamilton	12	2	12 " "	148 00
Glendinning and Moropano	J. Cummings	6	1	12 " "	39 00
Glenella and Purple Ridge	R. Colter	6	1	10 " (from Sept. 1, '98)	25 00
Glenella and Railway Station	H. N. Ray	1	4	10 " from "	8 24
Glen Ewen and Railway Station	T. R. Preston	1	2 & 3	12 " "	13 48
Glenora and Pilot Mound	W. Tait	16	2	12 " "	175 00
Gold Rock and Wabigoon	H. Scoones	25	1	1 " (from June 1, '99)	6 00
Gonor and St. Andrew's North	C. Thomas	14	2	12 " "	40 00
Gordon and Sancte Andrea	C. Campbell	6	1	12 " "	48 00
Graburn and Maple Creek	W. R. Abbott	41	1	12 " "	234 00
Grass River and Tupper	J. Patterson	6	1	5 " (from Feb. 1, '99)	16 66
Greenlaw and Red Deer	S. M. Bannerman	3	1	12 " "	52 00
Greenway and Railway Station	P. F. Curtis	1	6	12 " "	39 11
Grenfell, Hyde and Tirce	W. Bristow	20 26	1	12 " "	275 00

## APPENDIX B—Continued.

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.
Grenfell and Railway Station	E. Fitzgerald	12	14	12 months	203 28
Gretna and Railway Station	L. Calder	17	12	"	131 40
Gretna and Reinland	I. Grisbrecht	17	2	9 " (to Mar. 31, '99).	150 00
do do	J. P. Brown	17	2	3 " from "	47 50
Griswold and Hamiota	G. Cousins	49	2	12 " "	750 00
Griswold and Railway Station	A. F. Hill	20	13	12 " "	114 99
Grunthal and Steinbach	D. R. Loewen	20	2	12 " "	185 00
Gull Lake and Railway Station	J. Houston	20	7	12 " "	25 07
Hague and Railway Station	G. Bergen	1	4	12 " "	15 00
Hamiota and Railway Station	W. Felstead	7	6	6 " (from Jan. 1, '99)	15 66
Hamiota and Viola Dale	W. Arnson	7	2	12 " "	100 00
Hanlan and Meadow Lea	J. MacDonald	8	2	12 " "	92 00
Hargrave and Railway Station	H. Cutfield	8	7	12 " "	93 79
Harperville and Woodlands	J. Campbell	20	1	1 " (to July 31, '98).	10 42
do do	A. M. Miller	20	1	11 " from "	114 58
Harrowby and Railway Station	R. Blane	1	4	2 12 " "	46 80
Hartney and Melgund	S. H. Dickson	3	2	12 " "	155 00
Hartney and Railway Station	J. Blair	1	6	12 " "	65 73
Hawk Lake and Railway Station	W. Brown	1	12	2 " (to Aug. 31, '98).	4 60
do do	J. Cavanagh	1	12	7 " (to Mar. 31, '99).	14 00
do do	J. Reid	1	12	3 " from "	6 00
Hayward and Qu'Appelle	H. H. Hayward	12	1	12 " "	44 00
Hazel Cliffe and Kaposvar	M. Berna	5	1	12 " "	42 00
Headingly and Pigeon Lake	A. Lafreniere	12	3	1 " (to July 31, '98).	13 33
Headingly and Railway Station	J. H. Black	10	6	12 " "	78 25
Hecla and Icelandic River	K. Jonsson	24	1	12 " "	130 00
High Bluff and Railway Station	H. W. Cox-Smith	1	12	12 " "	90 31
High River and Pekisko	M. G. Steinson	25	1	12 " "	175 00
High River and Railway Station	J. Limoges	18	4	12 " "	40 00
High View and Wapella	R. Bonar	38	1	12 " "	208 00
Rilton and Railway Station	J. Davies	1	6	12 " "	50 08
Hirsch and Railway Station	A. M. Olsen	1	2	12 " "	20 19
Holland and Railway Station	J. R. Holland	1	6	6 " (to Dec. 31, '98).	45 66
do do	J. J. Pearson	1	6	6 " from "	49 68
Holbroke and Ponoka	J. E. Aylwin	5	2	12 " "	182 00
Holmfild and Railway Station	J. D. Orr	1	6	7 " and 1 day (to Feb. 1, '99)	30 82
do do	do	1	12	4 " and 27 days (from Feb. 1, '99)	42 67
Howard and Oaknook	W. G. Robinson	20	1	12 " "	125 00
Huns Valley and Minnedosa	J. Kovacs	20	1	12 " "	95 00
Icelandic River and Selkirk	J. H. Braden	78	1	12 " "	514 00
Ignace and Railway Station	J. Davies	1	12	12 " "	79 74
Ile des Chenes and St. Boniface	R. St. Pierre	19	1	12 " "	100 00
Indianford and Rathwell	H. Sturton	7	2	12 " "	92 00
Indian Head and Lac Marguerite	A. Leach	11	1	6 " and 7 days (to Apl. 7, '99).	31 15
Indian Head and Montinatre	V. R. Ogier	36	1	3 " (to Sept. 30, '98).	50 00
Indian Head and Ry. Station	E. L. Pelton	14	7	7 " (to Jany. 31, '99)	94 50
do do	R. Hancock	14	12	5 " from "	70 73
Ingliside and Poplar Point	C. Tait	27	1	1 " (to July 31, '98).	9 99
Innisfail and Knee Hill Valley	R. L. Earl	12	1	12 " "	50 00
Innisfail and Railway Station	N. W. Stiles	1	6	12 " "	141 07
Innisfail and Tindastoll	J. Bjornson	12	1	12 " "	100 00
Josephsburg and Medicine Hat	J. W. Crookes & J. Robinson	36	1	22 days (from June 9, '99)	13 60

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APPENDIX B—Continued.

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.
Kalidea and Manitou.	N. Morrison	13½	1	12 months.	95 00
Kalmar and Railway Station	S. T. H. Tighe.	50 ft.	12	12 "	24 99
Kanimistique and Railway Station.	H. Whitfield	12	12	"	25 00
Keewatin and Railway Station	J. A. Fletcher.	12-14	12	"	302 40
Kelloe Station and Ry. Station	C. F. Nixon.	6	12	"	78 25
Kennay and Railway Station	E. B. Scott.	5	12	"	68 26
Kerfoot and Petrel	J. Nesbitt	4½	2	12 "	66 84
Killarney and Glendinning (Round Route)	A. Young	30	2	12 "	195 00
Killarney and Railway Station	C. Bate	½	6	7 " and 1 dy. (to Feb. 1, '99)	46 25
do do	do	½	12	4 " 27 dys. from	64 00
Killarney and Wakopa	H. Hunter.	33	2	12 "	240 00
Kingsley and Lariviere	R. Henderson.	6	2	12 "	104 00
Kinnesota and The Narrows	E. Kristjansson.	16	12	fntly.	52 00
Kinnesota and Westbourne	J. Loptson	70&71	1	11 " and 25 dys. (from July 6, '98)	390 50
do do	H. J. Fletcher.	70	1	Special trip.	10 00
Kirkpatrick and Prince Albert.	J. Smith.	12	1	6 mos. (to Dec. 31, '98)	48 50
do do	J. Tanner	12	1	6 " from "	37 50
Kronan and Regina.	D. Ehmann.	18	1	12 "	60 00
Lac La Biche and Pakan	T. Yuppi.	120	mntly 1	" (to July 31, '98).	18 33
Lac La Biche and Whitford.	P. Pruden	105	fntly. 11	" (from Aug. 1, '98)	198 00
Lacombe and Lamberton	W. G. Hutchinson	33	1	12 "	175 00
Lacombe and Railway Station	G. H. Jamieson.	1½	6	6 " (to Dec. 31, '98).	37 98
do do	W. Burris	1½	6	6 " from "	50 67
Langdon and Railway Station	R. Cowen	4	12	"	50 00
Langenburg and Railway Station	P. Ulrich	4	12	"	50 00
Largvale and Ninga	Hicks & Maloney	22½	2	12 "	250 72
Lariviere and McKenzie.	C. H. Vroman.	7	1 & 2	12 "	49 99
Lariviere and Railway Station	W. H. Swales.	½	6	7 " and 1 dy. to (Feb. 1, '99)	46 25
do do	do	½	12	4 " and 27 d. from "	56 20
Lariviere and Silver Spring	R. Armstrong	3½	2	1 " and 15 days. (to Aug. 15, '98)	13 00
La Salle and Railway Station	H. Skeoch.	½	12	6 " (to Dec. 31, '98).	17 72
do do	J. L. Gaudet.	½	12	6 " from "	17 38
Lauder and Railway Station.	G. E. Moore	1½	6	12 "	70 50
Laurier and Railway Station	P. Trottier	½	2-3	12 "	56 73
Lebret and Qu'Appelle	C. Fetherstonhaugh.	4½	4	1 " (to July 31, '98).	8 66
do do	A. Bouffard	4½	6	11 " from "	128 70
Leduc and Railway Station.	R. T. Telford	½	6	12 "	78 25
Leunox and Montefiore.	H. C. Manz	7	2	12 "	150 00
Letellier and Railway Station	A. Duval.	12	6	" (to Dec. 31, '98).	24 32
do do	J. A. Poliquin.	12	3	" (to Mar. 31, '99).	11 85
do do	J. A. Houle	12	3	" from "	12 01
Letellier, St. Joseph and St. Pie.	J. A. Poliquin.	3½-4½	2	12 "	133 32
Lethbridge and Custom House.	F. Champness	6	12	"	30 00
Lethbridge and Railway Station.	W. Hardy	12	12	" and extra trips.	286 41
Lillyfield and Winnipeg	W. J. O'Neil.	12	1	12 "	75 00
Lineham and Okotoks	H. Bescoby	23	1	12 "	163 00
Livingston and Pincher Creek.	C. Beebe.	22½	1	1 " (to July 31, '98).	18 75
do do	F. G. Wilson.	28	1	11 " from "	215 41
Logan and Nothern	A. Bruas	13	fntly. 8	" (to Feby. 28, '99)	33 33
do do	D.N. MacKenzie	13	fntly. 4	" from "	16 46

APPENDIX B—Continued.

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.
Logberg and Saltcoats.....	M. Smith.....	18	1	8 mos. (to Feb. 28, '99)	56 66
do do.....	do.....	20	1	4 " from "	31 48
Longburn and Macdonald.....	E. Brown.....	5½	2	12 " " "	68 00
Loon Creek and Qu'Appelle.....	T. Baxter.....	25	1	12 " " "	150 00
Louise Bridge and Winnipeg.....	M. H. Harris.....	1½	6	12 " " "	78 00
Lower Fort Garry and Oak Ham- mock.....	C. Johnstone.....	7	1	12 " " "	40 00
Lower Fort Garry and Pigeon Bluff.....	J. Linklater.....	6½	1	12 " " "	24 00
Lumsden and Marieton.....	A. N. Jamieson.....	26	1	12 " " "	260 00
Lumsden and Railway Station.....	W. L. Clark.....	1½	4	12 " " "	29 99
Lundyville and Scotch Bay.....	M. Doherty.....	7	1	12 " " "	40 00
Lyleton and Pierson.....	R. Murray.....	16	1	12 " and extra trips.	99 88
Lyndon and Railway Station.....	C. A. Lyndon.....	15	1	12 " " "	236 08
Lyonshall and Ninga.....	S. Jones.....	5	2	12 " " "	100 00
McCreary and Railway Station.....	J. Elliott.....	½	4	5 " (from Feb. 1, '99)	21 25
McGregor Sta'n and Railway Sta'n.....	G. Hay.....	½	12	12 " " "	90 31
McGregor Station and Rosehill.....	E. C. Hamblin.....	10	1	12 " " "	55 00
McGregor Station and Wellington.....	F. Atkinson.....	20½	1	12 " " "	104 00
McLachlan and Treherne.....	G. Mitchell.....	6½	1	3 " (from April 1, '99)	6 25
McLean and Railway Station.....	A. Birnie.....	½	3	12 " " "	47 42
Macdonald and Railway Station.....	E. Brown.....	½	6	12 " " "	60 18
Macleod and Custom House.....	D. J. Campbell.....	½	6	12 " " "	25 00
Macleod and Pincher Creek.....	J. Nesbitt.....	32	3	4 " and 22 days (to Nov. 22, '98)	236 41
Macleod and Railway Station.....	W. J. Davis.....	2½	4	6 " (to Dec. 31, '98)	53 00
do do.....	R. O. Sykes.....	2	16	5 " (to May 31, '99)	123 84
do do.....	W. J. Davis.....	2	16 & 10	1 " from do	20 52
do do.....	R. K. Kennefick.....	2	6	6 " (to Dec. 31, '98)	103 25
Macleod and Stand Off.....	F. Pace.....	18	1	12 Ftlnly.	144 00
Makinak and Railway Station.....	A. D'Acoust.....	½	4 & 6	12 " " "	54 23
Makinak and St. Rose du Lac.....	H. Miller.....	10	1	12 " " "	75 00
Makinak and Turtle River.....	R. Flint.....	9	1	5 " (from Feb. 1, '99)	21 66
Manitou and Railway Station.....	J. A. M. Logan.....	½	6	7 " and 1 day (to Feb. 1, '99)	25 90
do do.....	do.....	½	12	4 " and 27 days (from Feb. 1, '99)	35 84
Manitou and Windygates.....	E. Handford.....	34	2	12 " " "	447 00
Maple Creek and Railway Station.....	J. Dixon.....	½	14	12 " " "	146 42
Maraville and Nesbitt.....	J. B. Donaldson.....	9	1	12 " " "	100 00
Margaret and St. Félix.....	C. Beanpré.....	4½	2	12 " " "	84 36
Mariapolis and Railway Station.....	C. H. Carbonneau.....	½	6	12 " " "	45 37
Marieton and Strassburg.....	G. B. W. Simper.....	19	1	12 " " "	155 00
Markland and Monar.....	B. Thorsteinson.....	18	1	12 " " "	58 00
Marlborough and Moose Jaw.....	J. G. Beesley.....	14	1	12 " " "	104 00
Marney and Strathclair Station.....	W. D. Coghlin.....	7	2	12 " " "	93 60
Marquette and Railway Station.....	A. E. Hainsworth.....	½	12	12 " " "	93 90
Marquette and St. Eustache.....	H. Beaudin.....	8½	2	12 " " "	135 00
Marquette and Woodlands.....	J. S. Currie.....	9	2	12 " " "	146 00
Mather and Railway Station.....	W. G. Fulford.....	1½	6	9 " and 10 days (to April 10, '99)	20 23
do do.....	do.....	1½	12	2 " and 18 days (from April 10, '99)	11 66
Meadow Creek and Railway Station.....	J. J. Duck.....	12	2	12 " " "	187 20
Meadowvale and Plympton.....	H. Wilson.....	4	2	12 " " "	62 40
Medicine Hat and Railway Station.....	F. F. Fatt.....	½	20	12 " and extra trips.	378 98
Medora Station and Railway Station.....	J. C. Dandy.....	½	6	7 " and 1 day to (Feb. 1, '99)	23 72
do do.....	do.....	½	12	4 " and 27 days (from Feb. 1, '99)	32 84

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APPENDIX B—Continued.

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.
Melbourne and Railway Station...	F. W. Creary	$\frac{1}{2}$	2	12 months	26 00
Melfort and Prince Albert	J. M. Campbell	89	1	12 "	511 72
Melita and Railway Station	G. L. Dodds	$\frac{1}{2}$	12	12 "	100 24
Menteith and Railway Station	R. McBurney	$\frac{1}{2}$	3	8 " (from Nov. 1, '98)	34 67
Methven and Railway Station	G. Stewart	$\frac{1}{2}$	6	3 " (to Sept. 30, '98).	18 99
do do	J. Dickey	$\frac{1}{2}$	6	9 " from "	60 70
Methven and Wawanesa	S. Avison	$\frac{1}{2}$	3	12 "	124 80
Miami and Opawaka	P. Angers	7	1	12 "	85 00
Miami and Railway Station	F. A. Collins	$\frac{1}{2}$	6	12 "	60 19
Midnapore and Railway Station	S. W. Shaw	1	4	12 "	208 00
Midway and Railway Station	W. Keyes	$\frac{1}{2}$	6	12 "	25 04
Millet and Railway Station	B. A. Van Meter	$1\frac{1}{2}$	4	12 "	150 72
Millwood and Catching Post.	A. V. Bailey	$\frac{1}{2}$	4	12 "	69 99
Minnedosa and Railway Station	H. B. Armitage	$\frac{1}{2}$	6	12 "	78 25
Minnedosa and Rolling River	D. Cameron	15	1	12 "	75 00
Minnedosa and Scandinavia.	E. Halpenny	20	1	12 "	89 80
Minnewakan and Rabbit Point	C. E. Beault	4	2	12 "	49 48
Minnokin and Railway Station	T. N. Briggs	$1\frac{1}{2}$	1	12 "	39 75
Moffat and Wolseley	E. A. Bainbury	21	2	12 "	124 00
Moline and Rapid City	G. L. Stone	8	1	12 "	100 00
Molson and Railway Station	L. F. Fulmore	$\frac{1}{2}$	12	12 "	50 20
Monar and Stonewall	W. R. McKenzie	36	1	12 "	259 00
Montmartre and Wolseley	V. R. Ogier	18	1	9 " (from Oct. 1, '98)	78 00
Moose Jaw and Pioneer...	E. N. Hopkins	8	1	12 "	70 00
Moose Jaw and Point Elma...	C. E. Rigden	15	1	12 "	95 00
Moose Jaw and Railway Station	C. A. Gass	$\frac{1}{2}$	21	11 " and 17 days (to June 17, '99)...	264 00
do do	do	$\frac{1}{2}$	33	13 days from do	15 25
Moose Jaw and Wood Mountain	F. Brown	125	1	1 month (to July 31, '98)	15 00
do do	do	129	"	9 " (to April 30, '99).	135 00
do do	D. Brown	129	"	2 " from "	33 33
Moosomin and Railway Station	H. Ireton	$\frac{1}{2}$	14	11 " and 17 days (to June 17, '99)...	143 10
do do	do	$\frac{1}{2}$	12	13 days from do	4 47
Moosomin and Redpath.	do	47	1	6 months (to Dec. 31, '98)	166 72
do do	J. Deavitt	47	1	6 " from "	165 00
Moosomin and Rosetti.	H. Hyde	19	1	12 "	125 00
Morden and Nelson	J. A. Nelson	$10\frac{1}{2}$	2	12 "	150 00
Morden and Railway Station	J. H. Dunsford	$\frac{1}{2}$	6	7 " and 1 day (to Feb 1, '99)	46 25
do do	do	$\frac{1}{2}$	12	4 " and 27 days (from Feb. 1, '99)	64 00
Morden and Wakeham	H. Bayliss	16	2	12 "	150 00
Morinville and St. Albert	L. Langevin	33	1	12 "	158 08
Morris and Railway Stations	M. Laurie & J. M. Phillips, sureties.	$\frac{1}{2}$ & $\frac{1}{2}$	15 & 6	12 "	100 38
Murillo and Railway Station	A. McLean	$\frac{1}{2}$	12	12 "	178 57
Myrtle and Railway Station	A. McDonald	$\frac{1}{2}$	6	12 "	82 73
Nanton and Railway Station	J. D. Norrish	7	1	12 "	111 99
Napinka and Railway Station	A. Cates	$\frac{1}{2}$	18	7 " and 1 day (to Feb 1, '99)	110 80
do do	do	$\frac{1}{2}$	24	4 " and 27 days (from Feb. 1, '99)	102 40
Neepawa and Railway Station	A. E. Rutledge	$\frac{1}{2}$	6	12 "	93 90
Neepawa and Riding Mountain	H. Cook	18	1	12 "	99 48
Nesbitt and Railway Station	J. H. Brown	$\frac{1}{2}$	6	12 "	125 20
Newdale and Railway Station	J. L. Cook	$\frac{1}{2}$	6	9 " (to Mar. 31, '99)	58 75
do do	A. R. Hanning	$\frac{1}{2}$	6	3 " from "	19 50

APPENDIX B—Continued.

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.
New Finland and Whitewood.....	F. Kennedy .....	19½	1	12 months.....	125 16
New Lunnon and St. Albert.....	J. Johnston .....	18	1	3 trips.....	10 50
do do.....	D. Squarebriggs.....	18	1	11 months and 6dys. (from July 26, '98) ..	122 96
New Oxley and Railway Station.....	Leeds & Elliott.....	5	2	12 " and 8 days (to April 8, '99).....	168 99
Newton Station and Railway Stn.....	W. Eadie.....	1½	3	7 " and 1 day (to Feb. 1, '99).....	6 02
Ninga and Railway Station.....	G. T. Robinson.....	¼	6	7 " and 27 dys. (from Feb. 1, '99).....	47 42
do do.....	do.....	¼	12	4 " and 1 day (to Feb. 1, '99).....	65 63
Norgate and Railway Station.....	W. C. Todd.....	10	1	1 " (to July 31, '98).....	9 75
Norman and Railway Station.....	A. McQuarrie.....	25 yds.	12	12 ".....	145 00
North Portal and Railway Station.....	W. H. Dorsey.....	¾	14	12 ".....	121 34
Notre Dame de Lourdes and Rathwell.....	M. A. Theroux.....	8	2	12 ".....	99 00
Oakburn and Shoal Lake.....	J. A. Hamilton.....	11½	2	12 ".....	179 48
Oak Lake and Railway Station.....	R. L. Hood.....	¾	14	11 " and 17 days (to June 17, '99).....	169 23
do do.....	do.....	¾	14	13 days from ".....	5 28
Oak River and Railway Station.....	J. Little.....	¾	6	3 months and 17 dys. (from Mar. 15, '99).....	15 36
Oak River and Totonka.....	T. Cleaver, jr.....	10	1	12 ".....	74 00
Oakville and Railway Station.....	J. Anderson.....	1½	6	2 " (to Sept. 30, '98).....	5 30
do do.....	W. V. Anderson.....	1½	6	9 " from ".....	23 40
Ochre River and Railway Station.....	J. A. Waite.....	4 & 6	12	12 ".....	29 36
Ogilvie Station and Railway Station.....	G. E. Doherty.....	2	2	7 " (from Dec. 1, '98).....	30 50
Okotoks and Railway Station.....	J. Paterson.....	1½	4	12 ".....	40 00
Olds and Railway Station.....	J. W. Silverthorn.....	¾	6	12 ".....	52 62
Olds and Red Lodge.....	R. O. Silverthorn.....	11	2	12 ".....	135 00
Osler and Railway Station.....	J. S. Grant.....	¾	4	12 ".....	36 39
Otto and Seamo.....	J. E. Westdal.....	6	1	12 ".....	30 00
Oxbow and Railway Station.....	T. Decker.....	¾	6	12 ".....	62 60
Oxdrift and Railway Station.....	A. Beatty.....	¾	3	9 " (from Oct. 1, '98).....	18 75
Parkbeg and Railway Station.....	R. F. Manley.....	¾	7	12 ".....	25 07
Pasqua and Railway Station.....	D. Dustin.....	7 & 6	6	12 ".....	109 20
Peguis and Selkirk.....	S. Anderson.....	6½	2	12 ".....	97 48
Penhold and Railway Station.....	G. Flenning.....	¾	4	12 ".....	104 50
Penrith and Virden.....	D. McKinnon.....	25½	1	12 ".....	130 00
Pense and Railway Station.....	S. G. Marling.....	¾	14 & 12	12 ".....	99 73
Pense and Stony Beach.....	do.....	17	1	7 " (to Jan. 31, '99).....	70 00
do do.....	do.....	17	1	5 " from ".....	60 41
Pheasant Forks and Wolsley.....	T. M. Bee.....	40	2	12 ".....	299 00
Pierson and Railway Station.....	J. F. Dandy.....	6	6	12 ".....	54 59
Pigeon Lake and Railway Station.....	A. Lafreniere.....	9½	3	11 " (from Aug. 1, '98).....	146 66
Pilot Mound and Railway Station.....	J. M. Fraser.....	¾	6	7 " and 1 dy. (to Feb. 1, '99).....	46 25
do do.....	do.....	¾	12	4 " and 27 dys. (from Feb. 1, '99).....	64 00
Pincher Creek and Railway Station.....	J. Nesbitt.....	4	6	7 " and 8 days (from Nov. 23, '98).....	181 79
Pincher Creek and Yarrow.....	G. T. Barry.....	24	1	12 ".....	190 00
Pine Lake and Red Deer.....	B. P. Alford.....	21	1	12 ".....	150 00
Pipestone and Railway Station.....	J. McKinnon.....	¾	6	6 " (to Dec. 31, '98).....	39 50
do do.....	W. G. N. Poteous.....	¾	6	6 " from ".....	24 84
Pipestone and Shilson.....	do.....	10	1	12 ".....	84 00
Plumas and Railway Station.....	T. B. Harwood.....	¾	4 & 6	12 ".....	24 84

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APPENDIX B—Continued.

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.
Plumas and Tupper.....	Foster & Tocher.....	6	1	12 months.....	65 00
Plum Coulee and Railway Station.....	J. I. Bergen.....	1/2	6	7 " and 1 day (to Feb 1, '99).....	29 64
do do.....	do.....	1/2	12	4 " and 27 days (from Feb. 1, '99).....	41 03
Pomeroy and Roland.....	J. Sutton.....	5	1	12 ".....	55 00
Ponoka and Railway Station.....	C. D. Alger.....	1/2	4 & 6	12 ".....	55 32
Poplar Point and Railway Station.....	G. M. Jackson.....	1/2	12	12 ".....	125 44
Poplar Point and St. Marks.....	J. Foster.....	12 1/2	1	12 ".....	60 00
Portage la Prairie and Custom House Station.....	W. W. Miller.....	1/2	6	12 ".....	36 00
Portage la Prairie and Railway Station.....	R. Ferguson.....	1/2	20	11 " and 17 days (to June 17, '99).....	193 44
do do.....	do.....	1/2	32	13 days from ".....	11 34
do do.....	W. W. Miller.....	1	4 & 6	12 months.....	58 75
do do.....	R. Ferguson.....	1/2	6	12 ".....	55 17
Port Arthur and Railway Station.....	T. F. Read.....	1/2	12 & 14	12 ".....	199 17
Prince Albert and Railway Station.....	R. Stanley.....	1/2	4	12 ".....	150 00
Prince Albert and Regina.....	C. E. Coleman.....	24 1/2	2	12 ".....	52 00
Prince Albert and Shell Brook.....	J. F. Bird.....	35	1	12 ".....	185 00
Purple Ridge and Glenella Railway Station.....	R. Colter.....	6	1	2 " (to Aug. 31, '98).....	5 19
Qu'Appelle and Qu'Appelle Station.....	C. Fetherstonhaugh.....	18	6	12 ".....	440 00
Qu'Appelle and Saltoun.....	A. Urquhart.....	11 1/2	2	1 " and 5 days (to Aug. 5, '98).....	14 18
Qu'Appelle and Wishart.....	T. Murray.....	66	1	4 " (to Oct. 31, '98).....	153 34
do do.....	do.....	71 1/2	1	8 " from ".....	330 00
Qu'Appelle Station and Railway Station.....	W. L. Wait.....	1/2	12 & 14	12 ".....	181 50
Queen's Valley and Richland.....	E. Carruthers.....	5	2	12 ".....	33 00
Rapid City and Railway Station.....	S. S. Teeple.....	3	6	3 " and 16 days (from June 15, '99).....	31 32
Rathwell and Railway Station.....	T. C. Forbes.....	1/2	6	12 ".....	75 24
Rat Portage and Railway Station.....	J. C. Brady.....	1/2	12	12 ".....	201 60
Raven Lake and Shoal Lake.....	D. T. Wilson.....	4 1/2	2	9 " (to March 31, '99).....	75 00
Reburn and Railway Station.....	G. Main.....	1/2	6	12 ".....	156 50
Red Deer and Railway Station.....	H. H. Gaetz.....	1/2	2	12 ".....	117 36
Regina and Custom House.....	J. A. Whitmore.....	1/2	6	12 ".....	50 00
Regina and Railway Station.....	W. Russell.....	1/2	18	11 " and 17 days (to June 17, '99).....	173 57
do do.....	do.....	1/2	30	13 days from ".....	10 71
Regina and Wascana.....	H. J. Peacey.....	12	1	12 months.....	85 00
Reston and Railway Station.....	W. H. M'Dougall.....	1/2	6	12 ".....	50 16
Reston and Sinclair.....	J. F. McLaren.....	15	1	5 days (to Aug. 5, '99).....	7 23
Richland and Winnipeg.....	E. Carruthers.....	33 1/2	2	12 months.....	390 00
Roland and Railway Station.....	W. H. Lowe.....	1/2	6	12 ".....	56 34
Roseau and St. Malo.....	J. Gladu.....	11	1	12 ".....	74 00
Rosebank and Railway Station.....	A. H. Baker.....	1/2	6	12 ".....	31 30
Rosenfeld and Railway Station.....	S. B. Acheson.....	1/2	12	9 " (to March 31, '99).....	54 00
do do.....	do.....	1/2	24	3 " from ".....	83 75
Rossburn and Solsgrith.....	H. B. Cooper.....	18	2	12 ".....	170 00
Russer and Railway Station.....	H. J. Beachell.....	1/2	12	12 ".....	70 09
Rosthern and Railway Station.....	P. Neufeldt.....	1/2	4	6 " (to Dec. 31, '98).....	15 14
do do.....	J. H. Khasson.....	1/2	4	6 " from ".....	14 85
Rouleau and Railway Station.....	M. Wilkins.....	1/2	2	3 " (to Sept. 30, '98).....	6 50
do do.....	J. Scott.....	1/2	2	9 " from ".....	19 50

## APPENDIX B—Continued.

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.
Rounthwaite and Railway Station.	E. S. Sheaver.	1	6	12 months.	78 25
Routledge and Railway Station.	L. Lambourn.	3	3	12 "	31 40
Royal and Railway Station.	J. H. Macwatt.	5	2	12 "	90 86
Russell and Railway Station.	A. Clee.	3	3	12 "	76 98
Russell and Shellmouth.	R. L. Yeates.	14½	2	12 "	320 00
St. Agathé and Railway Station.	R. Olivier.	1	12	12 "	125 44
St. Anne des Chenes, Steinbach and Winnipeg.	J. G. Desautels.	31 & 30	2	1 " (to July 31, '98).	48 63
do do	J. Groullé.	31 & 30	2	11 " from "	524 33
St. Boniface and Winnipeg.	M. Petrin.	1	18	12 "	425 00
St. Charles and Winnipeg.	W. R. Sinclair.	8	3	12 "	156 00
St. Claude and Railway Station.	J. P. Bernier.	10	6	12 "	46 95
St. Jean Baptiste and Railway Stn.	F. Parenteau.	7	12	12 "	45 17
St. Leon and Somerset.	F. Lafreniere.	7	2	12 "	104 00
St. Malo and Winnipeg.	A. McDougall.	43½	2	1 " (to July 31, '98).	52 08
do do	W. R. Sinclair.	43½	2	11 " from "	568 33
St. Norbert and Railway Station.	P. M. Morin.	1	12	12 "	60 19
St. Vital and Winnipeg.	J. Nesbit.	6	2	12 "	60 00
Saltcoats and Railway Station.	E. Bolton.	1	4	12 "	89 99
Saskatchewan Landing and Swift Current.	W. Larocque.	30	1	12 "	300 00
Saskatoon and Railway Station.	M. J. Powe.	1	4	12 "	104 00
Savanne and Railway Station.	J. H. Campbell.	50 ft.	12	12 "	25 00
Seamo and Vestfold.	T. Johnson.	7	1	12 "	38 00
Selkirk and East Selkirk Railway Station.	G. L. Dickenson.	2½	12	12 "	172 48
Selkirk and Winnipeg.	H. Olsen.	25½	6	8 " (to Jan. 31, '99)..	430 00
do do	G. Stephenson & R. Tumerton.	25½	6	4 " from "	215 00
Sewell and Railway Station.	G. Kellett.	1	12	12 "	60 19
Shadeland and Thornhill.	J. Ching.	7½	2	12 "	125 00
Shellmouth and Turnbull.	J. C. Langford.	20	1	12 "	119 00
Shoal Lake and Railway Station.	C. S. Castell.	6	6	12 "	86 06
Sidney and Railway Station.	T. Babb.	12	12	12 "	84 13
Sifton and Railway Station.	J. Kennedy.	1	2	7 " (from Dec. 1, '98)	5 86
Sintaluta and Railway Station.	E. Rowe.	1	14	11 " and 17 d. (to June 17, '99)..	135 00
do do	do	1	12	13 days (from June 17, '99)	4 28
Solsgrith and Railway Station.	J. C. Anderson.	6	6	12 months.	90 29
Somerset and Railway Station.	A. Garneau.	6	6	12 "	38 11
Souris and Railway Station.	W. H. Meneray.	15	6	" (to Dec. 31, '98)..	94 95
do do	J. Chery.	15	6	" from "	77 40
South Edmonton and Railway Station.	H. Wilson.	1	6	10 " (to Apr. 30, '99)	103 48
do do	do	1	6	and special trip (to Apr. 30, '99)	40 00
Starbuck and Railway Station.	G. E. Dechene.	1	3	12 "	39 25
Stockton Station and Railway Station.	N. Fallis.	1	6	12 "	50 16
Stonewall and Railway Station.	W. J. Bell.	1	6	12 "	62 60
Stonewall and Wavy Bank.	J. Shaw.	9½	1	12 "	65 00
Stony Mountain and Railway Station.	J. Gunn.	1½	6	12 "	119 38
Strathclair Station and Railway Station.	J. Craig.	1	6	12 "	78 25
Summerberry and Railway Station.	W. Lunnell.	1	7 & 6	12 "	99 74
Summer and Whitewood.	F. W. Chamberlain.	33	1	6 " (to Dec. 31, '98)..	153 32
do do	G. M. Reade.	33	1	6 " from "	152 00



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Swan Lake and Railway Station...	J. S. Rice .....	1 1/2	6	12 months .....	50 16
Swift Current and Railway Station	M. Vaudreuil...	3 1/2	14	12 " .....	112 55
Tache Station and Railway Station	G. A. Parlee .....	1 1/2	12	12 " .....	25 00
Tenby and Railway Station.....	J. Griffith .....	1 1/2	1	12 " .....	25 48
Telock and Yorkton.....	W. J. Newton...	33 1/2	1	12 " .....	190 52
Thornhill and Railway Station ...	W. Bradley .....	3 1/2	6	9 " and 1 d. (to Feb. 1, '99) .....	27 75
do do .....	do .....	1 1/2	12	4 " and 27 d. from " .....	38 40
Treesbank and Railway Station....	J. H. Clark .....	1 1/2	6	12 " .....	40 10
Treherne and Railway Station....	R. L. Alexander .....	1 1/2	6	12 " .....	78 25
Turtle Mountain and Whitewater...	P. S. Kellar.....	4	3	12 " .....	117 00
Tyndall and Railway Station .....	J. Healy .....	1 1/2	12	12 " .....	50 08
Union Point and Railway Station..	P. Gratton .....	3 1/2	2	12 " .....	39 90
Valley River and Railway Station..	J. Kennedy. ...	1 1/2	2	12 " .....	10 08
Vermillion Bay and Railway Station.....	J. S. Killam.....	1 1/2	12	12 " .....	24 00
Virden and Railway Station.....	P. S. Fearth .....	10 1/2	14	12 " .....	363 00
Virden and Woodnorth.....	A. Cameron .....	10 1/2	1	12 " .....	65 00
Wabigoon and Railway Station....	C. J. Leitch....	500 ft.	12	14 12 " .....	20 11
Waghorn and Railway Station....	W. Lawton .....	1 1/2	4	12 " .....	78 36
Walsh and Railway Station.....	C. D. Strong .....	1 1/2	14	12 " .....	40 15
Wapella and Railway Station.....	E. P. Benoit .....	1 1/2	14	12 " .....	149 61
Wawanesa and Railway Station....	W. S. Foster .....	1 1/2	6	12 " .....	95 33
Westbourne and Railway Station...	A. E. Smalley .....	1 1/2	6	12 " .....	122 07
West Macleod and Railway Station	J. V. Richards..	3 1/2	4	3 " and 18 days (to Oct. 18, '98)...	16 00
Wetaskiwin and Railway Station...	J. Z.C. Miquelan	1 1/2	6	12 " .....	75 24
Weyburn and Railway Station.....	W. H. Hunt .....	1 1/2	2	12 " .....	50 00
Whitemouth and Railway Station...	J. Monilaws....	1 1/2	12	12 " .....	132 61
Whitewater and Railway Station...	R. Rolston.....	1 1/2	6	7 " and 1 day (to Feb. 1, '99).....	30 51
do do .....	do .....	1 1/2	12	4 " and 27 days (from Feb. 1, '99)....	42 24
Whitewood and Railway Station...	J. Charlton....	1 1/2	14	12 " .....	181 50
Willoughby and Railway Station ...	A. Cameron .....	1	1	6 " (to Dec. 31, '98) .....	26 00
do do .....	M. McLeod.....	1	1	6 " from " .....	39 00
Willow Range and Railway Station	R. G. Miller .....	1 1/2	3	11 " (from Aug. 1, '98) .....	23 82
Winkler and Railway Station .....	B. Loewin .....	1 1/2	6	7 " and 1 day (to Feb. 1, '99).....	36 81
do do .....	do .....	1 1/2	12	4 " and 27 days (from Feb. 1, '99)....	50 94
Winnipeg Parcel Delivery .....	D. W. Bellhouse .....	1 1/2	6	3 " and 15 days (to Oct. 15, '98) and extra trips ...	139 00
Winnipeg and Railway Stations (C. P.R. and N.P.R.) .....	W. R. Sinclair..	1 1/2	64	12 12 " .....	1,298 85
Winnipeg and Railway Station (C. P.R. Transfers).....	J. Sheppard.....	1 1/2	12	" .....	348 00
Winnipeg and Street Letter Boxes.	M. Peebles....	27 1/2	21	12 " .....	773 00
Winnipegosis and Railway Station.	E. Hartman .....	1 1/2	2	12 " .....	10 50
Wolsley and Railway Station.....	J. P. Dill .....	1 1/2	14	12 " .....	195 08
Wood Bay and Railway Station....	M. Campbell....	1 1/2	3	12 " .....	80 51
Woodside and Railway Station .....	J. Sharp, sr....	1 1/2	1	12 " .....	30 00

## APPENDIX B—Continued.

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.
Yellow Grass and Railway Station.	J. Scott .....	28-22-23-24	4	3 mos. (to Sept. 30, '98).	5 00
do do ..	M. Wilkens .....		4	9 " from " ..	39 00
Yorkton and Railway Station.....	H. Olsen .....		4	3 " to " ..	19 36
do do .....	E. F. Betts .....		4	9 " from " ..	56 99
				Total.....	7

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

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APPENDIX B—Continued.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Miles.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.....	J. P. Rocheleau.	3	3	12 months.....	68 00
Abbotsford and Railway Station...	P. St. Pierre.....	12	12	".....	72 00
Abercorn and Railway Station.....	M. L. Jeune.....	12	12	".....	80 00
Acton Vale and Railway Station...	B. Grégoire.....	18	12	".....	95 00
Acton Vale and St. Théodore.....	E. Lincourt.....	4	6	12 ".....	115 00
Adamsville and Railway Station...	D. Larivée.....	12	12	".....	74 00
Ahuntsic and Pont Viau.....	A. Primeau.....	12	12	".....	48 00
Aird, Clarenceville and Miranda...	H. L. Smith.....	6½	3	12 ".....	75 00
Allan's Corners and Cairnside.....	P. Barr.....	4	3	12 ".....	78 00
Allan's Corners and Railway Station	do.....	1	12	12 ".....	80 00
Allan's Corners and Dewittville	E. Anderson.....	4	3	12 ".....	100 00
Ande Gardien and Railway Station	R. Beaudry.....	12	12	".....	38 00
Angeline and St. Alphonse de					
Granby.....	E. E. Forgues.....	4	6	12 ".....	100 00
Arundel and Crystal Falls.....	C. Boon.....	7	2	11 " (from Aug. 1, '98)	64 16
Arundel and Lost River.....	do.....	14½	2	12 ".....	104 00
Arundel and Railway Station.....	W. Thomson.....	1½	3	11 " (from Aug. 1, '98)	71 50
Arundel and St. Jovite.....	C. Boon.....	19	3	1 " (to July 31, '98).	16 66
do.....	J. Boivin.....	19	3	2 extra trips.....	7 00
Ascot Corner and Ry. Station.....	O. A. Proulx.....	½	12	12 months.....	45 00
Ascot Corner and Westbury.....	A. Stacey.....	4	3	12 ".....	40 00
Athelstan and Railway Station.....	W. Saunders.....	1½	6	12 ".....	40 00
Avoca and Pointe au Chene.....	A. McPhee.....	7	3	12 ".....	75 00
Ayers Flat and Kingscroft.....	M. L. Geddes.....	6	3	12 ".....	79 50
Ayers Flat and Railway Station...	S. S. Worthen.....	½	12	12 ".....	60 00
Baie d'Urfe and Railway Station...	A. Vallée.....	½	12	3 " (to Sept. 30, '98).	15 00
do do.....	do.....	½	12	1 " (from June 1, '99)	5 00
Baldwins Mills and Corliss.....	W. K. Baldwin.....	3	6	12 ".....	90 00
Bas du Sault and Sault au Récollets	G. Giroux.....	3	3	3 " (to Sept. 30, '98).	10 00
do do.....	A. Delorme dit				
	Lemay.....	3	3	9 " from ".....	48 75
Beaconsfield Railway Station and					
Beaupaire.....	L. Legault.....	1	12	Part of season, 1898 & '99.	50 00
Beaconsfield Railway Station and					
St. Geneviève.....	W. Desjardins.....	3	6	12 months.....	130 00
Beauharnois and Laberge.....	J. B. Leboeuf.....	5	2	9 " (to Mch. 31, '99).	36 75
do do.....	C. Primeau.....	5	2	3 " from ".....	12 25
Beauharnois and Melocheville.....	A. Laplante.....	3	6	12 ".....	95 00
Beauharnois and Railway Station...	O. Duquette.....	½	24	12 ".....	125 00
Beauharnois and St. Etienne.....	do.....	5	6	12 ".....	187 00
Beauvoir and St. Marthe.....	J. E. Poirier.....	3½	3	12 ".....	60 00
Beaver and Railway Station.....	J. R. McCaig.....	3 acres.	6	11 " (from Aug. 1, '98)	9 16
Bedford and Pearceton.....	L. E. Schoolcraft.....	8½	6	12 ".....	250 00
Beebe Plain and Railway Station...	C. H. McClintock.....	½	12	12 ".....	75 00
Bellerive and Valleyfield.....	E. Rapin.....	18 acres.	6	12 ".....	49 00
Belœil Station and Ry. Station...	A. D. Goulet.....	220 yds.	24	12 ".....	37 50
Belœil Village and St. Hilaire Stat.	F. Leduc.....	1	12	12 ".....	100 00
Beranger and Dunham.....	S. Cook.....	4	2	12 ".....	60 00
Berthier and Railway Station.....	F. X. Piché.....	2½	19	12 ".....	175 36
Berthier and St. Ignace.....	P. Girard.....	3½	6	12 ".....	90 00
Berthier and Sorel.....	S. Valois.....	5	12s	7w 12 ".....	444 00
Berthier Junction and St. Elizabeth	C. Lavallée.....	8	6	12 ".....	148 00

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
Bethel and South Durham.	J. Mallet.	5	3	12 months.	77 50
Bethany and Roxton Falls.	W. Lancaster.	5½	3	6 " (from Jan. 1, '99)	50 00
Birchton and Railway Station.	R. Bridgette.	10	12	12 " "	50 00
Birchton and Sand Hill.	J. H. Labarée.	4	3	3 " (to Sept. 30, '98).	18 75
do do	R. E. Labarée.	4	3	9 " from	56 25
Blue Bonnets and Railway Station.	A. Doré.	½	6	7 " (to Jan. 31, '99)	35 00
do do	do	½	12	5 " from	43 75
Bois de Filion and St Thérèse.	M. Chapleau.	4	2	12 " "	40 00
Bolton Centre and Knowlton.	E. W. Coons.	18	6	12 " "	550 00
Bolton Forest and Eastman.	A. Dingman.	2	3	12 " "	50 00
Bon Conseil and Carmel.	A. Benoit.	3	2	12 " "	37 63
Bondville and Foster.	W. A. McIntosh.	4	2	12 " "	125 00
Bordeaux and Railway Station.	G. Picard.	150 yds.	12	12 " "	25 00
Bordeaux and Sault au Récollet.	J. B. Prevost.	2½	12	12 " "	240 00
Botreaux and Ormstown.	O. Bergevin.	4½	2	12 " "	42 00
Boucherville and Railway Station.	A. Beneur.	135 yds.	18	12 " "	72 00
Bougie and Montreal.	P. Frigon.	5	6	1 " (from June 1, '99)	4 17
Bougie and Pont du Sault.	T. Roger.	2	6	11 " (to May 1, '99)	45 83
Boulogne and St. Eugène.	E. Dupuis.	4½	6	12 " "	80 00
Bout de l'Isle and Charlemagne.	H. Belhumeur.	1½	12	12 " "	200 00
Bout de l'Isle and Maisonneuve.	Montreal Island Belt Line Ry. Co.	11	12	12 " "	500 00
Boynton and Fairfax.	V. W. Eaton.	4½	3	6 " (to Dec. 31, '98).	37 50
do do	H. W. Smith.	4½	3	6 " from "	32 50
Boynton and Railway Station.	A. R. Hills.	4	12	12 " "	60 00
Brigham and Franklin Centre.	R. Clark.	2	6	12 " "	95 00
Brigham and Railway Station.	J. Harrison.	½	12	12 " "	48 00
Britannia Mills and Railway Station.	H. Guilbert.	60 yds.	12	12 " "	25 00
Britonville and Morin Flats.	J. Pollock.	3½	3	12 " "	48 00
Brome and Turkey Hill.	G. M. Sweet.	5	2	12 " "	50 00
Brome Centre, Gilman and West Brome.	C. A. *Hunt.	4	6	6 " (to Dec. 31, '99).	100 00
do do	do	3 & 2	6	6 " from "	114 44
Brompton and Brompton Falls.	H. Addison.	4	3	12 " "	80 00
Brookbury and Robinson.	A. Rowe.	5	2	1 " (to July 31, '98).	4 00
do do	do	7	2	11 " from "	61 60
Brosseau Station and Railway Station.	G. Dumontet.	10 acres.	12	12 " "	45 00
Brownsburg and Mount Maple.	J. Mason.	3½	1	12 " "	26 00
Brysonville and Railway Station.	F. Dunning.	20 yds.	12	1 " (from June 1, '99)	1 66
Bulwer and Railway Station.	A. Sanborn.	30 yds.	12	12 " "	36 00
Calumet and Railway Station.	S. J. Hamby.	100 yds.	12	12 " "	30 00
Canterbury and Scotstown.	R. Groom.	5	2	12 " "	60 00
Capelton and Eustis.	M. Barrett.	1½	12	12 " "	65 00
Capelton and Railway Station.	S. L. Spafford.	550 yds.	24	12 " "	80 00
Cap St. Martin and St. Martin's Junction.	M. Gobeil.	20 acres.	12	12 " "	25 00
Carillon and Lachute.	M. Campeau.	10½	6	12 " "	320 00
Carillon and Monalea.	J. Fitzgerald.	2	2	12 " "	36 00
Carillon and Pointe Fortune.	J. Larocque.	1	6	12 " "	46 95
Carillon, Pointe Fortune and Railway Station.	do	10 acres.	6	12 " "	120 00
Carmel and Railway Station.	K. Dalton.	½	12	12 " and arrears.	125 00
Cascades Point and Vaudreuil Railway Station.	D. Rochon.	4½	6	12 " "	85 00
Caughnawaga and Railway Station.	N. A. Giasson.	1	6	3 " (to Sept. 30, '98)	11 25
Caughnawaga and Adirondack Jct.	do	1½	6	6 " from "	52 50
Cazaville and May Bank.	J. McGibbon.	2½	6	6 " (from June 1, '99)	30 00

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APPENDIX B—Continued.

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.
Cedars and Railway Station.....	J. O. Cuillière..	3	12	12 months.....	97 00
Chambly Basin and Railway Station	E. P. Bertrand..	12	4	" (to Oct. 31, '98)..	25 00
do do do	do	18	5	" (to Mar. 31, '99)..	46 87
do do do	E. Barette .....	18	3	" from "	17 50
Chambly Canton and Railway Station	P. Ulric.....	12	4	" (to Oct. 31, '98)..	26 66
do do do	do	18	8	" from "	80 00
Channell and Millington.....	C. L. Channell..	3	3	12 "	100 00
Chantelle and Rawdon.....	J. A. Morin.....	17	3	12 "	185 00
Charlemagne and L'Assomption.	J. Belhunner ..	9	6	12 "	250 00
Charrington and East Clifton	H. C. Cairns..	4½	4	12 "	40 00
Chartierville and La Patrie.....	M. Labbé.....	9	3	12 "	90 00
Chathoro and St. Phillippe.....	J. Donaldson ..	2½	3	12 "	46 00
Chateauguay and Railway Station.	A. Desparois..	1½	12	12 "	120 00
Chatillon and St. Zéphirin.....	E. Beliveau ..	5½	3	6 " (to Dec. 31, '98)..	49 50
do do do	H. Castonguay..	5½	3	6 " from "	42 00
Cherry River and Magog.....	R. A. Buzzell..	4	3	12 "	50 00
Clarenceville and Lacolle Railway Station	M. J. Burwort..	4	6	3 " (to Sept. 30, '98)..	60 00
do do do	do	4	6	9 " from "	234 75
do do do	do	4	3	12 "	40 00
Clarenceville and Wolfe Ridge.....	J. Smith.....	3	6	12 "	110 00
Clyde's Corners and Carr's Crossing	I. Gosselin..	19½	6	12 "	512 00
Coaticook and Gosselin's Mills.....	M. J. Ladd.....	2½	3	12 "	50 00
Coaticook and Ladd's Mills.....	J. Meade.....	1½	12	12 "	85 00
Coaticook and North Coaticook.....	D. Boyle.....	¼	12	12 "	21 00
Coaticook and Railway Station.....	A. A. Gignac..	20	6	12 "	450 00
Coaticook and Rock Island.....	E. Ouellette ..	1	6	8 " (to May 31, '99)..	72 80
Como and Oka.....	F. N. Chipman..	1	12	12 "	60 00
Como and Railway Station.....	J. M. Thompson	6	6	12 "	180 00
Compton and Martinville.....	S. Tudd.....	1½	6	12 "	19 00
Compton and Railway Station.....	U. St. Jean ..	7 acres.	18	12 "	76 00
Contrecoeur and Railway Station.	I. Driem.....	8	12	12 "	270 00
Contrecoeur and St. Denis.....	A. J. Harvey ..	4½	3	12 "	65 00
Cookshire and Flanders.....	A. Miller.....	10	6	12 "	174 00
Cookshire and Island Brook.....	S. J. Osgoode..	¼	30	12 "	100 00
Cookshire and Railway Station.....	M. Smith.....	2	12	12 "	85 00
Cooper's Corners and Laguerre.....	A. Bouchard ..	2	2	12 "	30 00
Corbin and Cowan's.....	J. C. Gordon ..	2	6	12 "	70 00
Corbin and Frontier.....	John Angus ..	6	2	1 " (to July 31, '98)..	6 25
Cornwall and St. Regis.....	L. Thomas.....	6	2	11 " (from July 31 '98)	68 75
do do do					
Coteau du Lac, Coteau Landing and Railway Station	O. Pharand ..	3¾	12&6	12 "	90 00
Coteau Landing and Ry. Stations.	G. Gauthier ..	2	25	3 " (to Sept. 30, '98)	66 25
do do do	do	2	25	9 " (from Sept 30, '98)	75 00
Coteau Landing and St. Zotique.....	C. Montpetit..	2½	6	12 "	50 00
Cote des Neiges and Montreal.....	R. Blain.....	4	6	3 " (to Sept 30, '98)..	50 00
do do do	do	4	6	9 " (from Sept 30, '98)	138 75
Cote St. Emanuel and Port Chateau	O. Besuer.....	2	3	12 "	35 00
Cote St. Louis and Villeray.....	L. M. Morin ..	3	6	12 "	120 00
Covey Hill and Vicars.....	W. Orr.....	2	6	12 "	62 60
Cowansville and Railway Station.	G. Sisac.....	¼	2	12 "	144 00
Crossbury and Robinson.....	W. Ross.....	3	2	12 "	20 00
Dalesville and Lachute.....	P. McArthur..	6	6	12 "	180 00
Dalesville and Louisa.....	W. Watchorn..	5	2	12 "	52 00
Dalesville and St. Michel de Wentworth	L. Gagné.....	11	2	12 "	83 00
Dalhousie Station and Railway Station	J. A. Campbell.	120 yds.	12	5 " (to Nov. 30, '98)..	14 59

## APPENDIX B—Continued.

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.
Dalhousie Station and Railway Station	W. Brodie	120 yds.	12	7 mos. (from Nov. 30, '98)	20	41
Dalling and Racine	P. M. Carlin	6	3	3 " (to Sept. 30, '98)	22	50
do do	do	6	3	9 " from "	90	00
Danby and Railway Station	W. Duff	50 yds.	12	12 " "	20	00
Danby and St. Christine	F. X. Legrand	4½	6	12 " "	120	00
Danville and St. George de Windsor	C. Clement	11½	6	12 " "	270	00
Dell and Scotstown	M. J. McDonald	5½	2	12 " "	70	00
DeLorimier and Montreal	M. A. Campeau	3¾	12	12 " "	576	00
Derby Line, Rock Island and Railway Station	H. A. Channell	1 & 1½	24	12 " "	75	00
Dewittville and Railway Station	J. Haliday	12	15	12 " "	100	00
Dillonton and Eastman	F. P. Dufresne	3	6	12 " "	126	00
Dixie Railway Station and Summerlea	G. A. Cunningham	4	12	12 " "	75	00
Dixville and Railway Station	B. R. Baldwin	3	12	12 " "	60	00
Dorval and Railway Station	D. Descary	1½	6	3 " (to Sept. 30, '98)	12	50
do do do	do	1½	6	1 " (from June 1, '99)	4	16
do do do	do	1½	6	12 " "	100	00
Douglasburg and Napierville	P. Perron	2	40	12 " "	40	00
Drummondville and Melbourne	M. Demanche	24	6	12 " "	448	00
Drummondville and Ry. Station, (D.C.)	J. F. Picotin	½	12	12 " "	43	83
Drummondville and Ry. Station, (C.P.)	do	½	12	12 " "	43	44
Dunboro and Sweetsburg Railway Station	W. F. Lee	1	6	12 " "	140	00
Duncan Station and Ry. Station	P. Paal	2 ac.	6	12 " "	20	00
Dundee and Railway Station	J. Tyo	¾	12	12 " "	100	00
Dundee Centre and St. Agnes Railway Station	T. Rowley	2	6	12 " "	65	00
Dunham and East Dunham	J. G. Wales	3½	6	12 " "	115	00
Dunham, Stanbridge East and Stanbridge Station	H. J. Minckle	13 & 7	6	3 " (to Sept. 30, '98).	118	75
Dunham, Stanbridge East and Stanbridge Station	A. B. Chapman	13 & 7	6	9 " from "	318	00
Duncan and Mansonville	R. G. Crowell	3	6	12 " "	75	00
Eastman and Railway Station	J. O. Bouchard	300 yds.	24	9 " (to March 31, '99)	30	00
do do do	A. E. Blunt	300 yds.	24	3 " from "	10	00
Eastman and St. Etienne de Bolton	L. Bachand	5	6	12 " "	125	00
East Angus and Linda	D. B. Hall	1½	3	12 " "	50	00
East Angus and Railway Station	J. Planche	100 yds.	12	12 " "	36	50
East Clifton and Railway Station	H. E. Cairns	2½	6	12 " "	110	00
East Farnham and Railway Station	C. H. Mansfield	1	12	3 " (to Sept. 30, '98)	37	50
do do do	G. C. Mansfield	1	12	9 " from "	112	50
East Hereford and Railway Station	J. Aubertin	¾	12	12 " "	60	00
Eaton and Railway Station	Mrs. L. A. Lebourveau	¾	12	12 " "	120	00
Echo Vale and Railway Station	J. P. Jones	33 yds.	12	12 " "	19	75
Echo Vale Railway Station and Piopolis	G. Stewart	8	6	12 " "	225	00
Egypte and St. Ephrem d'Upton	C. D. Chaput	8½	6	12 " "	150	00
Emileville and St. Pie	P. Brillon	1	6	12 " "	52	00
Farnboro and West Shefford	J. Enright	2½	3	12 " "	52	00
Farndon and Railway Station	G. Kennedy	250 ft.	12	12 " "	50	00
Farnham and Magenta	T. Robert	5	2	12 " "	52	00

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APPENDIX B—Continued.

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.
Farnham and Railway Station	W. F. Choquette	200 yds.	36	12 months	120 00
Farnham and St. Sabine	J. Barriere	6	6	12 "	85 00
Farnham and Stanbury	C. G. Kennedy	8	2	12 "	72 00
Fontenoy and Melbourne	S. Fraser	6	2	12 "	48 00
Foster and Knowlton	F. A. Knowlton			Special trip	1 55
Foster and Railway Station	E. C. Inglis	3	24	12 months	40 00
Foster and Waterloo	G. Stevens			Special trip	1 00
Franklin Centre and Hemmingford	W. Ryan	16	6	12 months	395 00
Franklin Centre and Huntingdon	J. R. Copeland	18½	6	12 "	434 00
Franklin Centre and Starnesborough	S. Huet	2	6	12 "	70 00
Frelighsburg and North Pinnacle	G. C. Chadburn	6½	3	12 "	89 50
Frelighsburg and St. Armand	A. Shelters	16	6	12 "	300 00
Frelighsburg and Sweetsburg	C. S. Boright	13½	6	12 "	340 00
Frost Village and Waterloo	A. M. McKinney	2½	6	12 "	96 00
Fulford and Laroche	R. Armstrong	3	3	12 "	49 00
Fulford and Railway Station	H. Booth	½	12	12 "	60 00
Galson and Gould	M. Morrison	5½	2	12 "	42 00
Garland and St. Chrysostome	J. Dallaire	4	3	12 "	39 00
Gasparine and Holton	F. Delage	3½	2	12 "	34 00
Glenora and St. Hermas	J. Gordon	3½	2	12 "	50 00
Georgeville and Knowlton Landing	D. A. Bullock	5	3	12 "	62 00
Georgeville and Magog	N. D. Candlish	10	6	12 "	188 00
Georgeville and Magon Point	W. H. Brevoort	5½	2	12 "	52 00
Georgeville and Stanstead Junction	J. J. Carr	13	6	3 " (to Sept. 30, '98).	100 00
Georgeville and Smith's Mills	O. Hutchins	12	6	9 " from "	186 00
Georgeville and Steamboat Wharf	W. M. Keyes	100 yds.	12	Season 1898	15 00
Geraldine and Stockwell	C. F. M. Newman	3½	2	12 months	32 00
Girard and Railway Station	T. Girard	70 yds.	12	11 " (to May 31, '99).	22 00
do do	D. Signori	70 yds.	12	1 " from "	2 00
Glen Iver and Sherbrooke	J. McIvor	7½	3	12 "	88 00
Gould and North Hill	N. McDonald	4½	2	12 "	42 00
Gould and Red Mountain	C. Smith	5	2	12 "	40 00
Gould and Scotstown	E. Roberge	7½	6	12 "	180 00
Gould Station and Railway Station	M. Morrison	½	12	12 "	60 00
Graham and Railway Station	W. Graham	12 acres.	12	12 "	60 00
Granboro and Granby	McDonald Bros.	12½	3	9 " (to March 31, '99)	67 50
do do	P. Goyette	12½	3	3 " from "	22 50
Granby and Railway Station	S. Page	½	18	12 "	136 00
Granby and Ste. Cecile de Milton	A. Rochon	9½	6	9 " (to March 31, '99)	180 00
do do	W. T. Norris	9½	6	3 " from "	50 00
Granby and Shefford Mountain	G. W. Williams	6½	3	12 "	78 00
Grand Ligne and St. Blaise	J. Peron	1	12	12 "	90 00
Grenville and Harrington East	F. Brunette	17	2	3 " (to Sept. 30, '98).	25 00
do do	F. W. Wade	17	2	9 " from "	112 50
Grenville and Lost River	F. Brunette	27	2	1 " (to July 31, '98)..	14 50
Grenville and Railway Station	L. Champagne	2	18	12 "	50 00
Hallerton and Hemmingford	T. Kenny	4½	3	12 "	75 00
Hall's Stream and Hereford	W. J. Ellis	5	2	12 "	89 00
Hall's Stream and Railway Station	H. R. Bean	30 rods.	12	12 "	24 00
Hardwood Flat and Robinson	W. R. Todd	3½	2	12 "	26 00
Harrington and Rivington	D. McIntosh	5	2	12 "	52 00
Hatley and Railway Station	F. W. Maloney	3½	12	6 " (to Dec. 31, '98).	70 00
do do	T. C. Norton	3½	6	5 " (to May 31, '99)..	47 91
do do	H. W. Ferry	3½	6	1 " from "	9 59
Helena and White's Station	H. J. Donnelly	4	6	12 "	144 00
Hemmingford and Roxham	J. P. Simpson	6	2	12 "	45 00
Henrysburg and Lacolle	J. Giroux, jr.	8½	3	12 "	95 00

## APPENDIX B—Continued.

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.
Henryville and Stanbridge Station.	M. M. Gamache.	8	6	12 months	189 00
Halton and St. Clothilde.	F. Dextras.	2	6	12 "	90 00
Howich Ry. St. nand St. Chrysostome	T. Hebert	18 & 6	4 & 9	12 "	300 00
Huberdeau and Railway Station.	F. Leroux	4 acres.	3	11 (from Aug. 1, '98)	17 41
Hudson and Railway Station.	A. Vipond.	$\frac{1}{2}$	12	12 "	40 00
Hudson Height and Hudson Ry. St. n	A. W. Mullan.	$\frac{1}{2}$ & $\frac{1}{4}$	12 & 24	12 "	40 00
Hunterstown and Louiseville.	A. Paille.	17	6	12 "	230 00
Huntingdon and New Erin.	J. Walsh.	5	2	12 "	40 00
Huntingdon and Railway Station.	J. Findlay.	$\frac{1}{2}$	18	12 "	144 00
Iberville and Railway Station.	H. Mailhot.	$\frac{1}{2}$	36	12 "	150 00
Iron Hill and West Shefford.	W. Moffitt.	6 $\frac{1}{2}$	6	12 "	160 00
Island Brook and New Mexico.	E. Dawson.	4 $\frac{1}{2}$	3	12 "	58 50
Isle aux Noix and Stottville.	W. Hetier	3	6	9 (from Oct. 1, '98)	54 00
Isle Bizard and St. Genevieve	P. I. Boileau.	$\frac{1}{2}$	12	3 (to Sept. 30, '98).	12 25
do do	W. Desjardins.	$\frac{1}{2}$	12	9 from "	36 75
Isle Perrot and St. Anne de Bellevue	J. Monpetit	5 $\frac{1}{2}$	6	12 "	185 00
Johnville and Railway Station.	R. A. Smith.	76 yds.	12	12 "	36 00
Joliette and Lanorie Station	W. Robillard.	8	6	12 "	148 00
Joliette and North Lanorie Junction	F. Chanetier.			Special trip.	2 00
Joliette and Railway Station	J. Mirault.	$\frac{1}{2}$	12	12 months	125 00
Joliette and St. Felix	"			Special trip.	8 00
Joliette and St. Liguori.	M. Arbour.	9	6	12 months	199 00
Joliette and St. Melanie.	J. Massicotte.	14	6	12 "	275 00
Joliette and St. Paul d'Industrie.	A. Perrault.	4	6	12 "	60 00
Katevale and North Hatley.	C. G. Tremblay.	4 $\frac{1}{2}$	3	12 "	80 00
Keith and Robinson.	A. McLennan.	8 $\frac{1}{2}$	3	12 "	96 00
Kelso and Trout River Station.	D. A. Macfarlane	3 $\frac{1}{2}$	6	12 "	119 00
Kildare and Ste. Beatrice.	J. Gaudet.	17	6	12 "	373 00
Killowen and St. Hermas.	G. Giroux.	3 $\frac{1}{2}$	2	12 "	49 50
Kingsbury and Melbourne Ridge.	E. Mignault.	5 $\frac{1}{2}$	3	12 "	150 00
Knowlton and Railway Station	A. E. Kimball.	$\frac{1}{2}$	12	12 "	43 68
Knowlton and Sutton Junction Railway Station	Lloyd & Hall.	7	12	12 "	281 70
Knowlton and West Bolton.	C. W. Beals.	3	3	12 "	55 00
Knowlton Landing and Steamboat Wharf..	L. P. Knowlton.	300 yds.	12	Season 1898.	15 00
LaBaie and Nicolet	D. Martel	9	6	12 months	178 00
LaBaie and Pierreville.	do	9	6	10 " and 10 dys. (from Aug. 22, '98)..	183 16
LaBaie and St. Zéphirin.	F. Belisle.	8	6	12 "	140 00
LaBaie and Yamaska	D. Martel	20	6	1 " and 21 days (to Aug. 21, '98)..	66 97
L'Acadie and Railway Station.	C. Gagnon.	16	12	12 "	90 00
Lac Bellemare and Shawenegan.	E. Gélinas.	9	2	12 "	120 00
Lachenaie and Terrebonne.	O. Brière.	4 $\frac{1}{2}$	6	12 "	120 00
Lachine Locks and Railway Station	J. B. Richer.	$\frac{1}{2}$	12	12 "	75 00
Lachine Rapids and Railway Sta- tion	D. Dunberry.	2	6	12 "	100 00
Lachine Station Letter Box and Grand Trunk Railway Station.	Mrs. S. J. Young		12	12 "	30 00
Lachute and Lachute Mills.	A. Lafleur	1	18	12 "	95 00
Lachute and Lakefield	F. Rogers	9	3	12 "	111 00
Lachute and Railway Station.	G. L. Meikle.	15	24	12 "	72 00



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APPENDIX B—Continued.

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.
Lachute and Shrewsbury	N. Copeland	14½	3	12 months	140 40
Lac Masson and St. Emile de Montcalm	A. D'Ouest	10	2	12 "	95 00
Lac Masson and Railway Station	W. Lacasse	4½	3 & 6	12 "	75 00
Lac Nantel and Railway Station	D. Whelan	100 yds.	12	12 "	24 00
Lacolle and Odelltown	John Gray	3	3	12 "	60 00
Lake Megantic and Railway Station (C. P.)	J. Bérubé	½	18	12 "	64 00
Lake Megantic and Railway Station (Q. C.)	do	300 yds.	12	12 "	26 00
Landreville and Ormstown	A. Lemieux	4	2	12 "	57 50
Lanoraie and Railway Station	N. Delisle	6	6	6 " (to Dec. 31, '98)	39 00
do do	J. B. Bourdon	6	6	6 " from "	39 00
Lanoraie and St. Gabriel	J. S. Michand			Special trips	12 00
La Patrie and Notre Dame du Bois	P. Dussault	9	6	12 months	137 00
La Patrie and Scotstown	do	9	6	12 "	117 00
La Patrie and West Dittan	J. Lambert	3½	1	12 "	12 00
La Plaine and Railway Station	C. Gauthier	1½	12	12 "	54 00
La Prairie and Railway Station	E. Lamarre	¾	18	12 "	60 00
La Présentation and St. Hyacinthe	M. Leclaire	6	6	12 "	150 00
Larose Station and Railway Station	A. Larose	125 ft.	6	7 " (from Dec. 1, '98)	11 66
L'Assomption and L'Epiphanie	H. Thouin	3½	18	12 "	234 00
L'Assomption and St. Sulpice	P. H. Royal	5	6	9 " (to Mar. 31, '99)	131 25
do do	J. Girard	5	6	3 " from "	34 62
La Trappe and Oka	N. Fauteux	3½	6 & 12	12 "	125 00
Laurel and Lost River	M. McCluskey	6	1	12 "	36 00
Laurentides and Railway Station	D. Tourangeau	8 acres.	12	9 " (to Mar. 31, '99)	52 50
do do	A. Lavigne	8 acres.	12	3 " from "	17 50
Laurentides and St. Calixte de Killenny	P. Chartrand	10	3	12 "	128 00
Laurentides and Ste. Therese	R. C. Laurier			Special trips	23 00
Lavaltrie and Railway Station	J. Grenier	8	6	12 months	195 00
La Visitation and St. Monique	D. Lafond	4	3	2 " (from May 1, '99)	21 66
Lawrenceville and Railway Station	P. Hamel	¾	12	12 "	38 00
Lawrenceville and Rochelle	S. Cyr	3	3	3 " (to Sept. 30, '98)	21 25
do do	M. Guilmain	3	3	9 " from "	60 00
Leadville and Mansonville	W. S. Brown	7	2	12 "	65 00
Lennoxville and Milby	O. Arguin	5	6	3 " (to Sept. 30, '98)	37 50
do do	S. J. Powers	5	6	9 " from "	112 50
Lennoxville and Railway Station	E. W. Abbott	70 yds.	6	12 "	30 00
Lennoxville and Railway Station (C. P. & Bt M.)	do	300 yds.	24	12 "	120 00
Lennoxville and Spring Road	I. Parnell	4	2	12 "	52 00
Leopold and Shrewsbury	J. Thompson	6	2	12 "	60 00
L'Epiphanie and Railway Station	A. Lamarche	¾	18	12 "	123 00
L'Epiphanie and St. Jacques	G. Forest	12½	12	12 "	400 00
L'Epiphanie and Ste. Julienne	J. P. Hetu	18	6	12 "	500 00
Lineboro and Railway Station	A. A. Kilbourne	½	12	3 " (to Sept. 30, '98)	10 00
Longue Pointe and Belt Line Railway Station	J. Lecavalier	¾	12	12 "	160 00
Longueuil and Railway Station	L. Mainville	¾	24	12 "	100 00
Louiseville and Nancy	R. Caron	6	2	12 "	50 00
Louiseville and Railway Station	P. Lefebvre	16 acres.	19	12 "	147 25
Louiseville and St. Ursule	A. Sevigny	5½	6	12 "	84 00
McLeod's Crossing and Railway Station	J. A. McDonald	½	6	12 "	45 00
Mabel and Staynerville	F. Lahaie	3	2	12 "	30 00
Magog and Railway Station	W. Jamieson	¼	12	12 "	70 00

## APPENDIX B—Continued.

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.
Maisonneuve and Montreal	A. Meunier	3½	18	12 months	450 00
Malmaison and Notre Dame de Stanbridge	M. Cartier	3	6	12 "	120 00
Malvina and Railway Station	M. Roy	2½	6	12 "	48 00
Mansonville and Railway Station	B. C. Sisco	2½	6	12 "	60 00
Mansonville and Vale Perkins	J. M. Alex.	5½	3	12 "	60 00
Maple Leaf and Sawyerville	J. W. Planche	4½	6	12 "	150 00
Marieville and Railway Station	D. Provost	½	12	3 " (to Sept. 30, '98).	13 60
do do	Mrs. M. D. Provost	½	12 & 18	3 " (to Dec. 31, '98).	17 33
do do	F. V. Labonté	½	18	6 " from "	32 50
Marlington and Stanstead Junction	L. H. A. Rolleston	4½	6	9 " (from Oct. 1, '98)	78 75
Mascouche and Mascouche Rapids	J. Carmichael	3½	3	3 " (to Sept. 30, '98).	18 75
do do	do	3½	3	9 " from "	67 50
Mascouche and Railway Station	T. Beauchamp	1½	12	12 "	60 00
Mastigoche and St. Gabriel de Brandon	J. O. Henault	8	2	12 "	100 00
Melbourne and Richmond Station	J. Largie	1½	12	12 "	230 00
Melbourne and Upper Melbourne	A. E. Main	1½	13	12 "	80 00
Milan and Railway Station	J. D. Morrison	15	12	12 "	24 00
Milan and Valracine	F. T. Gagnier	9	3	12 "	80 00
Milan and Whitwick	M. McLeod	5	2	6 " (from Jan. 1, '99)	25 00
Mile End and Outremont Junction	N. Houle	2	6	12 "	30 00
Miletta and Railway Station	Mrs. M. A. Murray	143 yds.	6	12 "	10 00
Mille Isles and St. Jérôme	W. Elliott	12	3	12 "	127 50
Minton and North Hatley	A. E. Fish	2½	3	6 " (to Dec. 31, '98).	30 00
do do	N. E. Fish	2½	3	6 " from "	30 00
Mirabel and St. Hermas Station	A. Beloin	1½	6	12 "	64 60
Mitchell Station and Railway Stn.	E. Defossé	½	12	12 "	30 00
Mongenaix and St. Justine	J. Sauvé	3	6	12 "	198 00
Montfort and Railway Station	M. Boulaire	4 acres	12	12 "	36 00
Mont Morin and Railway Station	I. Deschamps	150 ft.	12	12 "	35 00
Mont Morin and Val Morin	C. Ouillette	3½	2	12 "	52 00
Montreal and Mount Royal Vale	O. Filion	4½	18	12 "	300 00
Montreal and C. P. Railway Stn.	A. Daigneault	71 & 79	6 & 10	12 "	1,475 00
Montreal Letter Carrier Service	Montreal Street Railway Co.			12 "	2,412 64
Montreal and Receiving Houses and Boxes	A. Meunier	72		12 "	3,400 00
Montreal and St. Cunégonde	F. Baiziere	1½	6	12 "	156 50
do do	O. Dupuis, to pay	1½	5	" (to Dec. 31, '98).	17 02
Montreal and St. Eustache	U. Viau	21½	6	12 "	645 00
Montreal and St. Gabriel de Montreal	J. Turner	2	18	12 "	270 00
Montreal and St. Léonard de Port Maurice	J. Gervais	8½	6	12 "	306 00
Montreal and Quebec Steamboat Wharf	A. Daigneault	½	12	Part of seasons, 1898, 1899	126 00
Montreal South and Railway Stn.	H. Paquette	1½	12	12 months	40 00
Montreal West and Railway Stn.	A. Dewitt	80 yds.	24	12 "	60 00
Morin Flats and Railway Station	J. Morrow	6 acres.	12	12 "	40 00
Morin Flats and St. Adolphe de Howard	F. X. Bertrand	9	2	12 "	60 00
Mount Johnson and Versailles	Mrs. AT. Moquin	4	6	12 "	150 00
Napierville and Stottville	N. Smith	7	12	12 "	270 00
New Glasgow and St. Jérôme	F. Langlois dit Traversie	9	6	12 "	391 25

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
New Rockland and Richmond Stn.	E. Mignault....	8½	6	12 months.....	300 00
North Georgetown and Railway Stn.	C. Turcot.....	½	6	12 ".....	60 00
North Hatley and Railway Station.	H. G. Bassett....	12	12	12 ".....	70 00
North Stukeley and Railway Station.	J. Marcheseault..	1½	12	12 ".....	100 00
North Sutton and West Brome....	M. E. Darbe.....	2	3	12 ".....	45 00
Norton Creek, St. Rémi and Railway Station	A. Ste. Marie....	9 & ½	6 & 24	12 ".....	280 00
Notre Dame de la Mercie and St. Donat de Montcalm.....	W. Ritchie.....	11½	2	12 ".....	95 00
Notre Dame de la Mercie and St. Emile de Montcalm.....	J. Provost.....	9	2	12 ".....	90 00
Ormstown and Railway Station....	J. Hurtubise....	½	18	12 ".....	144 00
Paquette and Railway Station....	T. E. Paquette....	1½	6	12 ".....	100 00
Parc Laval and Railway Station....	D. Vanier.....	50 yards.	12	12 ".....	15 00
Petit Brulé, St. Augustin and Ry. Station	F. Filion.....	5½	6	3 " (to Sept. 30, '98).	50 00
do do	E. Meilleur.....	5½	6	9 " from ".....	33 00
Peveril and St. Augustin Station..	D. Menard.....	2½	6	12 ".....	100 00
Philipsburg and St. Armand Stn..	G. H. Hogle.....	2	12	6 " (to Dec. 31, '98).	95 00
do do	S. Borden.....	2	12	6 " from ".....	95 00
Piedmont and Railway Station....	P. Charbonneau..	½	12	12 ".....	50 00
Pierreville and Pierreville Mills...	L. C. Gauthier..	4½	12s-6w	1 " and 21 days (to Aug. 21, '98)..	20 41
do do	do	4½	6	10 " and 10 days (from Aug. 21, '98)..	110 77
Pierreville and St. Aimie.....	P. Menard.....	17½	6	1 " and 11 days (to Sept. 30, '98)..	70 00
do do	B. Cartier.....	17½	6	9 " (from Sept. 30, '98).	333 00
Pierreville and St. Elphège.....	J. Forcier.....	7	6	12 ".....	158 00
Pierreville and St. François du Lac.	D. Lafreniere....	1	3	7 " and 22 days (from Nov. 9, '98)..	20 60
Pincourt and Terrebonne	J. Gauthier.....	4	2	12 ".....	48 00
Pte. du Chene and Railway Station	Ada Mathews....	33 yds.	12	12 ".....	30 00
Pointe aux Trembles and Rivière des Prairies.....	A. Longpré.....	6½	6	12 ".....	156 57
Pointe Claire and Railway Station.	T. Lanthier.....	1	6	3 " (to Sept. 30, '98).	42 00
do do	A. Brisbois.....	1	6	9 " from ".....	56 25
Pointe du Jour and St. Thomas de Aquin.....	A. Girouard.....	3½	2	12 ".....	45 00
Pointe du Lac and Railway Station.	A. Biron.....	25 acres.	12	2 " (to Aug. 31, '98).	13 34
do do do	do	25 acres.	12	10 " from ".....	35 40
Pont Chateau and St. Clet.....	O. Besner.....	2	6	12 ".....	84 00
Pont du Maskinongé and Railway Station	A. Lafreniere....	9 acres.	12	12 ".....	50 00
Pont du Maskinongé and St. Justin	N. Gaboury.....	5	6	9 " (to Mar. 31, '99).	111 75
do do do	L. St. Cyr.....	5	6	1 " (to April 30, '99).	12 41
do do do	do	5	6	2 " from ".....	29 00
Port Lewis and St. Anicet.....	S. Dupuis.....	5	3	12 ".....	78 00
Racine and Railway Station.....	L. Belisle.....	½	12	12 ".....	50 00
Racine and South Ely.....	A. Jamieson.....	½	6	12 ".....	75 00
Rawdon and St. Liguori.....	H. Hanna.....	9	6	12 ".....	215 00
Rawdon and St. Theodore.....	E. Perreault....	14	3	12 ".....	115 00
Repentigny and St. Paul l'Ermite..	A. Perreault....	2	6	12 ".....	80 00
Rigaud and Railway Station.....	J. Charlebois....	½	12	12 ".....	50 00
Rigaud and St. Redempteur.....	O. Quesnel.....	6	6	12 ".....	149 75

## APPENDIX B—Continued.

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.
Rivière des Fèves and St Urbain	Z. Bergevin	2	3	12 months	32 00
Robinson and Railway Station	E. Lockett	1	12	"	70 00
Rock Forest and Railway Station	J. Simpson, jr.	3	6	"	32 00
Rock Forest and Suffield	E. E. Bean	3	3	"	76 00
Roxton East and Roxton Falls	E. Dalpé	5	2	"	60 00
Roxton Falls and Acton Railway Station	F. Prefontaine	6	6	"	172 15
Roxton Falls and Railway Station	J. Wood	1	12	"	40 00
Roxton Pond and South Roxton	L. Bachaud	3½	6	"	79 00
Russelltown and St. Chrysostome	W. J. Costello	3	6	"	80 00
St. Adèle and Railway Station	S. Cardinal	1½	12	"	99 00
St. Agathe des Monts and Railway Station	J. Meunier	¾	12	"	50 00
St. Agathe des Monts and St. Lucie de Doncaster	N. Belanger	9	13	"	148 00
St. Agricole and St. Donat de Montcalm	I de Mantell	16	ft'ly. 1	" (to July 31, '98)	4 16
St. Agricole and St. Faustin	do	15	ft'ly. 11	" from "	45 84
St. Aimé and Railway Station	P. Menard	9 acres.	12	"	55 00
St. Aimé and St. David	S. Langlois	6	6	"	175 00
St. Aimé and Yamaska	P. Menard	6½	6	" and 21 days (to Aug. 21, '98)	16 95
St. Alexandre and Railway Station	L. Pouliot	1	12	"	55 00
St. Alexis des Monts and St. Paulin	L. P. Plante	10	6	"	223 00
St. Alphonse and St. Come	F. Gauthier	12	3	"	140 00
St. Angèle de Monnoir and Railway Station	E. Parent	12 acres.	12	"	40 00
St. Anicet and White's Station	A. Lapare	10	6	"	240 00
St. Anne de Bellevue and Railway Station	A. St. Denis	1	12 & 18	"	70 50
St. Anne des Plaines and Railway Station	D. Gaudette	6 acres.	12	"	32 00
St. Anne de Sorel and Sorel	N. Latraverse	3	6	"	100 00
Ste. Barbe and St. Stanislaus de Kotska	O. Marchand	4½	6	"	125 00
St. Barnabé and Railway Station	F. X. St. Jean	13 acres.	12	"	30 00
St. Barnabé and St. Elie	L. Guillemette	9	6	"	165 00
St. Barnabé and Yamachiche	I. Pelletier	12	6	"	176 00
St. Barthelémi and Railway Station	J. Valois	1½	12	" (to Dec. 31, '98)	50 00
do do	T. Julien	1½	12	" from "	42 50
St. Barthelémi and St. Edmond	H. Valois	10½	1	"	49 00
St. Barthelémi Station and Railway Station	C. Henault	3 acres.	12	" (to Dec. 31, '98)	7 50
St. Barthelémi Station and Railway Station	M. Lemarbre	3 acres.	12	" from "	7 50
St. Bazile le Grand and Railway Station	E. Lalumière	07	7	"	50 00
St. Bonaventure and Guillaume	J. Letendre	7½	7	" (to Dec. 31, '98)	77 00
do do	I. Tessier	7½	6	" from "	62 00
Ste. Brigid and Railway Station	M. Choquette	2	6	"	110 00
St. Bruno and St. Julie de Verchères	A. Hebert	6	7	"	175 00
St. Cécile de Whitton and Railway Station	J. Belleau	3	12	"	60 00
St. Césaire and Railway Station	F. Mercure	12	6	" (to Dec. 31, '98)	22 50
do do	N. Robidoux	12	6	" from "	20 00
St. Charles and St. Hilaire Station	J. Dupont	8	12	"	388 00
St. Charles and St. Mark	H. Desjournins	1½	7	"	90 00
St. Cléophas and Railway Station	A. Martineau	12	12	"	44 00
St. Clet and Railway Station	M. Besner	12	12	"	30 00

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APPENDIX B—Continued.

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. Clet and Ste. Marthe.....	A. Rouleau.....	6½	6	12 months.....	144 00
St. Columbin and Ste. Scholastique.	M. J. Phelan.....	14	6	12 " .....	405 00
St. Constant and Railway Station..	N. Longtin.....	3 ¾	18	12 " .....	44 00
St. Cuthbert and Railway Station..	I. Grandchamp..	3	6	6 " (to Dec. 31, '98).	49 00
do do	A. Lessard.....	3	6	6 " from "	50 00
St. Cuthbert Station and Railway Station.....	J. Marchand.....	5 acres..	12	12 " .....	20 00
St. Cyrille de Wendover and Railway Station.....	C. Lavine.....	3 acres..	12	12 " .....	40 00
St. Damase and St. Hyacinthe.....	P. Blanchard.....	7½	6	12 " .....	212 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. Belanger.....	6	6	12 " .....	170 00
St. David and St. Pie de Guerre.....	M. Forcier.....	8	6	6 " (to Dec. 31, '98).	100 00
do do	Z. Labonté.....	8	6	6 " from "	74 98
St. Didace and St. Gabriel.....	V. Vaillant.....	6	6	12 " .....	100 00
St. Dominique and St. Hyacinthe..	R. Paradis.....	5¾	6	12 " .....	275 00
St. Donat de Montcalm and Ste. Lucie de Doncaster.....	I. Mousseau.....	15	2	12 " .....	100 00
St. Edouard and St. Michel de Napierville.....	E. Hamlin.....	4½	6	12 " .....	95 00
St. Emelie de L'Energie and St. Jean de Matha.....	M. Laporte.....	12	6	3 " (to Sept. 30, '98).	50 00
do do	M. Godin.....	12	6	9 " from "	150 00
St. Emelie de L'Energie and St. Zenon.....	T. Trudeau.....	21	3	12 " .....	299 00
St. Emelie Junction and Railway Station.....	A. Robillard.....	¾	6	12 " .....	35 00
St. Emile de Montcalm and St. Theodore.....	L. Giguère.....	8½	2	12 " .....	110 00
St. Eugene de Grantham and Railway Station.....	D. Belleville.....	3½	12	12 " .....	140 00
St. Eugene de Grantham and St. Guillaume.....	E. Dupuis.....	8	12	12 " .....	325 00
St. Eustache and Railway Station..	G. Lauzon.....	6 acres..	12	12 " .....	48 00
St. Eustache and St. Joseph.....	J. B. Laurin.....	11	3	12 " .....	300 00
St. Faustin and Railway Station..	A. Perreault.....	30 acres.	6	12 " .....	70 00
St. Felix de Valois and Railway Station.....	G. Gravel.....	¾	12	12 " .....	100 00
St. Felix de Valois and St. Jean de Matha.....	M. Houle.....	8	6	12 " .....	149 00
St. François Xavier de Brompton and Windsor Mills.....	J. Labbé.....	4	6	12 " .....	150 00
St. François de Salles and Terrebonne.....	E. Brière.....	¾	6	1 " (to July 31, '98)..	6 25
St. François de Salles and Railway Station.....	B. Lachapelle..	½	12	11 " from "	68 75
St. Gabriel de Brandon and Railway Station.....	J. S. Michaud..	½	12	12 " .....	90 00
St. Genevieve and Saraguayville..	W. Desjardins..	3	3	9 " (from Oct. 1, '98)	37 50
St. Germain de Grantham and Railway Station.....	P. Houle.....	1	12	12 " .....	72 00
St. Hélène de Bagot and Railway Station.....	L. Dery.....	9 acres..	12	12 " .....	30 00
St. Henri de Montreal and Railway Station.....	J. B. Breault..	380 yds.	36	12 " .....	200 00
St. Hermas and Railway Station..	J. B. Lalonde..	4	6	10 " (to Apl. 30, '99)..	49 25
do do	J. Paradis.....	4	6	2 " from "	7 50
St. Herménégilde and Vilette.....	M. Dupont, Sr..	3	2	12 " .....	60 00
St. Hilaire Station and Railway Station.....	F. Martin.....	100 yds.	36	12 " .....	100 00

## APPENDIX B—Continued.

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. Hilaire Station and St. Jean Baptiste de Rouville.	R. Meunier.	5	6	6 mos. (to Dec. 31, '98).	59 00
do do	A. Senecal.	5	6	" from "	59 00
St. Hippolyte de Kilkenny and Shawbridge	N. Régimbal.	5½	3 & 6	3 " (to Sept. 30, '98).	27 50
do do	A. Nadon.	5½	3 & 6	9 " from "	82 50
St. Hubert and Railway Station	F. Robert.	7	12	" "	65 00
St. Hughes and St. Hyacinthe	P. Richard.	14	6	12 " "	450 00
St. Hughes and St. Marcel	L. Cloutier.	7	6	12 " "	120 00
St. Hyacinthe and D. C. Ry. Station	M. Cordeau.		12	12 " "	49 00
St. Hyacinthe and Railway Station	U. H. Robert.		18	3 " (to Sept. 30, '98).	18 75
do do	do		12	7 " (to Apl. 30, '99).	29 18
do do	do		18	2 " from "	12 50
St. Hyacinthe and M. C. Railway Station	A. Cadoret.	½	12	12 " "	80 00
St. Hyacinthe and Street Letter Boxes	F. X. Tétreault.	3	12	12 " "	156 00
St. Hyacinthe and Providence and Street Letter Boxes	M. Cordeau.	20 acres.	12	12 " "	50 00
St. Isidore and Railway Station	A. P. Trudeau.	¾	18	12 " "	108 00
St. Isidore Junction and Railway Station	F. Baillargeon.	100 ft.	12	12 " "	28 00
St. Jacques le Mineur and St. Philippe.	A. Vivier.	5	6	12 " "	178 00
St. Janvier and Railway Station	J. Desroches	18 acres.	12	12 " "	50 00
St. Jérôme and Railway Station	E. Marchand.	¾	18	12 " "	75 00
St. Joachim de Shefford and Warden	Madame M. B. Bachand.	7	6	12 " "	150 00
St. Johns and Railway Station	W. Moore	¾	31	12 " "	233 48
St. Johns and St. Luc	M. Marsan.	6	6	12 " "	160 00
St. Johns and Sabrevois	A. M. White.	¾	6	12 " "	250 00
St. Joseph de Sorel and Sorel	E. A. Rivard	1½	6	12 " "	50 00
St. Jovite and Railway Station	J. Boivin.	20 acres.	6	12 " "	35 00
St. Jovite Station and Ry. Station	J. Longpré.	83	6	12 " "	20 00
St. Jude and Railway Station	B. V. Lemay	5 acres.	12	12 " "	30 00
St. Lambert and Railway Station	D. O. Davies	½	12	12 " "	36 00
St. Laurent and Railway Station	J. I. LeCavelier	¾	6	12 " "	40 00
St. Lazare and Railway Station	J. Montpellier.	2	6	12 " "	60 00
St. Louis de Bonsecours and Railway Station	H. Theberge.	9 acres.	12	3 " (to Sept. 30, '98).	10 00
do do	A. St. Martin.	9 acres.	12	9 " from "	30 00
St. Louis de Gonzague and Railway Station	J. David.	4	12	12 " "	270 00
St. Madeline and Railway Station	J. D. Rainville.	18	12	12 " "	60 00
St. Malo and Railway Station	C. Breault.	¾	6	12 " "	100 00
St. Martine Junction and Railway Station	A. Desormeaux.	15 yds.	12	12 " "	24 00
St. Martine and Railway Station	P. Caron.	20 acres.	18	12 " "	75 00
St. Martine Station and St. Urbain	D. Myre.	4	6	12 " "	107 00
St. Mathias and Village Richelieu	A. A. Adam.	¾	6	6 " (to Dec. 31, '98).	62 50
do do	J. B. Adam	¾	6	6 " from "	62 50
St. Michel de Rougemont and Railway Station	L. H. Bachelder	70	12	12 " "	45 00
St. Michel des Saints and St. Zemon	J. Provost	12	3	12 " "	149 00
St. Michel Station and Railway Station	E. Isabelle.	200 ft.	6	3 " (from Apl. 1, '99)	7 50
St. Monique and St. Augustin Railway Station	L. L. Lacroix.	2	6	12 " "	49 00
St. Nazaire and Railway Station	H. Lapierre.	¾	6	12 " "	100 00
St. Norbert and St. Cuthbert Railway Station	S. Carpentier.	9	6	12 " "	290 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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. Ours and St. Roch Railway Station	H. Perron	2½	12	12 months	75 00
St. Ours Lock and St. Ours	A. Proulx	1½	6	12 "	75 00
St. Paul and Railway Station	E. Latour	1	18	12 "	120 00
St. Philippe d'Argenteuil and Railway Station	M. Leclair	1	6	12 "	20 00
St. Philippe la Prairie and Railway Station	F. C. Larose	6 acres.	12	12 "	72 00
St. Philippe Railway Station and Stonefield	R. Chambers	9	6	12 "	280 00
St. Philomene and Railway Station	N. Reid	2½	6	12 "	90 00
St. Pie and Railway Station	J. Laperle	1	12	12 "	36 00
St. Placide and St. Scholastique	A. Gratton	15½	6	3 " (to Sept. 30, '98).	87 82
do do	do	15½	6	3 " (to Dec. 31, '98).	90 82
do do	do	15½	6	6 " from "	175 66
St. Polycarpe and Railway Station.	F. Chabotte	½	12	12 "	70 00
St. Polycarpe and St. Téléphore.	J. Monpetit	5	6	9 " (to Mar. 31, '99).	120 00
do do	do	5	6	3 " from "	37 25
St. Polycarpe Junction and Railway Station	F. Brouillard	100 yds.	12	12 "	15 00
St. Robert and Railway Station	O. Dupuis	5 acres.	12	12 "	30 00
St. Romaine and St. Sebastien Railway Station.	O. Lacombe	8	6	12 "	145 00
St. Rose and Railway Station	J. Robert	82	12	12 " and season service	90 62
St. Sauveur and Railway Station	J. Charbonneau	½	12	12 "	37 00
St. Scholastique and Railway Stn.	A. Gratton	18 acres.	24	12 "	80 00
St. Sebastien and Venice	T. Hunter	5½	2	12 "	50 00
St. Stanislas de Kostka and Railway Station	A. Raymond	5 a. & 4 a	12 & 2	12 "	80 00
St. Théodore and Verchères.	H. Duhamel	6	6	12 "	145 00
St. Thérèse and Railway Station	N. Boismenu	½	24	11 " and 19 days (to June 19, '99)...	77 58
do do	do	½	29	11 days from "	2 92
St. Timothée and Railway Station.	C. Lebouf, jr	1½	12	12 months	89 00
St. Valentin and Stottville	W. Hetier	3	6	3 " (to Sept. 30, '98).	18 00
St. Victoire and Sorel	A. Paulhus	9	3	12 "	140 00
St. Vincent de Paul and Railway Station	C. Hogue	20 acres.	18	12 "	123 45
Savages Mills and Railway Station.	E. H. Tamlin	½	6	12 "	70 00
Sawyerville and Railway Station.	H. Cairns	½	12	12 "	50 00
Scotstown and Railway Station	R. E. Scott	½	12	12 "	40 00
Shawbridge and Railway Station.	D. Shaw	½	12	12 "	60 00
Shawenegan and Three Rivers.	P. Lapolice	21	6	9 " (to Mar. 31, '99).	285 00
do do	J. Montagne	21	6	3 " from "	68 75
Sheffington and West Shefford	G. S. Hayes	3	4	" and 19 days (to Nov. 30, '97) and arrears.	20 00
Sherbrooke and Railway Station	D. W. Armstrong	2	37	12 "	260 00
Sherbrooke, Sherbrooke East and Street Letter Boxes	do	87½ & 2½	19	12 "	265 00
Sherbrooke and Stoke Centre	J. Malenfant	9½	3	12 "	156 00
Sherrington and Railway Station	F. Gelineault	2½	12	12 "	120 00
Sixteen Island Lake and Railway	M. J. Rodrigue	2 acres.	6	11 " (from Aug. 1, '98)	9 1c
Smith's Mills and Railway Station.	J. Marshall	7 acres.	12	12 "	43 68
Sorel and Railway Station (M.&S.)	L. Paquin	½	18	12 "	75 00
do do (M.C.)	do	½	12	12 "	50 00
South Roxton and Railway Station	E. Bradford	75 yds.	6	12 "	10 00
South Stukely and Railway Station	W. R. Johnston	½	6	12 "	60 00
Spring Hill and Railway Station.	M. McLean	250 yds.	12	12 "	35 00
Spring Hill and Stormoway	J. A. McDonald	9	6	12 "	269 00
Stanstead and Railway Station	H. A. Channell		24	12 "	50 00

## APPENDIX B—Continued.

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.
Stanstead Junction and Railway Station	C.H. McClintock	60 yds.	12	7 mos. (to Jan. 31, '99).	17 50
do do	do	60 yds.	12	5 " from "	20 00
Staynerville and Railway Station	H. Paquin.	30 yds.	12	12 " "	12 00
Stornoway and Tolsta	A. McDonald.	4	2	12 " "	43 00
Sutton and Railway Station	D. S. Bickford.	1 $\frac{1}{2}$	12	12 " "	35 00
Sutton Junction and Ry. Station	A. W. Westover	30 yds.	12	12 " "	45 00
Sweetsburg and Railway Station	Mrs. G. T. Bat- chelder	4 $\frac{1}{2}$	12	12 " "	35 00
Terrebonne and Railway Station	E. Briere	3 $\frac{1}{2}$	18	12 " "	100 00
Titus Station and Railway Station	R. Titus	3 $\frac{1}{2}$	12	10 " (to April 30, '99)	41 66
do do	T. Ward	3 $\frac{1}{2}$	12	1 " (from June 1, '99)	4 16
Three Rivers and Railway Station	F. Gelinus	4 $\frac{1}{2}$	43&31	12 " and extra trips	337 50
Three Rivers and Street Letter Box	"	3 $\frac{1}{2}$	18	12 " "	150 00
Valcourt and Railway Station	A. David	1 $\frac{1}{2}$	12	12 " "	88 00
Valcourt and West Ely	C. Vail	7	3	12 " "	100 00
Valleyfield and C. A. Ry. Station	E. Rapin	4 $\frac{1}{2}$	24	12 " "	39 00
Valleyfield and N. Y. C. Ry. Station	M. Laniel	14 acres.	24	12 " "	48 00
Valleyfield and Street Letter Boxes	D. Pitre	4 $\frac{1}{2}$	6	3 " (to Sept. 30, '98).	9 00
do do	Mrs. D. Pitre.	4 $\frac{1}{2}$	6	9 " from "	27 00
Valois and Railway Station	P. G. Valois	3 acres.	12	12 " "	60 00
Varennes and Railway Station	A. Malo	5 acres.	18	12 " "	74 00
Vaudreuil and Railway Station	E. Gauthier	1 $\frac{1}{2}$	12	12 " "	70 00
Vercheres and Railway Station	G. Sirois	12 acres.	18	12 " "	72 00
Versailles and Railway Station	N. Choquette	12 acres.	12	12 " "	62 40
Village Richeleau and Ry. Station	Z. Bessette	4	12	4 " (to Oct. 31, '98).	15 00
do do	"	4	18	8 " from "	45 00
Warden and Railway Station	L. E. Richardson	46 rods.	12	12 " "	100 00
Waterloo and Railway Station	P. Murphy	4 $\frac{1}{2}$	24	12 " "	160 00
West Brome and Railway Station	C. E. Pettes	4	12	12 " "	62 40
West Shefford and Railway Station	J. Harris	4	12	12 " "	50 00
White's Station and Railway Station	W. Watson	100 ft.	6	12 " "	25 00
Wickham West and Ry. Station	F. Cormier	5 acres.	12	12 " "	45 00
Yamachiche and Railway Station	P. Pellerin	3	12	12 " "	55 00
				Total	\$68,420 18

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Division made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadia, Acadia Siding and Railway Station	P. Legere.....	$\frac{1}{2}$ & 8	12 & 2	12 months.....	70 00
Acadia and Village St. Jean	G. Gcguen.....	7 $\frac{1}{2}$	1	12 ".....	14 51
Adamsville and Railway Station	J. M. Kennedy.....	1 $\frac{15}{16}$	12	9 " (to Mar. 31, '99).	45 00
do do	P. Arsenault.....	1 $\frac{15}{16}$	6	3 " from "	7 25
Albert and Brookton	W. Fullerton.....	5	1	12 ".....	30 00
Albert and Elgin	S. Garland.....	26	1	12 ".....	145 00
Albert and Point Wolfe	J. N. Smith.....	20	6	3 " (to Sept. 30, '98).	150 40
do do	J. A. Tingley.....	20	6	9 " from "	363 75
Albert and Railway Station	R. C. Atkinson.....	$\frac{1}{4}$	12	3 " (to Sept. 30, '98).	18 75
Albert Mines and Railway Station	E. Woodworth.....	$\frac{1}{4}$	12	12 ".....	40 00
Albert Railway Station and Harvey Bank	L. N. Smith.....	3	12	9 " (from Oct. 1, '98)	123 75
Aldouane and Richibucto	T. Richard.....	8	2	9 " (to Mar. 31, '97)..	27 00
do do	do.....	8	2	3 " from "	13 75
Alexander's Point and Lameque	C. Chiasson.....	3 $\frac{1}{2}$	3	12 ".....	61 00
Alexander's Point and Miscou Light-house	J. Bizan.....	27	3	3 " (to Sept. 30, '98).	91 25
do do	A. W. Ward.....	27	3	9 " from "	225 00
Alexander's Point and Shippegan	F. DeGrace.....	3	3	6 " (to Dec. 31, '98).	50 00
do do	R. A. Duguay.....	3	3	6 " from "	37 00
Alexandria and Notre Dame	J. Gueguen.....	4	1	12 ".....	17 75
Alison and Moncton	J. Steeves.....	6 $\frac{1}{2}$	1	12 ".....	27 33
Allandale and Poquiok	D. Doherty.....	6	1	12 ".....	28 00
Alma and Hastings	J. E. McQuaig.....	4	1	3 " (to Sept. 30, '98).	6 50
do do	W. Kinnie.....	4	1	9 " from "	19 50
Alma and Sinclair Hill	B. Connor.....	3	1	3 " (to Sept. 30, '98).	5 00
Anagance and Corn Hill	R. H. Stockton.....	6	2	3 " (to Sept. 30, '98).	16 25
do do	E. Denfield.....	6	2	9 " from "	40 50
Anagance and Elgin	E. A. Robinson.....	18	2	12 ".....	90 00
Anderson and Midgic Station	C. Hicks.....	11 & 16 $\frac{1}{2}$	1	12 ".....	77 92
Andover and Carlingford	R. S. Shannon.....	4	2	6 " (to Dec. 31, '98).	27 43
do do	J. Sloat.....	4	2	6 " from "	27 42
Andover and Hillandale	A. W. Sisson.....	4	2	12 ".....	40 00
Andover and Railway Station	J. A. Perley.....	1	12	12 ".....	50 00
Annidale, Highfield and Fenwick	G. L. Hathaway.....	4 & 9	3 & 2	12 ".....	94 51
Annidale and Railway Station	J. Leonard.....	$\frac{1}{2}$	3	12 ".....	20 00
Apoahqui and Erb Settlement	J. A. Sinnott.....	4 & 9	1	12 ".....	48 00
Apoahqui, Millstream and Collina	G. H. Secord.....	6 & 11	6 & 3	12 ".....	260 00
Apoahqui and Railway Station	J. A. Sinnott.....	100 yds.	12	12 ".....	62 60
Armstrong and Waterford	O. Sear.....	8	1	12 ".....	50 00
Armstrong's Brook, Jacquet River and Railway Station	W. Barclay.....	$\frac{1}{2}$ & 2 $\frac{1}{2}$	6 & 12	12 ".....	69 67
Armstrong's Corner and Round Hill	F. A. Woods.....	21 $\frac{1}{2}$	2	12 ".....	160 00
Aroostook Junction, Four Falls and Railway Station	D. Murchison.....	$\frac{1}{2}$ & 2	12 & 6	12 ".....	123 00
Ashland and Main Stream	B. N. Shaw.....	3	2	3 " (to Sept. 30, '98).	7 50
Aulac and Cape Tormentine	H. Dixon.....			Season 1899.....	804 00
Avery's Portage and Railway Station	F. McCombs.....	1	12	12 months.....	40 00
Avondale and Charleston	M. Mulheron.....	10	2	2 " (to Sept. 30, '98).	17 00
do do	J. Crandlemire.....	10	2	9 " from "	48 00
Avonmore and Railway Station	W. H. Harmer.....	200 ft.	3	12 ".....	25 00

## APPENDIX B—Continued.

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.
Back Bay and St. George.....	W. E. Seeley.....	11 & 8	3	12	months.....	140	00
Baie Verte, Baie Verte Road and Railway Station.....	A. A. Copp.....	$\frac{1}{2}$ & 4	2 & 12	7	" (to Jan. 31, '99)..	48	53
Baie Verte and Jolicure.....	do.....	8	3	4	" and 22 days (from Feb. 7, '99)....	51	55
Baie Verte and Railway Station.....	H. Prescott.....	$\frac{1}{2}$	12	4	" " " " ..	12	50
Bairdsville and Beaconsfield.....	S. Scott.....	11 $\frac{1}{2}$	1	12	" " " " ..	44	00
Bairdsville and River-du-Chute.....	B. H. Baird.....	3	3	12	" " " " ..	30	00
Barnaby River and Railway Station.....	T. Dalton.....	$\frac{1}{15}$	12	12	" " " " ..	35	00
Barnaby River and Semiwagan Ridge.....	M. Meagher.....	4	1	12	" " " " ..	40	00
Bartholomew and Blackville.....	S. McCarthy.....	4	1	12	" " " " ..	20	00
Bartibog and Chatham.....	J. Doyle.....	12	1	12	" " " " ..	60	00
Bartlett's Mills and Railway Station.....	H. S. Little.....	$\frac{1}{2}$	6	12	" " " " ..	70	00
Bass River and South Branch.....	W. H. Wathen.....	16	3	12	" " " " ..	187	00
Basswood Ridge and Stephen.....	Keys Bros.....	20 & 10	1	12	" " " " ..	93	00
Bath and Kilfoil.....	H. O'Donnell.....	13 $\frac{1}{2}$	3	12	" " " " ..	85	00
Bath and Railway Station.....	T. Bohan.....	$\frac{1}{2}$	12	12	" " " " ..	100	00
Bathurst and Railway Station.....	G. C. Sutherland.....	2	24	12	" " " " ..	225	53
Bathurst and Street Letter Boxes.....	P. Wilber.....	1 $\frac{1}{2}$	24 & 18	12	" " " " ..	150	00
Bathurst Village and Moody.....	J. Taylor.....	6	1	12	" " " " ..	20	00
Bathurst Village and Teteagouche River.....	A. Branch.....	10 & 8	1	6	" (to Dec. 31, '98)..	35	00
do do.....	do.....	10 & 8	1	6	" from " " ..	22	37
Bathurst Village and Youghill.....	A. Anderson.....	5	3	12	" " " " ..	50	00
Bay du Vin and Chatham.....	H. Mays.....	25 $\frac{1}{2}$	2	3	" (to Sept. 30, '98)..	56	00
Bay du Vin, Chatham and Loggieville.....	J. McKay.....	6 & 25	2 & 6	9	" (from Oct. 1, '98)	243	75
Bay du Vin and Point Escuminac.....	P. Nolan.....	23	2	3	" (to Sept. 30, '98)..	62	00
do do.....	H. Allen.....	23	2	9	" from " " ..	135	00
Bay du Vin Mills and Upper Bay du Vin.....	W. Dickens.....	5	1	3	" (to Sept. 30, '98)..	6	50
do do.....	J. Flanagan.....	5	1	9	" from " " ..	19	50
Bayfield and Railway Station.....	F. Harper.....	1 $\frac{1}{2}$	6	12	" " " " ..	75	00
Bayside and Fitzpatrick.....	R. Taylor.....	5	1	12	" " " " ..	23	00
Bayside and St. Andrews.....	J. Richardson.....	7	2	6	" (to Dec. 31, '98)..	50	00
do do.....	C. Mars.....	7	2	6	" from " " ..	47	50
Beaufort, Bristol and Glassville.....	J. Boyer.....	9 & 20	3 & 6	3	" (to Sept. 30, '98)..	102	58
Beaufort and Glassville.....	B. Lovely.....	11	3	9	" (from Oct. 1, '98)	71	25
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	12	" " " " ..	26	00
Beechwood and Mineral.....	J. R. Tupper.....	5	2	12	" " " " ..	52	00
Beechwood and Railway Station.....	E. E. Kearney.....	$\frac{1}{8}$	12	12	" " " " ..	28	00
Belledune, Belledune River and Railway Station.....	J. McCurdy.....	1 & 4	3 & 12	12	" " " " ..	148	75
Bellefleur and Railway Station.....	A. D. Villers.....	125 yds.	12	12	" and arrears.....	45	83
Belleisle Creek and Collina.....	W. H. Henderson.....	6	2	6	" (from Jan. 1, '99)	20	00
Belleisle and Imlah.....	A. J. Gillies.....	2	1	12	" and arrears.....	19	08
Belleisle Creek and Mervin.....	H. Marvin.....	3 $\frac{1}{2}$	1	6	" (from Jan. 1, '99)	7	25
Belleisle Creek and Railway Station.....	H. E. Scovil.....	12	6	12	" " " " ..	34	00
Belleisle Creek and Thomond.....	W. Henderson.....	4	1	6	" (from Jan. 1, '99)	8	00
Bellenden and Railway Station.....	L. Ferris.....	3	1	12	" " " " ..	13	90
Belyea's Cove and Huestis Landing.....	G. N. Clark.....	3	2	12	" " " " ..	32	00
Ben Lomond and St. Martins.....	F. M. Anderson.....	19	1	12	" " " " ..	97	00
Benton and Railway Station.....	G. Murray, jr.....	50 yds.	12	12	" " " " ..	20	00
Benton and Speerville.....	W. Speer.....	5	2	12	" " " " ..	48	00
Bigger Ridge and Foreston.....	W. H. Staten.....	4	1	12	" " " " ..	23	00
Black's Harbour, Pennfield Ridge and Railway Station.....	H. J. Eldridge.....	11 $\frac{1}{2}$ & 2	3 & 6	12	" " " " ..	191	89
Black Lands, River Charlo and Railway Station.....	W. Cook.....	3 & 1	3 & 12	12	" " " " ..	116	00
Black Point and Railway Station.....	S. Laughlin.....	1	6	12	" " " " ..	37	51

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Blackville and Coughlan	D. A. Coughlan.	4	1	12 months	30 00
Blackville and Glen Porter	W. T. Underhill.	13	1	12 "	95 76
Blackville, Railway Station and Underhill.	W. Duncan	1 & 2	12 & 3	12 "	70 00
Blair Athol, Dalhousie and Dundee	F. McKenzie	5 & 22	2	3 " (to Sept. 30, '98).	40 00
Blair Athol, Dundee and Eel River Crossing	G. Wright	5 & 17	3	9 " (from Oct. 1, '98)	107 25
Blakely and Enniskillen Station	J. Blakely	3	2	12 "	45 00
Bloomfield and Railway Station	A. R. Wetmore.	3	12	12 "	56 00
Bloomfield Station and Central Norton	do	3½	3	12 "	59 40
Bocabec and St. Andrews	S. Orr.	9	3	12 "	125 00
Boiestown and Hayesville.	R. Hinchey	18	2	8 " and 10 days (to March 10, '99).	65 02
do do	J. S. Fairley	18	2	3 " and 21 days (from March 10, '99).	44 71
Boiestown and Parker's Ridge	J. W. Parker	5	1	7 " (to Jan. 31, '99).	14 58
do do	A. McLellan	5	2	5 " from "	20 83
Boiestown and Railway Station	M. Campbell	1½	12	12 "	20 00
Bon Accord and Kincardine	C. Niddrie	5	2	12 "	55 00
Bonney River Station, Elmcroft and Railway Station	J. P. Sullivan	½ & 6	12 & 1	12 "	89 00
Boudreau Village and St. Joseph	M. Cormier	9	2	12 "	90 00
Boundary Creek, Railway Station and Steeve's Mountain	T. C. Weldon	½ & 3½	12 & 1	12 "	68 00
Bourgeois and Grandique	J. P. Arseneau	4	1	12 "	28 00
Breau's Creek and College Bridge	P. Gould	3½	2	12 "	30 00
Bristol and Glassville	J. Rogers	9	6	8 " and 15 days (to June 15, '99)	121 91
do do	R. Scott	9	6	15 days (from June 15, '99)	8 24
Bristol and Railway Station	J. J. Hayward	½	12	12 months	40 00
Brockway, Flume Ridge and Harvey Station	J. Moffitt	18 & 24	2 & 1	9 " (from Oct. 1, '98)	117 00
Brooklyn Road and Midgic Station	H. L. Richardson	3	3	6 " (from Jan. 1, '99)	22 50
Brookville Station and Railway Station	J. B. McMann	½	12	12 "	50 00
Brownsville, Railway Siding and West Scotch Settlement	C. J. King	½ & 7½	2	3 " (from Apl. 1, '99).	16 25
Brownsville, Stewarton and Railway Station	do	½ & 5	2	9 " (to Mar. 31, '99).	32 25
Buctouche, Coates Mills and McLaughlin Road	W. Nowlan	19, 31½ & 15	2 & 3	12 "	223 44
Buctouche and Richibucto	A. T. LeBlanc	18	3	12 "	179 00
Buctouche and St. Edouard	L. Sawyer	6½	1	12 "	35 00
Buctouche and St. Jean Baptiste	M. McLaughlin	½	6	12 "	65 00
Buctouche and Shediac	J. Nevins	24 & 26	6	12 "	440 62
Bull Moose Hill and Springfield	W. E. Benson	5	1	12 "	24 00
Burnt Church and Church Point	J. R. Davidson	4	6	12 "	92 00
Burts Corner, Dorn Ridge and Railway Station	E. Burth	½ & 5	2 & 12	12 "	61 00
Butternut Ridge and Carsonville	W. A. Price	15	1	12 "	68 00
Butternut Ridge, Hicksville and Railway Station	W. H. Freeze	½ & 4	6 & 12	12 "	60 00
Butternut Ridge, New Canaan and Forks	S. Perry	12 & 3	2 & 1	12 "	72 00
Caledonia Turtle Creek and Ry. Sta.	C. Steeves	17½ & ½	2	12 "	97 00
Calhoun and Railway Station	T. B. Calhoun	½	12	12 "	25 00
California and Four Falls	D. Murchison	7½	2	12 "	48 00

## APPENDIX B—Continued.

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.
Cambridge and Codys .....	T. P. Hetherington	8	6	12 months	225 00
Cambridge and Lakeview .....	R. Black	3	3	12 "	56 00
Cambridge and Whites Point .....	C. B. Springer	2	3	12 "	62 00
Canon's Mills and St. Louis de Kent .....	H. Landry	10	2	12 "	55 00
Campbell's Settlement and Lower Southampton .....	T. McCorquindale	8½	2	3 " (to Sept. 30, '98).	17 25
do do .....	I. Price	8½	2	9 " from "	40 50
Campbellton and Railway Station .....	G. Cumming	1	30	12 "	197 00
Campbellton and Seven Mile Ridge .....	G. Cumming	7	1	12 "	35 00
Canaan Station and Ry. Station .....	J. I. Bernard	½	12	12 "	20 00
Canaan Station and Sweenyville .....	E. H. Budd	8 & 12	2	12 "	89 00
Canobie and Clifton .....	W. Glendinning	3	1	12 "	30 00
Canterbury Station and North Lake do do .....	G. O. McNelly	22	2	6 " (to Dec. 31, '98).	125 00
do do .....	do	22	2	6 " from "	118 24
Canterbury Station and Ry. Station .....	J. S. Law	1½	12	12 "	50 00
Cape de Moisselle Creek and Ry. Sta. .....	J. Wilson	7	12	12 "	25 00
Cape Spear and Railway Station .....	A. Seamon	5	2	12 "	41 60
Cape Tormentine and Ry. Station .....	J. R. Barry	½	12	12 "	15 00
Caraquet and Lower Caraquet .....	J. R. Chiasson	5	3	12 "	39 00
Caraquet and St. Simond .....	J. Lantaigne	9	1	12 "	28 00
Caraquet and Tracadie .....	E. Sewell	22	6	12 "	310 00
Carlisle, Cloverdale and Lower Windsor .....	N. L. Shaw	2 & 4	1 & 3	3 " (to Sept. 30, '98)	22 50
Caron Brook and Lake Baker .....	M. Nadeau	6	1	12 "	48 00
Carrol's Crossing and Ry. Station .....	A. O'Donnell	20 yds.	10	12 "	16 00
Central Blissville and Fredericton Junction .....	L. Mersereau	4	2	12 "	49 00
Central Hampstead and Hibernia .....	D. O'Nickerson	3	2	12 "	36 00
Central Waterville and Temperance Vale .....	R. Murdock	3½	2	12 "	37 51
Centreville and Good Corner .....	C. Wilkinson	7 & 4	3	9 " (from Oct. 1, '98)	65 10
Centreville and Knoxford .....	W. H. Lewis	4 & 7	3	9 " "	69 75
Centreville and Railway Station .....	L. B. Clark	5	6	12 "	187 00
Centreville and Royalton .....	W. H. Lewis	6	3	9 " (from Oct. 1, '98)	64 35
Centreville, Tracey's Mills and Greenfield .....	W. H. Lewis	2 & 14 & 6	3 & 2	3 " (to Sept. 30, '98)	32 50
Chambers Settlement and Foster's Croft .....	T. Morrissey	5	1	12 "	29 00
Chambord and Grand Falls .....	G. Poitras	4 & 6	2	12 "	88 00
Chance Harbour, Lepreaux and Mace's Bay .....	A. J. Mawhinney	15 & 6	2 & 6	12 "	195 00
Charleston and Middle Simonds .....	M. Mulheron	11	2	1 " (to July 31, '98).	8 33
Charlo Station and Upper Charlo .....	W. Craig	2½	6	12 "	63 00
Chatham and Douglasfield .....	T. King	5	1	12 "	25 00
Chatham and Loggieville .....	T. H. Fitzpatrick	6	4	3 " (to Sept. 30, '98)	52 50
Chatham and Railway Station .....	T. H. Fitzpatrick	1	30	12 "	210 00
Chatham and Tracadie .....	J. C. Coughlan	52 & 54½	6	12 " (and arrears)	1,161 52
Chatham and Upper Bay du Vin .....	R. McNaughton	16	2	12 "	134 15
Chelmsford and Railway Station .....	G. Harper	¼	12	12 "	50 00
Chipman and Harourt .....	L. J. Wathen	40	1	2 " (to Aug. 31, '98).	32 00
Chipman and Harley Road .....	J. D. Brown	5	1	4 " (to Oct. 31, '98).	16 67
do do .....	E. A. Branscombe	5	2	8 " from "	40 00
Chipman and Newcastle Bridge .....	J. H. Wilson	18	2	6 " (to Dec. 31, '98).	75 00
do do .....	C. S. Bailey	18	2	6 " from "	90 00
Chipman, Gaspereaux and Upper Gaspereaux .....	A. Darrah	5 & 8	6 & 3	12 "	190 12
Chipman and North Forks, Salmon Creek .....	J. A. Currie	6½	2	3 " (from April 1, '99)	11 25

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APPENDIX B—Continued.

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.
Church Hill and River View	A. Bailey	2	2	12 months	40 00
* Clair and Fort Kent, U.S.	M. Nadeau	3	12	12	50 00
Clarendon and Gaspereau Station	W. H. Jones	6	2	3 " (to Sept. 30, '98)	14 75
do do	R. S. Kelly	6	2	9 " from "	36 00
Clarendon Station and Ry. Station	G. S. Lacey	6	6	12 "	40 00
Clear View and Railway Station	S. Bishop	3	6	12 "	110 00
Clifton and Grey's Mills	J. Rodgers	15	3	12 "	139 00
Clifton and Rothesay	G. S. Pettingell	5	6	12 "	134 00
Clinch's Mills and Gooseberry Cove	R. J. Ferguson	4	2	12 "	65 00
Clinch's Mills and Little Musquash	G. Wayne	5	1	12 "	40 00
Clinch's Mills and Railway Station	C. F. Clinch	4	12	12 "	26 00
Cloverdale and Smith's Corner	C. H. Wallace	2	2	9 " (from Oct. 1, '98)	33 75
Clover Hill and Sussex	J. McLaughlin	15½	3	12 "	145 00
Coal Branch Station and Railway Station	J. T. Swift	1½	12	12 "	48 00
Coal Creek and Coal Mines	J. F. Weaver	4	2	12 "	42 00
Coal Creek and Upper Coal Creek	M. E. Weaver	4	1	12 "	25 00
Cocagne and Cocagne Cape	D. Goguen	4	1	12 "	25 00
Cocagne and Notre Dame	E. Bilodeau	6	3	12 "	90 00
Cody's and Jenkins	I. V. B. Hetherington	2	3	12 "	19 50
Cody's and Lawson	W. S. Cody	7	3	12 "	89 00
Cody's and Railway Station	J. F. Roberts			15 days (to Feb. 15, '98)	3 00
Cold Brook and Railway Station	J. J. O'Neil	½	12	12 months	30 00
Coldstream and Hartland	D. Brooks	5	3	9 " (from Oct. 1, '98)	56 25
Coldstream and Knowlesville	F. W. Belyea	18 & 15	3	9 " (from Oct. 1, '98)	150 00
Cole's Island and New Canaan	M. Starkey	23	1	12 "	100 00
Cole's Island and Railway Station	T. Hughes	3	6	12 "	74 00
College Bridge and Railway Station	D. F. Richard	½	12	12 "	75 00
Collina and Springfield	T. T. H. Scovil	4 & 10	1	6 " (to Dec. 31, '98)	25 00
Connell and Florenceville	W. A. Taylor	4	3	12 "	59 63
Connors and Mouth of St. Francis	E. Ouellet	3½	3	12 "	65 63
Cork Station and Railway Station	W. Murphy	½	6	12 "	16 00
Cormier's Cove, St. Joseph and Railway Station	V. J. Landry	1 & 2	12 & 2	12 "	92 00
Corn Hill and Petitcodiac	W. W. Price	11 & 7	1	12 "	37 31
Cox's Point, Cumberland Bay and The Range	J. L. Barton	3, 5 & 7½	1 & 3	12 "	66 00
Cross Creek and Green Hill	A. Waugh	4	1	12 "	35 00
Cumberland Bay and Railway Station	H. O. Branscombe	½	3	12 "	30 00
Cumberland Point, Railway Station and Rees	D. Phillips	1 & 6	3	12 "	47 40
Cummings' Cove and Fairhaven	G. Wentworth	3	3s & 2w	12 "	30 00
Curryville and Railway Station	J. A. Beaumont	½	12	12 "	45 00
Dalhousie and Point La Nim	J. Nolan	3	3	12 "	52 00
Dalhousie and Railway Station	H. A. Johnson	½	24	12 "	250 40
Dalhousie Junction and Railway Station	T. Robinson	1½	12	12 "	36 00
Dawson Settlement & Hillsborough	I. S. Jonah	8	2	12 "	75 00
Debec and Monument Settlement	J. M. Hay	21 & 14	2	12 "	146 00
Debec and Railway Station	A. Harron	½	12	12 "	36 00
Derby and Railway Station	T. Parker	½	12	12 "	60 00
Doaktown and Railway Station	I. H. Swim	1½	12	12 "	24 00
Donegal, Waterford and Sussex	J. Buchanan	10 & 8	1 & 3	6 " (to Dec. 31, '98)	117 00
do do	C. Crothers	10 & 8	1 & 3	6 " (from Dec. 31, '98)	97 00
Dorchester and Fairview	S. T. Blenis	3½	1	12 "	19 00
Dorchester and Middleton	A. Chapman	2	6	12 "	55 00
Dorchester and Railway Station	S. W. Tingley	½	36	12 "	184 00

\* \$50 additional paid by United States.

## APPENDIX B—Continued.

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.
Dorchester and Rockport.....	A. G. Read.....	12	2w&3s	12 months	144 00
Dorchester and Woodhurst.....	B. Card.....	5	1	12	25 00
Dorchester Crossing, Railway Station and Scadouc.....	P. S. Pellerain.....	$\frac{1}{2}$ & 2 $\frac{1}{2}$	2 & 1	12	40 00
Douglas and Railway Station.....	E. Currie.....	$\frac{1}{2}$	3	12	30 00
Douglastown and Newcastle.....	D. P. Doyle.....	5	6	12	120 00
Dover and Moncton.....	A. McFarlane.....	15	3	12	130 00
Downeyville, Halfield's Point and Springfield.....	W. Kellier.....	3 & 10	4 & 2	12	94 55
Downeyville and Tooleton.....	J. W. Toole.....	12 & 3	4	12	57 87
Doyle's Brook and Railway Station.....	J. Gratton.....	4	3	12	70 00
Doyle's Settlement, Lorne and River Louison.....	A. Murchie.....	3 & 7	1 & 2	9	(to March 1, '99) 30 75
do do.....	T. Hayes.....	3 & 7	1 & 2	3	(from Mar. 1, '99) 13 50
Dumbarton Station and Railway Station.....	W. Saunders.....	$\frac{1}{2}$	6	12	40 00
Dungiven and Memramcook.....	E. W. Toole.....	4	1	12	25 00
Durham Bridge and Railway Station.....	R. Alernethy.....	$\frac{1}{2}$	12	12	35 00
Durham Centre and Jacquet River.....	W. M. Furlotte.....	$\frac{1}{4}$	12	1	(from June 1, '99) 5 17
Edmunston and Railway Station.....	A. Babin.....	$\frac{3}{4}$	12	12	55 00
Edmunston and Upper Madawaska.....	D. Siros.....	3	6	12	24 00
Eel River Crossing and Railway Station.....	D. Cook.....	$\frac{1}{2}$	12	12	50 00
Elgin and Fir Grove.....	T. Carty.....	4	1	12	30 00
Elgin and Fleet Hill.....	N. B. Leeman.....	17 & 12	2	12	120 00
Elgin and Pleasant Mount.....	C. Henderson.....	5	1	12	35 00
Elgin and Railway Station.....	J. Garland.....	$\frac{1}{2}$	6	12	24 71
Elgin and River View.....	A. Geldart.....	3	1	12	24 00
Elmstown and Millerton.....	J. Tweedie.....	4 $\frac{1}{2}$	2	12	30 00
Elmsville and Railway Station.....	J. H. Dyer.....	$\frac{1}{2}$	6	12	40 00
Elm Tree and Railway Siding.....	N. H. Ray.....	& 1 $\frac{1}{2}$	6 & 12	9	(from Oct. 1, '98) 28 91
Emigrant Road and Railway Station.....	T. Sweeney.....	1 $\frac{1}{2}$	3	12	25 00
Ennishore and Grand Falls.....	C. O'Regan.....	3 $\frac{1}{2}$	1	12	30 00
Enniskillen Station and Railway Station.....	B. McAloon.....	$\frac{1}{4}$	6	12	28 00
Exmore and Red Bank.....	F. Murphy.....	3	1	12	30 00
Fairville and Railway Station.....	C. F. Tilton.....	$\frac{1}{2}$	18	12	75 00
Fenwick and Sheba.....	W. Robinson.....	4 $\frac{1}{2}$	2	12	29 00
Ferguson's Point and Main Post Road.....	W. Ferguson.....	$\frac{3}{4}$	6	12	40 00
Ferndale and Hillside.....	B. Colwell.....	2	1	12	20 00
Flatlands and Railway Station.....	W. Gillis.....	$\frac{1}{2}$	6	12	45 00
Florenceville and Lower Greenfield.....	A. Shannon.....	3 $\frac{1}{2}$	3	3	(from Apl. 1, '99) 11 25
Florenceville and Railway Station.....	E. McMullin.....	1	12	12	45 00
Florenceville and Upper Wicklow.....	I. Drost.....	10	3	12	94 00
Florenceville East and Upper Peel.....	W. L. Moore.....	1	6	9	(from Oct. 1, '98) 22 50
Florenceville East, River Bank and Oakland.....	D. Semple.....	4 & 2 $\frac{1}{2}$	3 & 2	3	(to Sept. 30, '98) 21 25
Flume Ridge, Harvey Station and Magaguadavic.....	J. Moffitt.....	6 & 18	21	3	(to Sept. 30, '98) 39 00
Foley Brook and Salmonhurst.....	J. Poulsen.....	5	2	12	50 00
Forest Hill and Main Post Road.....	G. T. Steeves.....	4	2	12	18 00
Forks and Ida.....	C. Keirstead.....	5	1	12	19 00
Four Roads and Inkerman.....	M. Gibbs.....	3 $\frac{1}{2}$	2	12	35 00
Fox Creek and Moncton.....	A. B. White.....	12	3	12	105 00
Fredericton and Hanwell.....	D. Goodine.....	10	1	12	60 00
Fredericton and Letter Boxes.....	J. Lowrie.....	3 $\frac{3}{4}$	12	12	120 00
Fredericton and Lower St. Mary's.....	H. J. Phair.....	6	2	12	90 00

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APPENDIX B—Continued.

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.
Fredericton and Meductic	W. E. Everett	51	3	12 months	525 00
Fredericton and Nasonworth	D. D. Nason	9½	1	12 "	38 00
Fredericton and Railway Station (C.P.R.)	T. Niles	1	48	12 " and extra trips.	215 00
do do (C.E.)	G. R. Perkins	1	24	12 "	75 00
Fredericton and St. Mary's Ferry	J. Bird	12	12	"	105 49
Fredericton and Tay Mills	R. H. Rainsford	27	1	12 "	180 00
Fredericton and Wisely	do	4	2	2 " (to Aug. 31, '98).	10 00
Fredericton Junction and Railway Station	J. Shehan	25 yds.	24	12 "	40 00
Fredericton Road, Harewood and Salisbury	A. J. Wood	8 & 13	2 & 1	12 "	62 00
French Village and Railway Station	C. Stephenson	4	2	12 "	60 00
Gagetown and Narrows	F. E. Wilson	19	3	12 "	280 00
Gagetown and Upper Gagetown	G. W. Allingham	10	3	3 " (to Sept. 30, '98).	28 13
do do	J. W. Dickie	8	3	Season 1898-99	65 00
Gagetown and Welsford	C. F. Queen	28	3	12 months	368 00
Gagetown and Westfield	L. S. Thomson	44	3	12 "	600 00
Gaspereaux and Lakestream	B. Bishop	12	1	10 " (from Sept 1, '98)	41 53
Gaspereaux Station and Railway Station	J. Mooney	1	6	12 "	60 00
Gaythorne and Tabusintac	G. Duchanan	4½	1	12 "	35 00
Gibson and Railway Station	B. H. Babbett	1	24	12 "	80 00
Gilks, Railway Station, Blissfield and Moran	J. A. McDonald	16, 3 & 2	12, 3 & 2	3 " (to Sept. 30, '98).	31 25
do do	J. Robinson	16, 6 & 2	12 & 6	9 " from "	112 50
Gladstone and Kintore	W. Watt	9	3	12 "	156 00
Gladwin and Red Rapids	G. Yone	3	2	12 "	35 00
Glassville and Ruther Glen	R. Gray	4	3	12 "	48 00
Golden Ridge and Knowlesville	W. T. Campbell	6	1	12 "	40 00
Goose Creek and Shepody Road	J. Prescott	13	1	12 "	75 00
Gouldville and Memramcook	J. F. Richard	23	2	12 "	45 00
Grafton and Woodstock	A. G. B. Stone	1½	6	9 " (to Mar. 31, '99)	45 00
do do	do	1½	6	3 " from "	12 00
Grainfield, Renous Bridge and South Renous	M. Kehoe	4 & 5½	1 & 2	12 "	88 00
Grand Anse and Mizonett	S. Poirier	8	2	12 "	74 88
Grand Bay and Railway Station	D. Hamm	3	6	12 "	28 00
Grand Falls and Grand Falls Portage	B. A. Rideout	12½	2	12 "	97 91
Grand Falls and Railway Station	J. J. Kelly	3	12	12 "	45 00
Grand Falls and Undine	G. A. McMillan	19½ & 11	2	12 "	125 00
Grand Harbour and Whitehead	F. J. Martin	6	2	12 "	125 00
Grand Manan and Seal Cove	W. N. McLean	12	3 & 2	12 "	98 00
Grattan and Upper Nequac	P. Grattan	3½	2	12 "	40 00
Great Shemogue and Shediac	L. D. Boudreau	24 & 26½	6	2 " (to Aug. 31, '98).	83 25
do do	P. D. Leger	24 & 26½	6	10 " from "	375 00
Green Point and Petit Rocher	J. B. Laplante	6½	1	6 " (to Dec. 31, '98).	25 00
Green Point and Railway Siding	G. A. Fournier	1	3	6 " (from Jan. 1, '99)	12 50
Green River and Railway Siding	J. Lynch	100 yds.	12	12 " and arrears.	36 67
Halcomb, Littleton and Red Bank	W. H. Somers	5 & 5	1 & 3	12 "	138 00
Hammond Vale and Shepody Road	W. Fowler	12	1	4 " (to Oct. 31, '98).	34 67
Hammond Vale and Londonderry	R. J. Myles	6	1	8 " (from Nov. 1, '98)	26 00
Hampstead and Wickham	I. S. Vanwart	2	2	11 " (to May 31, '99).	36 67
Hampton and Ossekeag	J. Boviard	1	6	12 "	58 91
Hampton and Urquharts	I. McLaughlin	13	2	6 " (to Dec. 31, '98).	65 00
do do	H. Piers	13	2	6 " from "	62 50
Hanford Brook and Upham Station	J. Tracey	5	2	12 "	43 30

## APPENDIX B—Continued.

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.
Harcourt, Railway Station and Richibucto.....	D. Wood.....	27 & $\frac{1}{3}$	6 & 24	12 months.....	600 00
Hardingville and Quaco Road.....	F. J. Johnston.....	4	1	3 " (to Sept. 30, '98).	7 25
do do.....	J. Kirkpatrick.....	6	2	9 " from ".....	40 12
Harrisville and Lewisville.....	C. F. Vincent.....	3	2	12 ".....	20 00
Hartland and Knowlesville.....	A. Albright.....	20	3	3 " (to Sept. 30, '98).	66 00
Hartland and Railway Station.....	J. Barnett.....	$6\frac{1}{2}$	1	12 ".....	60 00
Harvey and Lowell.....	M. E. Smith.....	1 $\frac{1}{2}$	6	3 " (to Sept. 30, '98).	38 00
Harvey and Railway Station.....	L. F. West.....	12 $\frac{1}{2}$	6	12 ".....	32 50
Harvey and Waterside.....	S. C. Steeves.....	50 yds.	12	12 ".....	284 84
Harvey Station and Railway Station.....	D. Glendinning.....	8	1	12 ".....	40 00
Harvey Station and Yoho.....	R. Coffey.....	7	1	12 ".....	48 00
Hatfield Point and Jones' Corner.....	M. Lunn.....	4	1	9 " (to Mar. 31, '99).	40 00
Hatfield Point and West Scotch Settlement.....	W. A. S. Perkins.....	5 & 19	1 & 2	12 ".....	16 50
Head of Millstream, Perry Settlement and Sussex.....	F. E. Hayes.....	$22\frac{1}{2}$	2	12 ".....	154 00
Head of Tide and Railway Station.....	H. C. Gillis.....	3	1	12 ".....	80 00
Head of Tide and Robinsonville.....	do.....	3	1	12 ".....	80 00
Heron Island and New Mills.....	W. Maxwell.....	7	6	1 " (to Dec. 31, '98)	206 00
Hillsborough and Hopewell Cape.....	T. Ross.....	9	6	12 ".....	36 00
Hillsborough and Lower Cape.....	do.....	$\frac{1}{2}$	12	12 ".....	12 96
Hillsborough and Railway Station.....	R. E. Steeves.....	13	3	6 " (to Dec. 31, '98)	187 04
Hillsborough and Rosevale.....	W. J. Bazley.....	13	3	6 " from ".....	80 00
do do.....	H. J. Stevens.....	3	1	12 ".....	66 00
Hillsdale and Mackville.....	M. McIntyre.....	17	3	6 " (to Dec. 31, '98)	63 50
Hillsdale and Sussex.....	W. Buchanan.....	17	3	6 ".....	30 00
do do.....	W. Smith.....	17 & 21	6 & 3	12 ".....	118 50
Holderville and Millidgeville.....	H. J. Gibbon.....	3 $\frac{1}{2}$	6	12 ".....	118 50
Hopewell Cape and Railway Station.....	W. E. Calhoun.....	1 & 14	6 & 12	12 ".....	329 00
Hopewell Hill, Hopewell and Railway Station.....	C. L. Peck.....	7 & 5	1	12 ".....	140 00
Hopewell Hill and Memel.....	R. S. Woodworth.....	6	1	12 ".....	110 00
Hopper and Little River.....	W. S. Hopper.....	18	1	6 " (to Dec. 31, '98)	37 00
Hopper and Salisbury.....	J. McGee.....	18	1	6 " from ".....	25 00
do do.....	A. Stiles.....	18	1	6 ".....	41 00
Hoyt Station and Juvenile Settlement.....	W. H. Wallace.....	12 & 14 $\frac{1}{2}$	2	12 ".....	32 50
Hoyt Station and Railway Station.....	A. W. Mersereau.....	$\frac{1}{2}$	12	12 ".....	88 33
Indian Mountain and Moncton.....	H. Renton.....	19	1	12 ".....	70 00
Indiantown and St. John.....	H. Feney.....	2	12	12 ".....	69 00
Irishtown and Shediac.....	C. Sullivan.....	20	1	12 ".....	99 00
Jacquet River and Mitchell Settlement.....	W. Arseneau.....	5	2	12 ".....	126 00
Jemseg and Mouth of Jemseg.....	S. C. Burns.....	3	3	12 ".....	40 00
Jemseg and Railway Station.....	L. D. Ferris.....	18	6	12 ".....	49 00
Jolicure, Westmoreland and Railway Station.....	W. W. Copp.....	7 & 1	6 & 12	12 ".....	438 00
Keats and Petitcodiac.....	W. A. Humphrey.....	7	3	12 ".....	181 00
Kent Junction and Railway Station.....	J. Horton.....	$\frac{1}{2}$	12	12 ".....	109 00
Kerry and New Ireland Road.....	J. E. Teahan.....	5	1	12 ".....	30 00
Keswick Ridge, Mouth of Keswick, Upper Haynesville and Upper Keswick Ridge.....	J. Harrigan.....	7, 26 & 32	1 & 2	12 ".....	36 00
					532 00



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APPENDIX B—Continued.

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 Kintore	D. Watt	6	3	12 months	100 00
Kilburn and Railway Station	B. Kilburn	$\frac{1}{2}$	12	"	35 00
Kingsclear and Newmarket	D. McDade	5	1	"	28 00
Kingston (Kent) Jardineville and Richibucto Village	J. Jardine	$1\frac{1}{2}$ & 6	12 & 3	1 " (from June 1, '99)	8 33
Kingston (Kent) and Railway Station	J. Conway, jr.	$\frac{1}{2}$	12	"	80 00
Kingston (Kent) and Richibucto Village	P. McCail	7	2	11 " (to May 31, '99)	40 33
Kingston (King's), Reed's Point and Saunder's Siding	L. J. Cosman	3 & 5	6	12 "	194 00
Kingston (King's) and The Bluffs	J. L. Keirstead	3	2	12 "	30 00
Knoxford and Upper Knoxford	R. Longstaff	4	1	12 "	32 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 "	53 00
Kouchibouguac and Laketon	P. Planagan	6	1	12 "	20 00
Kouchibouguac and Point Sapin	J. Sullivan	20	1	12 "	61 00
Kouchibouguac and Richibucto	E. Pine	12	6	12 "	304 00
Lake George and Prince William	A. McLean	22	2	12 "	123 51
Lakeville and Newcastle Bridge	T. D. Briggs	18	2	6 " (from Jan. 1, '99)	69 00
Landry and Pockmouche	M. Landry	5	1	12 "	23 00
Lawrence Station and Railway Station	E. Taylor	$\frac{1}{2}$	12	12 "	52 00
Ledge and St. Stephen	J. Greene	4	3s & 2w	3 " (to Sept. 30, '98)	18 75
do do	do	4	3s & 2w	9 " from "	37 11
Légère and Portage River	L. Mauzerall	2	3	12 "	30 00
Lépreaux and Pocologan	S. T. Anderson	10	2	1 " (to July 31, '98)	8 33
Lépreaux and New River Mills	do	7	2	5 " (to Dec. 31, '98)	28 83
do do	R. Travis	7	2	6 " from "	16 00
Lépreaux and Railway Station	H. P. Reynolds	$\frac{1}{2}$	12	12 "	40 00
Lever and Oak Bay	G. S. Morrell	6 & $\frac{1}{2}$	2	3 " (from April 1, '99)	15 00
Lewis Mountain and Petitcodiac	W. W. Price	12 & $\frac{1}{2}$	1	12 "	92 80
Lime Hill and Main Post Road	A. C. Scribner	2	1	12 "	20 00
Limekiln and Stanley	H. R. Turnbull	2	1	12 "	25 00
Lincoln and Oromocto	W. Rutledge	4	3	12 "	39 51
Lisson and Markhamville	T. Lisson	3 & $\frac{1}{2}$	1	12 "	20 00
Little Lake and Tracey Station	J. Duplisea	11	1	12 "	55 00
Long Beach and Salmon River	B. Tufts	2	1	3 " (to Sept. 30, '98)	6 50
Longpoint and Springfield	E. Kellier	7 & 10	2	12 "	78 80
Long Settlement and Woodstock	C. W. Atherton	26	2	3 " (to Sept. 30, '98)	68 75
Low'r Brighton, Newburgh Junction, Pembroke and Newburgh	D. Downey	3 & 6	6 & 2	3 " (to Sept. 30, '98)	37 50
do do	C. Dickinson	3 & 6	6 & 2	9 " from "	97 50
Lower Millstream and Parlee Settlement	G. S. Sharp	6 & 5	1	12 "	39 00
Lower Nappan and Point-au-Car	A. Campbell	5 & $\frac{3}{4}$	2	12 "	52 32
Lower Turtle Creek and Turtle Creek	G. A. Fellmore	3	1	12 "	15 00
Lower Wakefield and Rosedale	G. Haley	4	2	12 "	30 00
Ludlow and Railway Station	N. Murphy	$\frac{1}{2}$	12	12 "	20 00
McGinley and Memramcook	A. N. Charters	1	6	11 " (from Aug. 1, '98)	68 75
McGinley and Railway Station	do	1	6	1 " (to July 31, '98)	6 25
McNamee and Railway Station	E. M. Donald	$\frac{1}{2}$	12	12 "	44 00
Maple Creek and Railway Station	W. H. Fraser	1 & $\frac{1}{2}$	6	12 "	60 00
Maplehurst, Upper Kent and Railway Station	L. Hawthorne	3 & $\frac{1}{8}$	2 & 12	12 "	112 00
Maplewood and Millville	C. E. Palmer	5	1	12 "	40 00
Mars Hill and River & C. ute.	D. B. Baird	5	1	12 "	25 00

## APPENDIX B—Continued.

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.
Marysville and Railway Station	G. W. Foster	$\frac{1}{2}$	24	12 months	60 00
Maugerville and Upper Maugerville	J. H. Bailey	5	6	Seasons 1898 and 1899	139 00
Meadows and Railway Station	G. F. Beach	20 yds.	12	12 months	20 00
Meductic and Porton	T. Porter	6	1	12 "	30 00
Meductic and Woodstock	H. W. Bourne	12	6	6 " (to Dec. 31, '98)	150 00
do do	H. Bagley	12	6	6 " from "	100 00
Melrose and Railway Station	B. Corrigan	6	12	12 "	30 00
Memramcook and Railway Station	S. J. Patrick	24	12	12 "	125 00
Mercer and Norton Station	G. Robertson	3 & $\frac{1}{2}$	1	12 "	17 50
Middle Simonds and Woodstock	H. C. Shaw	16	6	12 "	370 00
Midgie Station and Ry. Station	C. Hicks	40 yds.	6	12 "	10 00
Milford Railway Station and Pleasant Point	J. Irwin	$1\frac{1}{2}$	12	12 "	75 00
Mill Brook and Narrows	J. R. Belyea	4	2	12 "	42 25
Milledgeville and St. John	J. B. Hamm	4	6	12 "	125 20
Millerton and Railway Station	G. Vanderbec	$\frac{1}{2}$	12	12 "	40 00
Millstream and Mountain Dale	S. H. Fenwick	6-7	1	3 " (to Sept. 30, '98)	16 25
Millstream and Mount Hebron	F. T. Fenwick	5	1	12 "	40 56
Milltown and St. Stephen	Hardy & Bridges	2	18	3 " (to Sept. 30, '98)	48 75
do do	"	2	18	9 " from "	120 00
Milltown and Upper Mills	J. W. Heaton	3	1	12 "	48 00
Millville, Ry. Station and Temperance Vale	H. McKenna	$\frac{1}{2}$ - $7\frac{1}{2}$	13-3	12 "	180 00
Miscou Harbour and Wilson's Point	P. Wilson	6	2s-1 w	12 "	55 00
Mispec and St. John	J. B. Hamm	9	1	12 "	49 40
Moncton and New Scotland	J. Gray	21	1	12 "	70 00
Moncton and Railway Station	W. Steeves	1	72	12 "	390 00
Moncton and Stoney Creek	A. P. Smith	8	2	12 "	97 00
Moncton and Street Letter Boxes	W. I. Boomer	1	12	12 "	149 00
Moncton and Upper Cloverdale	S. D. Magee	15	3	12 "	150 00
Moncton Road and Shediac	R. Bateman	6	1	12 "	40 00
Moore's Mills and Oak Hill	J. Chisholm	14	3	12 "	137 00
Moore's Mills and Railway Station	A. Connick	$1\frac{1}{2}$	12	12 "	70 00
Mountain Dale and Sniders Mountain	G. H. Kierstead	4	1	9 " (from Oct. 1, '98)	33 75
Mount Pleasant and South Gordonsville	R. K. Stickney	4	2	12 "	33 00
Mount View and Upper Sackville	J. J. Wheaton	3	1	12 "	20 00
Mountville and Railway Station	F. Butterfield	$\frac{1}{2}$	12	12 "	20 00
Mouth of Keswick and Ry. Station	H. F. Dumphy	$\frac{1}{2}$	12	12 "	60 00
Mouth of Keswick and Woodstock	W. H. Lawrence	6	2	3 " (to Sept. 30, '98)	150 00
do do	B. Grant	60	2	9 " from "	431 25
Musquash and Railway Station	L. D. Carman	$\frac{1}{2}$	12	12 "	30 00
Narrows and Wickham	W. S. Scribner	24	3	12 "	323 00
Nashwaak Bridge and Ry. Station	J. T. McBean	$\frac{1}{2}$	12	12 "	60 00
Nashwaak Village and Ry. Station	C. Forbes	14	12	12 "	50 00
Nashwaaksis and Ry. Station	J. V. Johnston	2	2	12 "	10 00
Nanwigewauk and Ry. Station	L. P. Trueman	$1\frac{1}{2}$ - $\frac{1}{2}$	12	12 "	36 00
Nelson Reserve and South Nelson Road	R. C. Astles	3	2	12 "	34 00
Nerepis Station and Ry. Station	M. O. McKenzie	$\frac{1}{2}$	12	12 "	20 00
Nerepis Station and Round Hill	D. W. McKenzie	12	1	12 "	75 00
Newcastle and Railway Station	R. H. Gremlay	1	24	12 "	185 00
Newcastle and Red Bank	J. C. Brown	15	3	12 "	272 00
Newcastle and Renous Bridge	J. C. Brown	17	3	12 "	270 00
Newcastle and Sevogle	E. O'Shea	25	1	12 "	140 00
Newcastle Bridge and Sheffield	E. Lawrence	22	2	6 " (to Dec. 31, '98)	100 00
Newcastle Creek and Sheffield	J. C. Simmons	32	2	6 " (to Dec. 31, '98)	91 44
do do	"	32	2	6 " from "	114 97

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APPENDIX B—Continued.

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.
New Mills and Railway Station	W. Flann	$\frac{1}{2}$	12	12 months	44 51
Newtown and Sussex	J. Cotter	10-12	3 6	" (to Dec. 31, '98).	90 00
do do	T. M. Durham	10-12	3 6	" from "	84 00
Newtown and White's Mountain	J. A. Jamieson	3	1 12	"	30 00
Nictau and Riley Brook	C. Simons	6	1 12	"	28 00
Nigado and Petit Rocher	F. Walsh	5 $\frac{1}{2}$	1 12	"	40 00
Nixon and Turtle Creek	L. A. Wilson	4	2 12	"	35 00
North Forks, Salmon Creek and Salmon Creek	F. H. Fowler	3	1 9	" (to Mar. 31, '99).	30 00
North River Platform and Railway Station	T. Jones	$\frac{1}{2}$	12 12	"	25 00
North Tay and Stanley	J. E. Gourley	9	2 12	"	75 00
Norton Dale and Railway Station	I. W. Stewart	2 $\frac{1}{2}$	2 12	"	30 00
Norton Station and Springfield	E. L. Perkins	7	6 12	"	165 50
Notre Dame and Poirier	J. Gueguen	6	1 12	"	22 00
Oak Bay and Railway Station	R. W. Wilson	$\frac{1}{2}$	12 12	"	65 00
Oakham and Railway Station	G. W. Worden	$\frac{3}{4}$	3 12	"	14 00
Oakland, Riverbank and Ry. Siding	R. W. Tompkins	3&100yd	6-2 9	" (from Oct. 1, '98)	39 00
Oak Point, Pollyhurst and Round Hill	D. D. Flewelling	3 & 12	6 & 1	Part of seasons of '98&'99	72 37
Oakville and Richmond Corner	J. Martin	10	2 12	months	95 00
Oromocto, Sheffield, Upper Gagetown, and Swan Creek	J. Cannon	10, 21 & 12	6 & 3 3	" (to Sept. 30, '98).	80 00
do do do	J. Malone	10, 21 & 12	6 & 3 9	" from "	240 00
Oromocto and Shirley Settlement	R. Brennan	4	1 12	"	20 00
Oromocto and Waasis Station	J. Cannon	6	6 3	" (to Sept. 30, '98).	47 50
do do	J. Malone	6	6 9	" from "	142 50
Oromocto and Woodside	F. Goodine	18	2 12	"	109 00
Ortonville and Railway Siding	C. C. Gallagher	$\frac{1}{16}$	4 12	"	12 00
Ossekeag and Upperton	C. K. Leonard	19 $\frac{1}{2}$	3 12	"	200 00
Painsec and Railway Station	G. Comeau	1	2 12	"	32 00
Parents and Railway Station	M. Lebel	50 yds.	12 11	" (from Aug. 1, '98)	18 33
Passekeag, Sherlock and Railway Station	G. R. Campbell	5 & 100 yds.	12 & 1 12	"	79 00
Payne Settlement and Undine	A. Goodine	6	1 12	"	20 00
Peniac and Railway Station	C. T. Weade	$\frac{1}{2}$	12 12	"	60 00
Pennfield Ridge and Seely's Cove	R. Guthrie	4	2 10	" (from Sept. 1, '98)	25 00
Penobscuis and Roxburgh	H. McManus	24	2 12	"	200 00
Perth Centre and Railway Station	M. Larlee	$\frac{1}{2}$	12 12	"	50 00
Perth Centre and Riley Brook	B. Armstrong	72	2 12	"	395 00
Perth Centre and Tilley	A. C. Adams	17 $\frac{1}{2}$	2 12	"	115 00
Petersville and Welsford	J. Burton	10	2 12	"	80 00
Petersville Church and South Clones	H. A. Cooper	4	1 12	"	22 00
Petit Rocher and Railway Station	P. E. Bourdreau	1 $\frac{1}{2}$	12 12	"	47 51
Pioneer and Woodstock	C. W. Atherton	25	3 3	" (to Sept. 30, '98).	99 25
Pisarinco, Pisarinco West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3 12	"	95 00
Plour and Silver Stream	P. Morneault	3	3 12	"	75 00
Point du Chêne and Ry. Station	E. McDonald	$\frac{1}{2}$	12 12	"	32 00
Pollett River and Railway Station	T. W. Colpitts	$\frac{1}{2}$	3 12	"	28 00
Port Elgin and Railway Station	G. Siddall	$\frac{1}{2}$	12 12	"	50 00
Port Elgin and Spence	T. L. Wood	17 & 15	3 12	"	241 80
Powers Creek and Railway Station	J. Corbin	$\frac{1}{2}$	12 12	"	25 00

## APPENDIX B—Continued.

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.
Powers Creek and St. Amands.....	B. Garvais.....	5	2	12 months.....	44 00
Prince of Wales and Ry. Crossing	J. Cairns.....	$\frac{1}{2}$	6	12 ".....	31 00
Prince William Station and Railway Station.....	W. G. Hatch.....	$\frac{1}{4}$	12	12 ".....	100 00
Prince William Station and York Mills.....	R. Henery.....	3	2	12 ".....	59 00
Queenstown and Upper Otnabog.....	A. C. Fox.....	$2\frac{1}{2}$	3	12 ".....	22 00
Randolph and Railway Station.....	W. A. Miller.....	2	12	12 ".....	100 00
Read and Railway Station.....	E. J. Read.....	$2\frac{3}{4}$	2	12 ".....	25 00
Reynolds and South Nelson.....	J. Doclan.....	7	2	12 ".....	42 51
Richibucto and Railway Station.....	J. C. Vantour.....	$\frac{1}{2}$	12	12 ".....	48 00
River-des-Caches and Savoy.....	G. Savoy.....	5	1	12 ".....	26 00
River Louison and Railway Station	J. Currie.....	$7\frac{1}{2}$	12	12 ".....	60 00
River Louison and Sunnyside.....	H. Miller.....	7	2	12 ".....	68 00
Riverside and Railway Station.....	D. W. Stuart.....	$\frac{3}{4}$	12	12 ".....	40 00
Robertson's Point and White's Cove	C. H. Guenter.....	3	3	12 ".....	33 32
Robertville and Railway Station.....	J. Aube.....	$3\frac{3}{4}$	1	12 ".....	124 00
Robertville and St. Rosette.....	J. I. Hachey.....	4	1	12 ".....	25 00
Robichaud and St. André-de-Shédiac	F. Robichaud.....	17 & 6	2	12 ".....	102 00
Rockland, Upper Dorchester and Railway Station.....	J. Sutherland.....	$4\frac{1}{2}$ & $\frac{1}{2}$	6 & 12	12 ".....	318 84
Rockport and Sackville.....	A. Tower.....	16	1	12 ".....	65 00
Rogersville and Rogersville East.....	W. Cormier.....	$4\frac{1}{2}$	1	12 ".....	33 00
Rogersville, Railway Station and Vienneau.....	F. Richard.....	5 & $\frac{1}{2}$	1 & 12	12 ".....	56 00
Rolling Dam Station, Railway Station and Sorrell Ridge.....	W. Goodill.....	$\frac{1}{6}$ & $\frac{1}{6}$	12 & 2	12 ".....	170 00
Rosebank and Six Roads.....	M. Robicheau.....	4	1	12 ".....	25 00
Rothsay and Railway Station.....	J. R. Robertson.....	50 yds.	30	12 ".....	75 00
Round Hill and Speight's Corner.....	A. F. Speight.....	8	2	12 ".....	30 00
Rusagornis and Waasis Station.....	J. P. de Grasse.....	3	3	12 ".....	50 00
St. Alma and Three Brooks.....	L. Reid.....	$1\frac{1}{2}$	2	12 ".....	25 00
St. Andrews and Railway Station.....	R. Storr.....	$\frac{1}{2}$	as req.	12 ".....	82 28
St. Anne de Madawaska and Railway Siding.....	J. B. Martin.....	100 yds.	12	12 " (and arrears).....	36 67
St. Charles and Railway Crossing.....	M. J. Daigle.....	2	2	12 ".....	30 00
St. Croix and Railway Station.....	M. Hood.....	1	6	12 ".....	60 00
St. Fabien and St. Marys.....	J. M. Martin.....	5	1	11 " (to May 31, '99.).....	18 34
St. George and Railway Station.....	C. F. McGee.....	1	12	12 ".....	40 00
St. Isidore and Tracadie.....	L. Ashe.....	$11\frac{1}{2}$	2	12 ".....	65 84
St. John (Letter Carriers' Service).....	St. John Ry. Co.....	$7\frac{1}{2}$	as req.	12 ".....	300 00
St. John and Railway Station (C.P.)	D. O'Connell.....	$\frac{1}{2}$	"	12 " (less fines).....	454 36
do do (I.C.).....	".....	$\frac{1}{2}$	"	12 ".....	613 12
St. John and St. John West.....	T. M. Burns.....	1	30	12 ".....	154 00
St. John and St. Martins.....	D. O'Connell.....	30	6	12 ".....	894 00
St. John and Sand Point Road.....	D. Peacock.....	3	3	12 ".....	40 00
St. John and Street Letter Boxes.....	G. McDade.....	$2\frac{1}{2}$	18	12 ".....	359 00
St. John and Wells.....	T. Kenney.....	19-11	1	12 ".....	72 00
St. John West and Street Letter Boxes.....	J. McG. Campbell.....	$1\frac{1}{2}$	12	12 ".....	80 00
St. Leonard and Railway Station.....	P. Martin.....	$\frac{1}{4}$	12	12 ".....	50 00
St. Leonard Station and Railway Station.....	L. Michaud.....	$\frac{1}{2}$	12	12 ".....	14 80
St. Leonard and Van Buren (Me.).....	D. O. Bourgoin.....	1	6	12 ".....	75 00
St. Martins and Salmon River.....	C. E. Sweet.....	$9\frac{1}{2}$	6	12 ".....	338 00

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APPENDIX B—Continued.

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.
St. Martins and Wood Lake.....	T. Hosford.....	6	1	12 months.....	35 00
St. Norbert and West Branch.....	A. Gallant.....	5	1	12 ".....	18 00
St. Stephen and Calais.....	I. Bridges.....	1	12	12 ".....	100 00
St. Stephen and Railway Station (C.P.).....	Hardy & Bridges.....	1	as req.	12 ".....	125 20
do do (I.C.).....	J. Greene.....	1	12	12 ".....	89 00
Sackville and Railway Station.....	A. W. Dixon.....	1	36	12 ".....	245 00
Sackville and Second Westcock.....	S. McAllister.....	8	1	12 ".....	45 00
Sackville and Upper Sackville.....	D. Wheaton.....	5	6	12 ".....	118 74
Sackville and Wood Point.....	C. Richardson.....	6	1	12 ".....	45 00
Salisbury and Railway Station.....	A. G. Chapman.....	1	36	12 ".....	169 00
Sahmondale and Railway Station.....	W. D. Patterson.....	2	3	12 ".....	32 00
Salt Springs and Titusville.....	H. O. Brine.....	6	2	12 ".....	44 00
Sea Side and Railway Station.....	S. Laughlin.....	1	6	12 ".....	20 00
Shediac and Railway Station.....	J. D. Weldon.....	1	48	12 ".....	96 00
Shediac Road and Railway Station.....	J. Walker.....	1	3	12 ".....	47 00
Shepody Road and Waterford.....	O. Sears.....	10	1	8 " (from Nov. 1, '98)	26 67
Shippigan and Shippigan Island.....	W. Chiasson.....	12	2s-1 w	12 ".....	70 00
Silver Beach and Railway Station.....	E. Rideout.....	1	4	12 ".....	14 95
South Bay and Railway Station.....	E. Long.....	1	12	12 ".....	16 00
South Nelson and Railway Station.....	W. Fitzpatrick.....	1	8	12 ".....	63 51
South Nelson and South Nelson Road.....	W. Kirk.....	3	2	12 ".....	23 50
South Newbridge and Woodstock.....	L. W. Tompkins.....	4	2	12 ".....	50 00
Spruce Lake and Railway Crossing.....	J. Robinson.....	1	6	12 ".....	30 00
Spruce Lake Station and Railway Station.....	E. McCarthy.....	1	6	12 ".....	20 00
Stanley and Railway Station.....	C. Coughlin.....	6	6	12 ".....	100 00
Stone Ridge and Railway Station.....	L. Brewer.....	1	12	12 ".....	20 00
Summerfield and Upper Wicklow.....	D. Gee.....	3	2	12 ".....	35 00
Sussex and Military Camp.....	A. Mahoney.....			12 days.....	12 00
Sussex and Railway Station.....	S. Dryden.....	1	as req.	12 months.....	100 00
Tapleys Mills and Railway Crossing.....	M. Murray.....	1	4	12 ".....	35 00
Three Tree Creek and Railway Station.....	J. McQuestion.....	1	6	12 ".....	20 00
Tower Hill and Railway Station.....	S. J. Irving.....	2	2	12 ".....	50 00
Traceys Station and Railway Station.....	J. Tracey.....	1	12	12 ".....	30 00
Traceys Station and Traceyville.....	A. O. Tracey.....	4	1	12 ".....	24 00
Upper Blackville, Morehouse, Shinnickburn and Railway Station.....	H. Morehouse.....	3-2-7	2-6	12 ".....	140 00
Upper Brighton and Railway Station.....	C. Chase.....	100 yds.	6	9 " (from Oct. 1, '98)	11 25
Upper Cape and Railway Station.....	C. T. Allen.....	3	3	12 ".....	42 00
Upper Keswick and Railway Station.....	C. W. Estey.....	1	12	12 ".....	30 00
Upper St. Brazil Railway Station.....	M. L. Martin.....	1	12	12 ".....	75 00
Upper Woodstock and Railway Station.....	J. J. Evans.....	1	6	12 ".....	40 00
Waweig and Railway Station.....	M. J. Greenlaw.....	1	6	12 ".....	60 00
Welsford and Railway Station.....	H. Johnston.....	18	12	12 ".....	120 00
Westfield and Railway Station.....	C. M. Nase.....	12	12	12 ".....	65 60
Westfield Centre and Railway Siding.....	N. S. Ballentine.....	12	12	12 ".....	10 00
Williamstown and Woodstock.....	W. Lee.....	20 & 22	3	9 " (from Oct. 1, '98)	204 75
Wisely and Railway Siding.....	A. Sewell.....	1	2	10 " (from Sept. 1, '98)	19 17
Woodstock and Railway Station.....	W. F. Glidden.....	1	48	12 ".....	165 00
Woodstock and Street Letter Boxes.....	do.....	1	12	12 ".....	102 33
Woodstock and Woodstock Road Station.....	T. Baker.....	8	6	12 ".....	200 00

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ ct.-
Young's Cove Road and Railway Station.....	L. D. Ferris .....	50 yds.	6	12 months .....	25 00
Zealand Station and Railway St'n.	D. Jewett .....	$\frac{1}{2}$	12	7 " (from Dec. 1, '98)	17 50
Zionville and Railway Station .....	W. Munroe .....	$\frac{1}{8}$	12	12 " .....	12 00
Charge of Mails at McAdam Junct'n	J. W. Green .....		12	" .....	200 00
Charge of Mails at Vanceboro' .....	V. J. Woodrow .....		12	" .....	156 50
Charge of Mails at Point du Chene and Steamer.....	J. T. White .....			Part of seasons 1898 & 99.	37 92
Charge of Mails at Fredericton Junction .....	A. L. Nutter .....			12 months .....	60 00
Charge of Mails at Norton Station.	S. McCready .....		12	" .....	50 00
Charge of Mails at Penobscuis St'n.	J. Gross .....		12	" .....	30 00
Charge of Mails at Petitcodiac .....	W. W. Price .....		12	" .....	30 00
Charge of Mails at Chatham Junct'n do .....	R. Blair .....		6	" (to Dec. 31, '98) ..	12 50
do do .....	E. L. Hendry .....		4	" (from Mar. 1, '99)	8 33
Charge of Mails at Chatham Branch Railway Station .....	R. Dunbar .....		12	" .....	25 00
Charge of Mails at Wickham .....	H. D. Case .....		1	" and 10 days (from May 22, '99) ..	1 93
				Total .....	\$51,902 39

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

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APPENDIX B—Continued.

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow	R. Dunbar, sr.	5	2	12 months	68 00
Acadia Mines and Bass River	J. W. Broderick	14	6	12 "	327 00
Acadia Mines and Londonderry Stn	R. P. Bigney	2 $\frac{3}{4}$	24	12 "	124 80
Advocate Harbour and Apple River	T. L. Turple	10	6	12 "	268 00
Advocate Harbour and Eatonville	B. M. Elliott	10	3	12 "	165 00
Advocate Harbour and Parrsboro'	R. Hatfield	32	6	12 "	800 00
Afton and Backlands	E. F. Taylor	5	1	12 "	25 00
Afton and Bayfield	M. Connor	2 $\frac{1}{2}$	6	12 "	74 00
Afton and Railway Station	E. F. Taylor	$\frac{1}{4}$	12	12 "	32 00
Afton Station and Railway Station	W. McLeod	50 yds.	3	4 " (to Oct. 31, '98)	8 33
do do	J. McDonnell	$\frac{1}{4}$	3	8 " from "	16 67
Alba and Whycomagh	A. McKenzie	13	1	3 " (to Sept. 30, '98)	13 50
Albany Cross and New Albany	W. H. Durland	7	1	12 "	40 00
Albert Bridge and Horn's Road	H. Horne	4	1	12 "	25 00
Alder Point and Little Bras d'Or	J. H. Plant	6	1	12 "	35 00
Alexander and Blackstone	F. Beaton	1 $\frac{3}{4}$	3	12 "	11 40
Alexander and Cape Mabou	J. A. Beaton	4 $\frac{3}{4}$	2	12 "	22 40
Alton and Railway Station	J. Hood	75 yds.	6	12 "	31 30
Amherst and Amherst Point	T. Roberts	4 $\frac{1}{2}$	6	12 "	150 00
Amherst and Hastings	E. Chapman	6	1	5 " (to Nov. 30, '98)	16 67
Amherst and Linden	K. Hunter	20	3	8 " (to Feb. 28, '99)	180 00
Amherst and Little River	C. L. Mills	22 $\frac{3}{4}$	3	12 "	312 00
Amherst and Northport	I. R. Lamey	26	6	8 " (to Feb. 28, '99)	691 00
Amherst and Railway Station	B. W. Ralston	$\frac{1}{4}$	as req.	12 "	187 80
Amherst and Tidnish	J. Finley	31	6	4 " (from Mar. 1, '99)	249 00
Amherst Station Letter Box and Postal Cars	B. W. Ralston	30 yds.	36	12 "	25 00
Annapolis and Dalhousie West	W. Stailing	16	1	12 "	98 00
Annapolis and Granville Ferry	W. H. Weather- spoon	1	6	12 "	225 00
Annapolis and Melford	L. Orde	14	6	12 "	290 00
Annapolis and Mochelle	J. McDormand	3 $\frac{1}{2}$	3	12 "	80 00
Annapolis and Perott Settlement	T. Goldsmith	9	1	12 "	47 50
Annapolis and Railway Station	G. S. Bishop	$\frac{1}{4}$	12	12 "	105 00
Anthony's Line and Scotch Village	S. Cochran	11 rt.	2	3 " (to Sept. 30, '98)	13 75
do do	H. Cochran	11 rt.	2	9 " from "	41 25
Antigonishe and Beechwood	A. McDonald	6	1	12 "	30 00
Antigonishe and Brophy's	D. Moriarty	26 rt.	5	12 "	128 00
Antigonishe and Glen Uig Pleasant Valley	H. Smith	7	3	12 "	70 00
Antigonishe and Isaac's Harbour	C. Grant	45 $\frac{1}{4}$	6	12 "	1,948 64
Antigonishe and Livingstone Cove	R. McDonald	48 rt.	4	3 " (to Sept. 30, '98)	77 25
do do	M. McDonald	48 rt.	4	9 " from "	231 75
Antigonishe and Lower West River	G. S. Williams	3 $\frac{1}{2}$	2	12 "	49 80
Antigonishe and Railway Station	W. G. Cunning- ham	$\frac{3}{4}$	12	3 " (to Sept. 30, '98)	24 50
do do	C. C. Cunning- ham	$\frac{3}{4}$	12	9 " from "	73 50
Antigonishe and Sherbrooke	T. J. Sears	40	3	12 "	540 00
Antigonishe and Williams Point	D. McDonald	3	2	6 " (to Dec. 31, '98)	30 00
do do	do	3	2	6 " from "	19 50
Antigonishe Harbour South Side and Lower South River	T. G. Kiely	4 $\frac{1}{2}$	2	12 "	45 00
Antrim and Gays River	S. G. Ogilvie	16 rt.	2	12 "	68 00
Apple River and River Herbert West Side	A. McDonald	32	6	12 "	787 00
Arcadia and East Chebogne	J. Hersey	4	2	12 "	33 00

## APPENDIX B—Continued.

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.
Ardoise Hill and Newport Station..	M. Harvey.....	1½ & 19 rt	6 & 2	12 months	135 00
Argyle and Argyle Head.....	O. W. Slocombe.	2	6	12 "	64 00
Arichat and Petite de Grat Bridge.	A. Sampson.....	4	6	3 " (to Sept. 30, '98).	26 00
do do	J. Parker.....	4	6	9 " from "	60 00
Arichat and Robins.....	F. L. Malzard.....	1½ & 4	6	12 "	70 00
Arichat and West Arichat.....	J. H. McDonald.....	6	1	Part of season 1898-99...	49 00
Arisaig and Main Post Road.....	W. Gillis.....	½	12	12 months	10 00
Arlington and Canning.....	J. Blenkhorn.....	5	2	3 " (to Sept. 30, '98).	6 23
Ashfield and Orangedale.....	H. McDonald.....	3½	1	12 "	16 00
Askilpen and Railway Station.....	H. A. Archibald.....	3	3	12 "	60 00
Aspen and Blue Mountain.....	J. S. Dewar.....	30½	3	7 " (to Jan. 31, '99)..	172 08
Aspen and Gleneleg.....	J. McGrath.....	4	3	12 "	39 48
Aspen and James River Station.....	do.....	27	3	5 " (from Feb. 1, '99)	112 08
Athol and Little Forks.....	C. A. McCabe.....	3	3	12 "	50 00
Athol and Railway Station.....	D. R. Scott.....	1	12	12 "	100 16
Auburn and Greenwood.....	G. W. Eaton.....	8½	1	12 "	48 00
Auburn and Railway Station.....	G. O. Jacques.....	½	12	12 "	76 00
Auburn and Welton's Corner.....	J. Brimen.....	11 rt.	2	1 " (from June 1, '99).	3 91
Auld's Cove and Railway Station.....	M. Forrestall.....	2	6	12 "	40 44
Avondale Station and Dummaglass.....	A. McEachern.....	9½	6	12 "	290 00
Avondale Station and Railway St'n.....	D. N. Robertson.....	½	12	12 "	20 00
Avonport and Avonport Station.....	F. B. Newcomb.....	1½	6	12 "	60 00
Avonport Station and Railway St'n.....	F. E. Borden.....	12 yds.	12	12 "	25 00
Aylesford and Dalhousie Road.....	L. M. Nichols.....	26	1	12 "	127 40
Aylesford and Dempsey's Corner.....	H. W. Spurr.....	10 rt.	3	6 " (from Jan. 1, '99).	35 00
Aylesford and Harmony.....	H. S. Brennan.....	22 rt.	1	12 "	48 10
Aylesford and Morden.....	W. Dempsey.....	22 rt.	2	11 " (to May 31, '99).	86 16
do do	do.....	9	2	1 " from "	6 41
Aylesford and Railway Station.....	F. E. Harris.....	½	12	12 "	87 64
Aylesford and Victoria Harbour.....	S. Spicer.....	7	1	1 " and 15 days (from May 17, '99)..	4 33
Aylesford and Weston.....	D. Bent.....	4	2	6 " (to Dec. 31, '98).	30 00
Baddeck and Big Bras d'Or.....	A. Fraser.....	25	3	12 "	448 00
Baddeck and Englishtown.....	D. Morrison.....	21	3	12 "	219 00
Baddeck and Upper Settlement, Baddeck River.....	M. McLean.....	14	2	12 "	69 72
Baddeck and Upper Settlement, Middle River.....	A. Anderson.....	19½	3	12 "	173 48
Baddeck and Whycoomagh.....	J. A. McNaughton.....	27	6	12 "	677 00
Baddeck Bay and Main Post Road.....	C. McDonald.....	½	6	12 "	12 00
Baddeck Bay and Plaister Mines.....	H. Fraser.....	4	2	10 " (to Apl. 30, '99).	22 50
do do	do.....	4	3	2 " from "	6 75
Baddeck Bay and Rear Baddeck Bay.....	D. McKenzie.....	3½	1	12 "	25 00
Baddeck River (North Branch) and Forks Baddeck.....	A. McInnes.....	5	2	12 "	50 00
Baker Settlement and Greenfield.....	H. Carver.....	5 & 8	3 & 1	12 "	115 00
Ballantyne's Cove and Main Post Road.....	A. McDougall.....	¾	4	12 " (and arrears)....	65 00
Balmoral and Main Post Road.....	J. Thibeau.....	3	3	12 "	48 00
Balmoral Mills and The Falls.....	A. McKay.....	2½	3	12 "	58 00
Bank's Broad Cove and Sight Point.....	J. D. KeEachen.....	7	1	12 "	20 00
Bank's Broad Cove and Strathlorne.....	L. McDougall.....	4	1	12 "	15 18
Barney's River and Marsh.....	J. McLeod.....	14	2	12 "	82 00
Barney's River and Railway St'n.....	A. Murray.....	4½	12	12 "	140 84
Barney's River and Rossfield.....	J. G. Clemis.....	4	1	12 "	21 00
Barrachois Harbour and Boisdale Barrachois.....	N. L. Nicholson.....	3	1	12 "	40 00



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APPENDIX B—Continued.

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.
Barrachois, St. Louis and Grand Anse	S. Josse	2	3	12 months	35 00
Barra Glen and Iona	R. P. McNeil	4½	2	12 "	52 00
Barrington and Port Clyde	H. Doane	36 rt.	6	12 "	304 00
Barrington and Pubnico Beach	M. K. Swim	22	6	12 "	385 00
Barrington Passage and Cape Sable Island	T. W. Robertson	1½	6	12 "	300 00
Barrios Beach and Big Tracadie	H. Petipas	4	3	12 "	30 00
Barss Corner and Chesley Corner	P. DeLong	3	6	12 "	95 00
Barss Corner and Foster's	do	20½ rt.	3	12 "	90 40
Barss Corner and Stanburn	do	6	1	12 "	25 00
Barton and Railway Station	W. Gavel	3	12	12 "	187 80
Basin River Inhabitant and Lower River Inhabitant	R. Proctor	3	3	12 "	40 00
Baxter's Harbour and Canning	G. H. Whalen	11½	2	12 "	127 76
Bay St. Lawrence and Enlightown	N. McLeod	73	3	12 "	1,198 00
Bay St. Lawrence and Meat Cove	T. Capstick	7	3	12 "	65 00
Bayside and Shad Bay	M. Connors	3½	2	9 " (to Mar. 31, '99).	37 50
do do	M. Fader	3½	2	3 " from "	12 50
Bear Cove, Cheticamp and Meteghan	G. L. Comeau	4	2	12 "	40 00
Bear River, West Side and Lansdowne	G. M. Harris	4	3	12 "	78 00
Bear River, West Side and Morganville	J. H. Berry	7	1	3 " (from Apl. 1, '99).	6 25
Bear River, West Side and Railway Station	R. M. McClelland	5	12	3 " (to Sept. 30, '98).	43 45
Bear River, West Side and Railway Station Station	F. W. Purdy	5	12	9 " from "	104 25
Beaulieu and St. Andrews	C. Chisholm	6	1	12 "	30 00
Beaver Bank and North Beaver Bank	W. T. Lively	8	2	12 "	80 00
Beaver Bank and Railway Station	D. Hallisay	25 yds.	12	12 "	75 00
Beaver Cove and Boisdale Chapel	N. A. Campbell	3	3	12 "	36 00
Beaver Cove and Bear Beaver Cove	J. P. Gillis	3	1	12 "	24 50
Beaver Harbour and Port Dufferin	S. Jewers	3½	3	12 "	52 48
Bedford Basin and English Corner	J. Thomas	11	3	12 "	120 00
Bedford Basin and Railway Station	J. Mackenzie	100 yds.	42	12 "	153 37
Bedford Basin and Upper Sackville	L. Major	18 rt.	6	12 "	229 00
Beech Hill and Chester Basin	D. Veinot	6	1	12 "	50 00
Beechmont and North-west Arm	A. McKenzie	6 & 4	1	12 "	30 92
Belmont and Debert Station	A. L. Stevens	15 r.t.	2	12 "	50 00
Belmont and Railway Station	T. Lindsay	½	12	3 " (to Sept. 30, '98).	30 00
do do	do	¾	12	9 " from "	56 25
Benjamin's Mills and Falmouth Station	T. M. Martin	19 rt. & 10 rt.	2 & 1	12 "	156 00
Berry Hill and Upper Steviacke	H. Johnson	4½	1	12 "	20 00
Berwick and Buckleys	W. D. Porter	22½ rt.	2	6 " (to Dec. 31, '98).	78 00
do do	W. M. Shaw	18 rt.	3	6 " from "	67 00
Berwick and Morrystown	S. H. Nichols	14 rt.	1	12 "	40 00
Berwick and Railway Station	E. C. Foster	¾	6	12 "	50 00
Big Bras d'Or and Black Rock	J. McDonald	2½	1	12 "	24 00
Big Brook and River Dennis	H. A. Archibald	5	2	12 "	45 00
Big Glen and Enon	J. McDonald	6	1	12 "	22 48
Big Harbour Island and Malaga-watch	M. McIntosh	3	2	12 "	38 00
Big Intervale Cape North and Cape North	W. A. McLennan	5½	1	12 "	17 44
Big Intervale Margaree and North-east Branch Margaree	A. G. McDonald	13	3	12 "	129 00
Big Island and Merigomishe	A. G. McGregor	3 & 13	2	12 "	69 00
Big Lorraine and Sydney	R. W. Martin	28 & 3	3 & 2	12 "	600 00
Big Marsh and Maryvale	D. J. Macdonald	3	1	12 "	31 00

## APPENDIX B—Continued.

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 Pond and Glengarry Valley	M. McNeil	4	1	12 months	19 72
Big Pond and Ben Eoin	H. A. Gillis	6	1	12 "	16 48
Big Pond and Salem Road	A. McCuish	12	2	12 "	49 00
Big Port L'Hébert and Table River	S. A. Craig	12	1	12 "	60 00
Big Tracadie and Big Tracadie Platform	H. L. Gerrior	4	12	12 "	90 00
Big Tracadie and Mattie	E. Coty	8	2	12 "	70 00
Billtown and Sheffield Mills	A. W. Wheaton	15 rt.	3	6 " (to Dec. 31, '98)	60 00
do do	do	15 rt.	3	6 " from "	39 50
Birchtown and Clyde River	J. J. Powers	28½	3	12 "	367 00
Bishop Mountain and North Kings-ton	A. McGarvey	4	1	4 " (from Mar. 1, '99)	6 66
Bishopville and Hantsport	R. E. Bishop	6	2	12 "	80 00
Blacketts Lake and Sydney Forks	R. Mackenzie	2½	3	12 "	50 00
Black Rock and Parrsboro	W. Phinney	6	1	12 "	65 00
Blanchard Road and New Glasgow	A. Stewart	18	3	12 "	170 00
Blanch and Cape Negro	S. S. Smith	4	3	12 "	65 00
Blandford and Hubbard's Cove	J. E. Shatford	17	3	12 "	325 00
Blandford and Tancook Island	O. Baker	4½	1	12 "	40 00
Blockhouse and Maitland Forks	C. Barry	8½	1	12 "	32 00
Blockhouse and Railway Station	I. Mossman	4	6	12 "	100 00
Bloomfield and Main Post Road	C. Marr	6	6	12 "	25 00
Blueberry Hill and Salt Spring	H. Gillis	8	2	12 "	70 00
Blue Mountain and East River St. Marys	A. Cameron	19½	3	5 " (from Feb. 1, '99)	90 83
Blue Mountain and New Glasgow	D. Holmes	15½	6	12 "	244 00
Blue Rock and Lunenburg	R. A. Backman	5	2	12 "	48 00
Blue's Mills and Iron Mines	D. D. McKinnon	5½	3	12 "	25 00
Boisda'e Barrachois and Railway Station	D. McNeil	3	3	12 "	49 00
Boisda'e Chapel and Railway Stn.	D. N. McIntyre	1	1	12 12 "	52 00
Boulardarie and Little Bras d'Or	P. Collins	14 & 6	2 & 3	12 "	216 00
Boulardarie and Point Clear	J. Munro	7	2	12 "	76 36
Boylston and Milford Haven Bridge	W. Imlay	3	1	12 "	69 00
Boylston and Mulgrave	R. W. Whitman	30	3	12 "	480 00
Brazil Lake and Railway Station	M. Iram	4	6	12 "	50 00
Brenton and South Ohio	S. Pennell	4	2	12 "	40 00
Brickton and Lawrencetown	C. W. Phinney	3	1	12 "	25 00
Bridgetown and Dalhousie West	T. Todd	98 rt.	1	12 "	65 00
Bridgetown and Granville Ferry	J. H. Rhodes	14	3	12 "	312 00
Bridgetown and Lawrencetown	E. Poole	10½ & 7½	1	12 "	59 48
Bridgetown and Middleton	do	17	2	1 " (to July 31, '98)	11 16
Bridgetown and Parker's Cove	C. E. Dunn	21 rt. & 27	1	12 "	128 00
Bridgetown and Railway Station	F. Crosskill	1	12	12 "	100 28
Bridgeville and Railway Station	J. W. Grant	1	12	12 "	59 47
Bridgewater and Lunenburg	J. Whitman	12	3	12 "	190 00
Bridgewater and Mill Village	H. Kaulbach	39½	3	6 " (to Dec. 31, '98)	190 20
do do	J. Hatt, sr.	39½	3	6 " from "	210 00
Bridgewater and Pleasant River	S. I. Feindel	10	2 & 3	12 "	225 00
Bridgewater and Railway Station	do	1	20	12 "	125 00
Bridgewater and Shelburne	J. K. Hogg	86, 89, 16	6	12 "	5,725 52
Bridgewater and Stanley Section	A. E. McDonell	32 rt.	2	12 "	198 00
Brighton and Railway Station	C. Marr	4	6	12 "	66 51
Briley's Brook and Railway Station	A. McDonald	1	6	12 "	78 25
Broad Cove Chapel and Glen Campbell	D. A. Campbell	4½	2	12 "	39 00
Broad Cove Marsh and Main Post Road	A. McDougall	2	2	12 "	20 00
Broad Cove Mines and Deepdale	J. A. McLellan	4	3	10 " and 15 days (to May 15, '99)	39 31
Broad Cove Mines and Strathlorne	do	4	3	16 days (from May 16, '99)	5 69

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APPENDIX B—Continued.

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.
Broadway and West Merigonishe Railway Station.	J. D. Grant.	13 & 11 $\frac{1}{2}$	3	12 months	110 00
Brookfield (Colchester) and Forest Glen	H. Benjamin.	13 rt.	2	12 "	75 00
Brookfield (Colchester) and Green's Creek	W. S. Hamilton.	8	2	12 "	85 00
Brookfield (Queen's) and Liverpool Brookfield do and Malaga Gold Mines.	W. Johnson.	27	6	12 "	800 00
Brookfield (Colchester) and Railway Station.	B. M. Freeman.	6	6	12 "	168 00
Brookfield (Colchester) and Upper Stewiacke	J. Graham.	100 yds.	24	12 "	132 12
Brookland and Salt Springs	G. L. Andrew	18	6	12 "	439 00
Brooklyn and Yarmouth	G. Gray	3	2	12 "	40 00
Brook Village and Centreville East	J. Morrell	4	2	12 "	50 00
Brook Village and Mull River	N. McAskill	5	1	12 "	20 00
Brook Village and Rosedale	J. Beaton.	4 $\frac{1}{2}$	2	12 "	40 00
Brown's Mountain and Marshy Hope	M. McKinnon.	5 $\frac{1}{2}$	2	12 "	35 00
Brule and Denmark	R. McDonald.	5 $\frac{1}{2}$	1	12 "	30 00
Brule Shore and Tatamagouche	I. Forbes.	5	6	12 "	72 00
Bryon Island and Fauriel	G. Henderson.	8	3	12 "	59 00
Buckfield and Main Post Road.	J. Ballantyne.	9	1	Part of seasons, 1898-99.	83 54
Burke and Mabou.	H. Wynott.	1	1	12 months	11 00
Burlington and Victoria Harbour	D. Burke.	5	1	12 "	15 00
Burntcoat and Noel.	T. A. Baker	16 rt.	1	12 "	40 00
	J. Murray	4 $\frac{1}{2}$	3	12 "	50 00
Cain's Mountain and McKinnon's Harbour	G. McKenzie.	3	1	12 "	24 00
Caledonia Corner & Chesley's Corner	J. H. McClelland	25	6	12 "	744 00
Caledonia Corner and Maitland	W. M. Thomas.	26 $\frac{1}{2}$ rt.	6	11 " (to May 31, '99).	298 58
do do	J. Lohnas	29 $\frac{1}{2}$	6	1 " from "	30 22
Caledonia Corner and West Caledonia	J. McGinty.	3	3	12 "	85 00
Caledonia Corner & Whiteburn Mines	H. McGuire	6 $\frac{1}{2}$	3	12 "	96 00
Cambridge Stn. & Condon Settlement	J. Caldwell.	12 rt.	1	12 "	55 00
Cambridge Stn. & Kinsman's Corner	J. H. Cox	15 $\frac{1}{2}$ rt.	6	12 "	199 00
Cambridge Station and Railway Stn.	J. Caldwell.	100 yds.	12	12 "	48 00
Camden and Truro	T. J. McKim.	9	2	1 " (to July 31, '98).	9 58
do do		8	2	11 " from "	93 68
Cameron Settlement & Pictou Road	D. Cameron, sr.	9	3	12 "	89 00
Campbell's Mountain and Whycomagh	J. D. McAskill.	7	1	12 "	36 00
Canaan and Kentville	G. C. DeWolf.	6	6	12 "	160 00
Canaan and Tusket.	J. M. Raynard.	22 rt.	2	12 "	79 00
Canaan and South Farmington	W. Marshall	8 $\frac{1}{2}$ & 10	2 & 1	8 " (from Nov. 1, '98)	82 00
Canaan Road and Tremont	H. S. Ward	4 $\frac{1}{2}$	1	12 "	15 00
Canada Creek and Grafton	I. Steadman	6 $\frac{1}{2}$ & 7	2 & 1	12 "	72 00
Canning and North Medford	F. G. West.	4	1	12 "	20 00
Canning and Railway Station.	C. W. Dickie	4	24	12 "	68 00
Canning and Scott's Bay	W. H. Jess.	16	3	3 " (to Sept. 30, '98).	44 00
do do		16	6	9 " from "	264 00
Canning and Scott's Bay Road.	B. Legge.	9	3	4 " (to Oct. 31, '98).	55 00
do do	W. Butler.	9	2	8 " from "	26 66
Canoe Lake and Gaberouse	A. Munro.	4	1	12 "	20 00
Canso and Guysborough	G. W. Scott	34	6	10 " (to April 30, '99).	1,333 33
do do	J. Armstrong.	34	6	2 " from "	306 33
Cape Augnet and Robins	P. Bouchie.	2 $\frac{1}{2}$	3	12 "	45 00
Cape Dauphin and NewCampbellton	D. McDernid.	4	1	12 "	30 00
Cape John and Pictou.	D. G. McKay.	24	3	12 "	218 00
Cape Mabou and North Cape Mabou	F. Beaton	3	2	12 "	26 00
Cape Negro Island and North East Harbour.	J. R. King.	3	2	12 "	48 00

## APPENDIX B—Continued.

## DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &amp;c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cape North and Dingwall.....	J. C. McPherson	4	3	12 months .....	57 00
Cape Sable Island and Clarke's Harbour.....	B. L. Goodwin..	20	6	12 "	285 00
Carleton and Richfield.....	C. B. Harding..	9	1	12 "	40 00
Carriboo Gold Mines and Upper Musquodoboit.....	G. Hamilton....	8	6	12 "	198 00
Carriboo Island and Waterside.....	F. McLean.....	3½	2	12 "	40 00
Carroll's Corner and Elmsdale.....	J. Carroll.....	19½ rt.	2	12 "	72 00
Castlereagh and Portapique.....	M. J. Starritt..	7½	2	10 " (to Apl. 30, '99)	41 66
Catalone and Catalone Gut.....	N. McAulay.....	4½	1	12 "	19 00
Catalone and Catalone Road.....	N. McDonald....	3	3	12 "	20 00
Catalone and Grand Lake.....	H. McDonald....	3	3	12 "	25 00
Catalone and Little Lorraine.....	H. McIntyre....	8 & 4	3 & 1	12 "	147 00
Catalone and New Boston.....	D. J. McDonald..	4½	2	12 "	56 00
Cedar Lake and Port Maitland.....	D. W. Corning..	18 rt.	2	12 "	50 00
Centennial and Long Point.....	D. McDonald....	4	3	12 "	44 48
Centredale and Lorne.....	D. W. Campbell..	4½	3	12 "	40 00
Centreville and Hall's Harbour.....	Z. West.....	9, 7½ & 13	1	12 "	100 00
Centreville and Railway Station.....	C. M. Roscoe....	¾	18	12 "	64 52
Chance Harbour and Pictou Landing.....	S. Fraser.....	4	2	12 "	50 00
Chaplin and Dean.....	L. A. Dean.....	2½	3	12 "	40 00
Chapman Settlement and Rockwell Settlement.....	L. Greeno.....	3	2	12 "	45 00
Chappells Mills and Tidnish.....	D. Wells.....	6	6	4 " (from March 1, '99)	46 33
Chebogue Point and Yarmouth.....	C. E. Weston....	12	3	12 "	100 00
Cherryfield and Railway Station.....	G. F. Acker.....	¾	1	12 "	30 00
Chesley's Corner and Meisners.....	G. Lohnes.....	5	2	6 " (to Dec. 31, '98).	37 50
do do.....	S. Lohnes.....	5	2	6 " from "	37 50
Chelsey's Corner and Northfield.....	J. E. Lohnes....	7	2	2 " (from May 1, '99)	8 08
Chelsey's Corner and Railway Stn.....	J. H. McClelland	½	12	12 "	90 00
Chelsey's Corner and Veinots.....	E. Lohnes.....	5	1	12 "	21 66
Chester and Windsor.....	J. Webber.....	35	2	12 "	345 00
Chester Basin and New Ross.....	E. Cogley.....	15	2	12 "	99 88
Cheverie and Kennetcook.....	L. Sanford.....	8	1	12 "	32 00
Cheverie and Newport.....	A. Sanford.....	17	6	12 "	449 00
Cheverie and Walton.....	L. Brown.....	12	3	12 "	199 00
Chignecto and Maccan.....	W. C. Ripley....	3½	3	12 "	94 00
Chipman's Brook and Lakeville.....	G. W. Porter....	15	2	12 "	59 48
Chipman's Corner and Kentville.....	J. W. Pyke.....	2½	6	12 "	100 00
Christmas Island and East Bay.....	M. Bryden.....	31	3	12 "	448 00
Christmas Island and Railway Stn.....	J. McDougall..	¼	12	12 "	65 00
Church Point and Railway Station.....	V. Thibodeau..	2½	12	12 "	155 00
Churchville and Mountville.....	J. McMillan....	3	1	12 "	23 00
Churchville and New Glasgow.....	W. Robertson..	6	3	12 "	88 92
Claremont and River Philip.....	M. T. Shipley..	4	2	12 "	40 00
Clarence and Lawrence town.....	S. N. Jackson..	4	4	3 " (to Oct. 31, '98).	26 50
do do.....	H. G. Wilson....	4	4	9 " from "	50 00
Clarke's Harbour and The Hawk.....	M. Atwood.....	3½	6	12 "	50 00
Clark's Road and Louisburg.....	M. W. McLean..	4½	1	12 "	29 00
Clementsport and Clements vale.....	A. S. Brown....	4	3	12 "	80 00
Clementsport and Railway Station.....	E. P. Roop.....	½	12	12 "	58 00
Cloverdale and Middle Stewiacke.....	W. W. Winton..	7	2	12 "	80 00
Clyde River and Upper Clyde River.....	R. Boyde.....	25	1	12 "	87 00
Coddles Harbour and Goldboro'.....	T. S. McLeod...	7	2	12 "	79 00
Cognagun River and Kennetcook.....	H. E. Reynolds..	5	1	12 "	18 00
Goldbrook Station and Railway Station.....	E. E. Porter....	60 yds.	12	12 "	39 11
Coldstream and Gay's River.....	C. Gay.....	5	1	12 "	25 00
College Grant and Lochaber.....	A. Sears.....	4½	2	12 "	30 00
Collegeville and North Lochaber.....	R. Nichols.....	6½	3	12 "	59 72
Collingwood Corner and Farmington.....	G. Nix.....	12½ rt.	3	12 "	124 00
Collingwood Corner and Jackson's.....	R. Chapman....	6½	3	12 "	87 00

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance Miles.	No. of Trips per Miles.	Period.	Amount.
					\$ cts.
Collingwood Corner and Oxford Junction Station	R. Chapman	8	6	12 months	154 00
Comeau's Hill and East Chebogue	H. Van Horn	8	1	12 "	50 00
Comeauville and Railway Station	F. A. Comeau	2½	12	9 " (to March 31, '99)	89 25
do do	do	2½	12	3 " from "	20 00
Concession and Railway Station	J. L. Boudreau	2	3	12 "	35 88
Corn's Mills and Railway Station	A. Conn	8	6	12 "	35 00
Conquerall Bank and Conquerall Mills	A. Snyder	5	1	12 "	40 00
Cook's Brook and Little River Musquodoboit	R. B. Cook	6	3	12 "	76 00
Copper Lake and North Lochaber	A. Manson	4	3	12 "	69 00
Corberrie and Weymouth Bridge	A. Babine	14	2	6 " (to Dec. 31, '98)	60 00
do do	L. Babine	14	2	6 " from "	54 50
Coxheath and Sydney	R. Martin	3	2	12 "	40 00
Cow Bay and Dartmouth	G. Richard	20 rt.	2	6 " (from Jan. 1, '99)	75 00
Cranton Section and Frizzleton	G. Ingraham	3½	3	12 "	19 00
Cross Road Country Harbour and Forest Hill	J. A. Mason	9	3	12 "	100 00
Cross Roads, Leitch's Creek and Leitch's Creek	D. Johnson	3	3	12 "	29 00
Cross Roads, Leitch's Creek and North-west Arm	A. D. Clark	1	6	12 "	40 00
Cross Roads, Leitch's Creek and Railway Station	A. D. Clark	½	6	12 "	30 00
Cross Roads, Ohio and James River Station	J. McGillivray	10	6	12 "	200 00
Crousetown and Petite River Bridge	S. Hilton	3	1	12 "	24 00
Culloden and Digby	E. C. Turnbull	17 rt.	1	12 "	64 00
Dalhousie Road and Lakeview	W. Franey	5	1	12 "	30 00
Dalhousie Road and Springfield	R. Stoddart	15	1	12 "	64 00
Dalhousie Settlement and Scotsburn Station	J. R. Ross	13	3	12 "	142 00
Dartmouth and Halifax	J. E. Leadley	1½	19	12 "	225 00
Dartmouth and Montague Gold Mines	F. W. Cooper	7	3	12 "	120 00
Dartmouth and Musquodoboit Harbour	S. Ogilvie	34	3	12 "	600 00
Dartmouth and South-east Passage	F. R. Shiers	6	2	6 " (to Dec. 31, '98)	52 00
Dean and Shubenacadie	W. H. Guild	36	6	12 "	900 00
Debert Station and Folly Mountain	S. McLaughlin	17½ rt.	3	12 "	156 00
Debert Station and Masstown	A. Fulmore	4	6	12 "	90 00
Deep Brook and Railway Station	J. R. Vroom	½	12	12 "	60 00
Deep Cove and Gaberouse	R. Thomas	5	1	12 "	20 00
Delap's Cove and Granville Ferry	W. Hardy	12	1	12 "	48 00
Denmark and Railway Station	J. W. McLeod	½	12	12 "	50 08
Denmark and Truro	D. McKenzie	33	3	12 "	400 00
Descouse and Lennox Ferry	P. McDonald	3	6	12 "	105 00
Descouse and Poulamond Wharf	P. McDonald	1½	12	Part of seasons 1898-99	31 72
Descouse and Rocky Bay	J. P. Grouchy	6	3	12 months	50 00
Devon and Goff's	J. G. Kerr	5½	2	12 "	51 00
Digby and Railway Station	G. A. Robinson	200 yds.	12	12 "	89 00
Digby and Thorneville	J. W. Mussels	8	2	12 "	49 00
Digby and Westport	W. H. Eldridge	43	6	12 "	1,149 00
Digby Wharf and Railway Station	G. A. Robinson	½	12	12 "	125 00
Doucetteville and North Range Corner	J. Zeigler	5 & 3	1 & 2	3 " (from Apl. 1, '99)	14 75
Dover East and Peggy's Cove	S. Morash	4	2	12 "	79 00
Dufferin Mines and Port Dufferin	A. Gallagher	4	3	12 "	79 99
Dunmaglass and Maple Ridge	A. D. Fraser	3	1	12 "	20 00

## APPENDIX B—Continued.

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.
Dunmore and McPherson	A. McGillivray	1½	2	12 months	19 48
Dunvegan and Margaree Island	D. A. McIsaac	5	1	12 "	19 72
Earlton and West Earlton	D. R. McKay	4½	2	12 "	52 00
East Amherst and Hastings	J. S. Crandall	2½	2	9 " (from Oct. 1, '99)	23 33
East Bay and Glen Morrison	D. Morrison	4	12	12 "	40 00
East Bay and McAdams Lake	A. S. McAdam	7½	2	12 "	55 76
East Chebogue and Pinkney Point	J. B. Surette	7	1	5 " (from Feb. 1, '99)	14 56
East Chezzetcook and Head of Chezzetcook	J. Smith	3	1	12 "	17 00
East Chezzetcook and Lower East Chezzetcook	J. Comad	3½	1	12 "	20 00
Eastern Harbour and Little River Cheticamp	M. T. Ramard	2½	2	12 "	23 48
Eastern Harbour and Margaree Harbour	D. Aucoin	23	6	12 "	547 00
Eastern Harbour and Pleasant Bay	D. Fraser	24½	2	12 "	180 00
East Jeddore and Jeddore Oyster Ponds	G. Mitchell	4	2	12 "	38 00
East Mapleton and East Southampton	R. G. Harrison	6	2	12 "	104 00
East Margaree and Main Post Road	D. McInnis	2	6	12 "	63 00
East Mountain and Valley Station	C. C. Hoar	2½	2	12 "	32 00
East River St. Mary's and Green's Brook	M. Green	5½	1	12 "	20 00
East Side Port L'Hebert and Port Joli	W. McDonald	7	1	12 "	40 00
East Side Pubnico Harbour and Forbes Point	J. Worthen	10½	3	12 "	124 00
East Side Ragged Island and Wall's Corner	J. Matthews	3	2	12 "	75 00
East Southampton and Railway Station	R. G. Harrison	4	12	12 "	60 00
East Southampton and South Brook	J. E. Smith	5	2	12 "	50 00
Eastville and Upper Stewiacke	R. J. Ellis	18½ rt.	6	12 "	269 00
East Wentworth and Wentworth Station	D. G. Whidden	5	3	12 "	68 00
Edwardsville and Sydney	J. Morrison	7 & 2½	2	12 "	50 00
Eel Cove and Main Post Road	D. McLean	4	3	9 " (to Mar. 31, '99)	11 25
do do	M. McLeod	4	3	3 " from "	3 75
Eel Cove and Tarbotvale	A. K. McKay	3	2	2 " (to Aug. 31, '98)	6 67
Eel Creek and Oxford	L. Hannan	19 rt.	3	12 "	140 00
Eight Island Lake and Main Post Road	J. R. Sutherland	4	3	12 "	25 00
Ellershouse and Hartville	G. Swinehammer	1½	6	12 "	45 00
Ellershouse and Newport	C. Rieck	6	2	12 "	100 00
Ellershouse and Railway Station	J. McDonald	50 yds.	24	12 "	75 00
Elmsdale and Nine Mile River	J. Urquhart	7	2	12 "	89 60
Elmsdale and Railway Station	R. V. Reid	80 yds.	12	12 "	62 60
Emerald and Main Post Road	M. J. Tompkins	3½	2	12 "	20 00
Enfield and Goffs	J. McDonald	6	3	12 "	117 00
Enfield and Railway Station	H. F. Donaldson	80 yds.	18	12 "	100 00
Enfield and Renfrew	A. McDonell	7	2	12 "	80 00
Englishtown and North Sydney	J. Old	27½	6	12 "	750 00
Entry Island and Magdalen Islands	J. J. Cassidy	8	1	Part of seasons 1898 & 99	50 00
Erinville and Roman Valley	P. E. Farrell	7	1	12 months	32 80
Eskason Island and Main Post Road	D. S. McPhee	9	6	12 "	76 00
Essex and Port Hastings	A. J. McLennan	12	1	12 "	57 00
Estmere and Alba Platform	H. A. Arhibald	4½	3	12 "	100 00
Estmere and Lower Washabuck	J. S. McDonell	21	3	12 "	262 48

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APPENDIX B—Continued.

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.
Etang du Nord and House Harbour	J. Patton.	8½	12	Part of season '98.	24 00
Etang du Nord and South Beach	do	14½	as req.	" '99.	16 25
Eureka and Railway Station	H. Grant.	4	24	12 months	100 00
Farran Station and Railway Station	V. E. Purcell.	1	3	3 mos. and 16 dys. (to Oct. 16, '98).	19 32
do do	do	250 yds.	6	8 " and 15 dys. (from Oct. 16, '98).	35 32
Falkland and Herring Cove	P. V. Hayes.	3	2	12 " "	50 00
Falmouth Station and Railway Stn	E. E. Armstrong	12 yds.	12	12 " "	47 00
Fauriel and Grand Entry	H. Taker.	6 & 13	1	Part of seasons 1898 & 99.	35 00
Fauriel and Magdalen Islands	J. Patton.	58	1	Balance of season 1898-99	152 00
Fauxburg and Lunenburg	E. J. Steverman	6½	1	4 mos. (to Oct. 31, '98).	37 91
do do	R. A. Backman.	6½	1 & 2	8 " from "	32 99
Feltz South and Rose Bay	W. Mosher.	7	1 & 2	12 " "	41 77
Fenwick and Nappan Station	C. W. Ripley.	3½	3	12 " "	64 00
Ferry Landing and Jubilee	M. W. McLeod.	3½	2	12 " "	30 00
Fifteen Mile Stream and Hopewell.	J. McNaughton.	34½	3	12 " "	460 00
Fisherman's Harbour and Port Hillford	J. Bingley.	11	3	3 " (to Sept. 30, '98).	30 75
do do	R. Rudolph.	11	3	9 " from "	99 75
Five Islands and Great Village	A. Johnson.	27½	6	12 " "	600 00
Five Islands and Parrsboro.	J. B. Morrison.	15	6	12 " "	189 00
Fletcher's Station and Wellington Station	E. Largie.	¾	6	12 " "	100 00
Folly Lake and Railway Station	C. Fields.	100 yds.	12	12 " "	40 00
Folly Village and Railway Station.	C. Lawrence.	4½	12	12 " "	200 00
Folly Glen and Kingross	R. Y. McKenzie.	3	1	12 " "	6 48
Forties Settlement and New Ross.	J. Corkum.	5	2	9 " (to Mar. 31, '99).	44 85
do do	do	5 & 12	1	3 " from "	25 41
Fort Lawrence and Railway Stn.	C. E. Baker.	4	12	12 " "	101 00
Fort Lawrence and Upper Fort Lawrence	M. Chapman.	2½	3	12 " "	60 00
Fort Louisburg and Louisburg.	M. Pope.	3½	2	12 " "	35 00
Fouchie and Gaberouse	R. A. McAskill.	12	3	12 " "	185 00
Fouchie and Grand River	J. Morrison.	30	3	12 " "	312 00
Four Mile Brook and Six Mile Brook	J. D. McKay.	2	3	12 " "	63 00
Framboise and North Framboise.	L. McQuin.	5	1	12 " "	15 96
Framboise and Stirling	A. McDonald.	4	2	12 " "	26 48
Fraser's Grant and Heatherton	A. McDougall.	5	1	12 " "	46 00
Fraser's Grant and New France	L. McNeil.	1½	1	12 " "	12 00
French River and McGrath's Mountain	W. Flynn.	4½	2	12 " "	27 00
Frenchvale and North-west Arm.	B. Gouthro	7	1	12 " "	48 00
Frizleton and Marshy Brook	J. Levis.	4	3	12 " "	21 00
Gaberouse and Gaberouse Barrachois	J. Bagnell.	1½	2	12 " "	20 00
Gaberouse and Gull Cove	A. Hardy	4	1	12 " "	30 00
Gaberouse and Sydney	D. McRae	28	3	12 " "	440 00
Gaspereaux and Vesuvius	J. H. Martin.	19 rt	2	12 " "	79 00
Gaspereaux and Wolfville	M. Cleveland.	2½	6	12 " "	97 00
Georges River Station and Long Island Main	D. B. O'Handley	2½	2	12 " (and extra trips)	49 11
Georges River Station and Railway Station	W. Almond.	80 yds.	3	12 " "	25 00
Georges River Station and Scotch Lake	D. McKinnon.	3½	2	12 " "	60 00
Georgeville and Glebe Road	A. McInnes.	15 rt.	1	12 " "	35 00

## APPENDIX B—Continued.

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.
Gilbert Cove and Railway Station	W. H. Melancon	3 $\frac{1}{4}$	12	9 months (to Mar. 31, '99)	136 30
do do	A. Kinney	3 $\frac{1}{4}$	12	3 " from "	32 00
Gilbert Mountain and Halfway River Station	G. Rector	8	1	1 " (to July 31, '98)	6 25
Gilbert Mountain and Halfway River Station	D. Atkinson	8	2	11 " from "	71 94
Gillanders Mountain and Middle River	C. McLennan	4	1	12 " "	21 00
Glasgow and Shunacadie	S. McKinnon	4	2	12 " "	35 00
Glassburn and Main Post Road	J. B. McDonald	$\frac{1}{2}$	3	6 " (from Jan. 1, '99)	4 00
Glencoe and Judique	H. T. McDonnell	15	2	12 " "	78 00
Glencoe and Upper Glencoe	P. Campbell	3 $\frac{1}{2}$	2	12 " "	29 80
Glendale and West Bay Road	A. McDonald	7 $\frac{3}{4}$	6	12 " "	244 00
Glendyer and Mabou	N. McDonald	3	6	12 " "	80 00
Gleneil and Sherbrooke	T. McGrath	3	10 $\frac{1}{2}$	12 " "	133 00
Glengarry and Port Hood	J. McDonnell	10	1	12 " "	39 00
Glengarry Station and Pleasant Valley	A. Nicholson	28 $\frac{1}{2}$ rt.	3	7 " (to Jan. 31, '99)	136 50
Glengarry Station and Ry. Station	A. McArthur	100 yds.	12	12 " "	50 00
Glengarry Station and Union Centre	J. D. Nicholson	22 rt.	3	5 " (from Feb. 1, '99)	78 75
Glen Margaret and Head of St. Margaret's Bay	W. Mahar	12	6	12 " "	320 00
Glen Margaret and Peggy's Cove	G. Dauphinee	9	6	12 " "	200 00
Glenora and Main Post Road	W. A. Lamey	4	3	12 " "	22 00
Goldboro' and Isaac's Harbour	S. McMillan	1 & 3	12	12 " "	124 00
Goldenville and Sherbrooke	M. McGrath	2 $\frac{1}{2}$	3	12 " "	70 00
Gore and Maitland	A. S. Smith	20	1 & 2	12 " "	345 00
Gore and Mount Uniacke	J. E. Weatherhead	27	3	12 " "	440 00
Gore and Newport	T. Lockhart	41 rt.	3	12 " "	358 00
Gore and Shubenacadie, via Blois Road.	A. Densmore	45 rt.	1	12 " "	133 44
Gore and Shubenacadie, via North Salem.	A. Densmore	42	1	12 " "	127 00
Graham's Siding and Ry. Station	M. Brenton	150 yds.	6	12 " "	33 00
Grand Anse and Grandique Ferry	D. McDonald	3	6	12 " "	64 00
Grandique Ferry and Lennox Ferry	S. M. Phie	$\frac{3}{4}$	6	12 " "	600 00
Grandique Ferry and West Arichat	J. Parker	10	6	12 " "	380 00
Grand Lake Station and Ry. Station	C. Nichols	300 yds.	12	6 " (to Dec. 31, '98)	17 50
do do	S. C. Fiske	300 yds.	12	6 " from "	17 50
Grand Narrows and Railway Station	E. A. McNeil	$\frac{1}{8}$	12	12 " "	35 00
Grand Narrows Rear and Iona	A. McDonald	5	1	12 " "	19 00
Grand Pré and Long Island	A. Fullerton	2 $\frac{1}{2}$	3	12 " "	80 00
Grand Pré and Railway Station	E. McLatchey	$\frac{1}{2}$	12	12 " "	100 16
Grand River and Grand River Falls	W. McKay	3	1	12 " "	12 00
Grand River and St. Peters	J. Hall	17	6	12 " "	300 00
Granton and Westville	E. Taylor	7	3	12 " "	109 20
Granville Ferry and Victoria Beach	W. A. Peggitt	17	6	12 " "	367 08
Great Village and Londonderry Station	A. S. Kent	4	12	12 " "	96 00
Greenfield and Middledfield	J. E. Tibert	5	3	12 " "	72 00
Greenfield and Valley Station	A. J. McKenzie	5 $\frac{1}{4}$	2	12 " "	70 00
Green's Harbour and Main Post Road	J. B. Firth	2	3	12 " "	45 00
Green Hill and Westville	J. R. McLean	6	3	12 " "	90 00
Greenvale and Main Post Road	J. D. McIntosh	1 $\frac{1}{2}$	2	12 " "	20 00
Greenville Station and Henderson Settlement	J. R. McKeand	5	3	12 " "	62 00
Grindstone Island, Etang du Nord and House Harbour	J. Patton	5 & 3 $\frac{1}{2}$	1	Part of seasons 1898 & '99	42 75
Grosses Coques and Railway Station	T. LeBlanc	4	12	9 " (to Mar. 31, '99)	195 05
do do	J. A. Comeau	4	12	3 " from "	50 00



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APPENDIX B—Continued.

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.
Grosvenor and Railway Station.....	M. O'Neil.....	5	3	9 mos. (to Mar. 31, '99)	75 00
do do	S. J. O'Neil.....	5	3	3 " from "	25 00
Gunning Cove and McNeil's Island.	A. J. Snow.....	3½	1	12 " "	20 00
Guysboro' and Heatherton.....	D.D. Harrington	26	6	12 " "	1,378 00
Guysboro' and Salmon River Lake Settlement.....	J. E. Lawlor.....	13	3	12 " "	181 00
Guysboro' and Tor Bay.....	W. T. Phalen..	20	3	12 " "	218 00
Guysboro' Intervale and North Intervale.....	J. M. Ferguson..	3	3	12 " "	28 88
Half Island Cove and Lower White Haven.....	S. Hendsbee.....	13	6	3 " (from April 1, '99)	68 50
Half Island Cove and Main Post Road.....	Z. Hendsbee.....	1	6	10 " (to April 30, '99)	41 66
Half Island Cove and Whitehead..	S. Hendsbee.....	13	6	9 " (to Mar. 31, '99)	205 50
Halfway River Station and Harrison Settlement.....	J. Harrison.....	7	2	12 " "	94 00
Halfway River Station and Railway Station.....	F. Fullerton.....	½	12	12 " "	50 00
Halifax and Gottengen Street Branch Post Office.....	J. Slaunwhite..	1	18	7 " (to Jan. 31, '99)	52 50
Halifax and Gottengen Street Branch Post Office.....	P. Gorman.....	1	18	5 " from "	60 00
Halifax and Lower Prospect.....	G. H. Slaunwhite	22½	1	12 " "	84 00
Halifax and Mahone Bay.....	McLean Bros...	62	6	12 " "	1,925 00
Halifax and Morris Street Branch Post Office.....	L. J. Mylius....	¾	18	12 " "	100 00
Halifax and Prospect.....	J. Walsh.....	21	2	12 " "	125 00
Halifax and Railway Station.....	J. M. McGrath..	1½	as req.	12 " "	854 08
Halifax and Sambro.....	J. N. Smith, jr.	21½	2	12 " "	80 00
Halifax Letter Carriers' Service.....	Halifax Electric Tramway Co.....			8,000 tickets.....	240 00
Halifax and West River Sheet Harbour.....	R. Stoddard.....	83	3	12 months.....	1,136 40
Halifax and Wharf.....	S. Cunard & Co.			Special trips.....	3 00
do do	J. Adams.....			" " " ".....	2 50
Hansford and West Hansford.....	J. Duncan.....	1½	2	11 months (to May 31, '99)	24 75
do do	do.....	2½	2	1 " from "	3 75
Hantsport and Lockhartville.....	B. Nason.....	3	3	12 " "	77 00
Hantsport and Railway Station.....	S. H. Mitchner..	¼	24	12 " "	68 00
Harbour au Bouche and Railway Station.....	M. Lavangie....	2	12	12 " "	75 75
Harbourville and Railway Station..	G. Collins.....	12	3	12 " "	153 16
Harmony Mills and Westfield.....	W. C. Harlow..	4	1	12 " "	22 00
Hawthorne and Port Hood.....	D. A. Beaton....	4	2	12 " "	20 00
Hay Cove and Loch Lomond.....	K. McDonald....	12½	3	12 " "	78 00
Hay River and Mount Young.....	A. S. McKinnon	1½	3	12 " "	30 00
Hazel Hill and Little Dover.....	P. Sampson.....	4	1	12 " "	30 00
Head of Indian Harbour Lake and Sherbrooke.....	A. F. Cameron..	41 rt.	3	12 " "	193 00
Head of Jeddore and Lower West Jeddore.....	S. Dooks.....	9	3	12 " "	100 00
Head of River Hébert and River Hébert.....	J. O. Scott.....	5	3	12 " "	84 00
Head of Wallace Bay North Side and Pugwash Junction.....	H. Brown.....	5	6	6 " (to Dec. 31, '98)	87 50
Heathbell and Scotsburn Station..	D. Cameron....	3	3	12 " "	80 00
Heatherton and Railway Station.....	D. D. Harrington	4	12	12 " "	35 00
Heatherton and Summerside.....	J. Chisholm....	3	1	12 " "	21 00
Hebron and Railway Station.....	S. A. Bam.....	¼	12	12 " "	75 00
Hectanooga and Railway Station..	J. A. Blackadar.	50 yds.	12	12 " "	40 00

## APPENDIX B—Continued.

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.
Hilden and Railway Station...	M. A. Brown...	4	12	12 months	50 00
Hillaton and Railway Station...	M. Percy...	500 yds.	24	12 "	95 00
Hill Grove and Railway Station...	S. Thomas...	4	3	12 "	40 00
Hodson and River John...	W. Gammon...	10	3	12 "	69 00
Homeville and South Port Morien...	H. Spencer...	9	1	12 "	40 00
Hopewell and Railway Station...	R. W. Cunningham...	1/2	12	12 "	34 88
Hortonville and Railway Station...	F. Glenny...	1/2	12	12 "	100 00
House Harbour and South Beach...	P. Bourque...	6	1	Balance of season 1898...	22 50
Indian Point and Mahone Bay...	J. Ernst...	5 1/2	2	12 months	59 00
Inglesville and Lawrencetown...	R. Beals...	7	2	12 "	55 00
Iona and McNeil's Vale...	D. McNeil, jr...	8	2	12 "	92 00
Iona and Railway Station...	R. Macneill...	1/2	12	12 "	50 00
Irish Cove and Lake Uist...	E. Morrison...	5	2	3 " (to Sept. 30, '98)	11 25
do do	D. McDougall...	5	2	6 " from "	24 24
Iron Ore and Sunnybrae...	J. McDonald...	4	1	12 "	26 00
Iron Rock and Railway Station...	J. G. Fraser...	1/2	12	12 "	40 00
Iver and Upper Settlement Middle River...	M. McKae...	2	2	12 "	25 00
Jacksonville and North Sydney...	J. B. Jackson...	3 1/2	6	12 "	100 00
James River and James River Stn.	J. G. McNichols...	3	2	12 "	39 48
James River Station and Morvan...	J. McEachern...	9	3	7 " (to Jan. 31, '99)	67 34
James River Station and Ry. Station	J. McDonald...	100 yds.	12	12 "	72 00
Jamesville and McKinnon's Harbour	M. McDonald...	2	3	12 "	40 00
Joggin's Bridge and Railway Station	W. H. Randall...	4	12	12 "	81 38
Joggin's Mines and Lower Cove...	C. Melanson...	3	6	12 "	199 00
Joggin's Mines and Railway Station	A. Brine...	1/2	12	12 "	81 38
Jordan Bay and Shelburne...	J. H. Bower...	5 & 24 rt.	3	12 "	197 00
Judique and Melford...	J. J. McDonell...	14	2	12 "	95 00
Kempt Head and Upper Kempt Head...	D. K. McKenzie...	3	2	12 "	35 00
Kennetcook Corner and Noel...	J. Murray...	20 rt.	2	12 "	80 00
Kennington Cove and Louisburg...	J. McLean...	6	1	12 "	40 00
Kentville and Lakeville...	A. L. Boyle...	19 rt.	6	12 "	200 00
Kentville and New Ross...	H. E. Ross...	26	2	12 "	200 00
Kentville and Railway Station...	E. E. Eaton...	200 yds.	36	6 " (to Dec. 31, '98)	112 50
do do	J. R. Lyons...	200 yds.	36	6 " from "	89 50
Kerrowgare and Sunnybrae...	A. McI. Sinclair...	4	2	12 "	46 00
Kewstoke and Whycocomagh...	A. McQueen...	7 1/2	1	12 "	59 00
Kingsbury and Lunenburg...	R. Lohnes...	31 rt.	3	12 "	230 00
King's Head and New Glasgow...	M. McKenzie...	7 1/2	3	12 "	150 00
Kingsport and Medford...	W. West...	2 1/2	3	12 "	40 00
Kingsport and Railway Station	A. G. Donald...	1/2	24	12 "	55 00
Kingston Station and Melvern Square...	A. C. Vanbuskirk...	2 1/2	6	12 "	124 00
Kingston Station and North Kingston...	do	9 & 15 rt.	1 & 2	6 " (to Dec. 31, '98)	40 00
do do	do	9 & 15 rt.	1 & 2	6 " from "	50 00
Kingston Station and Railway Station...	J. F. Reagh...	100 yds.	12	12 "	31 30
Kingston Station and Tremont...	A. C. Vanbuskirk...	14 1/2 & 16 rt.	1	12 "	75 00
Kingsville and McIntyres Mountain	D. L. McIntyre...	5	2	12 "	24 48
Kingsville and Queensville...	D. Boyd...	3	2	12 "	29 00
Kinsmans Corner and Waterville...	R. D. Pineo...	14 rt.	6	12 "	225 00
LaHave Island and West Dublin...	R. Bushen...	5	2	12 "	79 00

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APPENDIX B—Continued.

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.
Lake Ainslie, South Side and Strathlorne . . . . .	L. McKinnon . . . . .	17 <sup>3</sup> / <sub>4</sub>	3	12 months . . . . .	157 40
Lake Annis and Railway Station . . . . .	G. A. Cossar . . . . .	6	12	" . . . . .	36 00
Lakelands and Railway Station . . . . .	J. E. Brown . . . . .	6	12	" . . . . .	100 16
Lake Munro and Melford . . . . .	I. Munro . . . . .	7	3	12 " . . . . .	98 00
Lake Ramsay and New Ross . . . . .	S. Hiltz . . . . .	5	2	12 " . . . . .	43 40
Lakevale and West Lakevale . . . . .	W. Wallace . . . . .	3 <sup>1</sup> / <sub>4</sub>	4	7 " (to Jan. 31, '99)..	34 74
do do . . . . .	R. R. Boyd . . . . .	3 <sup>1</sup> / <sub>4</sub>	4	5 " from " . . . . .	25 00
Landor and Lower Stewiacke . . . . .	R. J. Pollock . . . . .	4 <sup>1</sup> / <sub>2</sub>	2	12 " . . . . .	41 00
Langilles and Lower Northfield . . . . .	D. Jodrey . . . . .	3	1	12 " . . . . .	35 00
Langilles and Railway Station . . . . .	W. Lowe . . . . .	1	2	12 " . . . . .	35 00
Lansdowne Station and New Gairloch . . . . .	R. McLeod . . . . .	8 <sup>1</sup> / <sub>2</sub>	3	7 " (to Jan. 32, '99)..	70 72
Lansdowne Station and Pleasant Valley . . . . .	J. Sutherland . . . . .	13	3	5 " (from Feb. 1, '99)	60 41
Lansdowne Station and Railway Station . . . . .	D.W. McDonald . . . . .	1	12	12 " . . . . .	54 00
L'Anse à la Cabane and Magdalen Islands . . . . .	W. Cormier . . . . .	8 <sup>1</sup> / <sub>2</sub>	2	Part of seasons 1898 & '99	60 00
Lapland and Newcombe . . . . .	J. A. Newcomb . . . . .	20 rt.	1	12 months . . . . .	47 00
Larry's River and White Head . . . . .	L. David . . . . .	14 <sup>1</sup> / <sub>4</sub>	2	12 " . . . . .	190 00
Lawrencetown and Mineville . . . . .	A. T. Crook . . . . .	5	3	12 " . . . . .	39 00
Lawrencetown and Nictaux Corner . . . . .	H. Daniels . . . . .	16 rt.	3	12 " . . . . .	95 00
Lawrencetown and Outram . . . . .	N. Healy . . . . .	11 <sup>1</sup> / <sub>2</sub>	2	1 " (to July 31, '98).	5 42
Lawrencetown and Railway Station . . . . .	H. F. James . . . . .	1	12	12 " . . . . .	74 00
Lawrencetown and West Lawrence-town . . . . .	S. J. Hiltz . . . . .	4	3	12 " . . . . .	90 00
Leamington and Spring Hill . . . . .	J. E. Nelson . . . . .	4	2	3 " (to Sept. 30, '98).	17 50
do do . . . . .	J. B. Nelson . . . . .	4	2	9 " from " . . . . .	36 00
Leitche's Creek and Upper Leitche's Creek . . . . .	A. Beaton . . . . .	5	1	12 " . . . . .	35 00
Lewis Bay and Marion Bridge . . . . .	R. R. McDonald . . . . .	32 rt.	3	12 " . . . . .	201 24
Lewis Bay and Upper Grand Mira . . . . .	N. Campbell . . . . .	5	3	12 " . . . . .	25 00
Lewis Mills and Mount Uniacke . . . . .	W. Glassey . . . . .	8	2	1 " (from June 1, '99)	10 00
Lewis Mountain and Whyccomagh Bay, North Side . . . . .	N. Martin . . . . .	4	2	12 " . . . . .	32 00
Lexington and Port Hastings . . . . .	J. McKinnon . . . . .	3	3	12 " . . . . .	59 00
Linden and Pugwash . . . . .	K. Hunter . . . . .	10	3	8 " (to Feb. 28, '99)..	106 25
do do . . . . .	T. Hollis . . . . .	10	6	4 " from " . . . . .	72 66
Lingan and Sydney . . . . .	J. O'Callaghan . . . . .	35 rt.	6	12 " . . . . .	455 00
Linwood and Railway Station . . . . .	J. De Coste . . . . .	2	12	12 " . . . . .	68 00
Liscomb Mills and West Liscomb . . . . .	L. F. Langille . . . . .	5 <sup>1</sup> / <sub>2</sub>	2	12 " . . . . .	80 00
Little Bass River and Pleasant Hill . . . . .	D. McLaughlin . . . . .	5	2	12 " . . . . .	41 00
Little Bras d'Or and Point Aconi . . . . .	J. Day . . . . .	7	1	12 " . . . . .	39 00
Little Harbour and Rudway . . . . .	S. J. Reid . . . . .	4	1	12 " . . . . .	25 00
Little Judique and Little Judique Ponds . . . . .	R. McDonald . . . . .	2	2	12 " . . . . .	20 00
Little Judique and Rear Little Judique . . . . .	N. McIsaac . . . . .	4	2	6 " (to Dec. 31, '98)..	8 90
do do . . . . .	J. McIsaac . . . . .	4	2	6 " from " . . . . .	8 90
Little Pond and Sydney Mines . . . . .	J. Peck . . . . .	4	1	10 " (to April 30, '99).	20 83
do do . . . . .	W. Marsh . . . . .	4	1	2 " from " . . . . .	3 16
Little River and Oxford . . . . .	R. O'Brian . . . . .	4	3	12 " . . . . .	75 00
Liverpool and Milton . . . . .	W. L. Stafford . . . . .	3	12	12 " . . . . .	147 00
Liverpool and Port Medway . . . . .	A. L. West . . . . .	13	6	12 " . . . . .	400 00
Liverpool and Western Head . . . . .	do . . . . .	7	3	12 " . . . . .	150 00
Livingstone's Cove and Point of Cape . . . . .	D. McDougall . . . . .	4	1	12 " . . . . .	19 00
Loch Ben and Strathlorne . . . . .	G. D. McLeod . . . . .	3	3	12 " . . . . .	37 00
Loch Broom and Railway Station . . . . .	R. McLeod . . . . .	1	3	12 " . . . . .	30 00
Logan's Tannery and Railway Station . . . . .	T. Dunn . . . . .	1	12	2 " (to Aug. 31, '98).	11 00
do do . . . . .	W. Trehill . . . . .	1	12	10 " from " . . . . .	40 00

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Londonderry Station and Railway Station	D. Giddens	200 yds.	12	12 months	65 00
Lourdes and Railway Station	A. A. McDonald	½	12	"	52 00
Lovat and West River	H. McKenzie	5	3	12 "	75 00
Lower Canard and Port William Station	J. L. Bishop	1 & 6	12&6	12 "	195 00
Lower Five Islands and Lynn	S. H. Webb	6	2	12 "	80 00
Lower Fosters Settlement and Newburn	J. Veinots	3	1	12 "	30 00
Lower L'Ardoise and Point Michael	P. E. Sampson	4	2	12 "	26 00
Lower Meaghers Grant and Meaghers Grant	W. McCurdy	2½	3	12 "	60 00
Lower Meaghers Grant and Musquodoboit Harbour	W. Usher	14	1	12 "	45 00
Lower Onslow and Truro	I. G. Miller	22 r t.	3	12 "	200 00
Lower River Hebert and Maccan	C. Carter	9½	3	12 "	141 08
Lower River Inhabitant and Point Tupper	W. Oliver	12½	3	12 "	234 00
Lower Settlement, Middle River and Main Post Road	D. McRae	¾	6	12 "	20 00
Lower Ship Harbour and Ship Harbour Lake	J. W. Webber	23 r t.	3	12 "	100 00
Lower Stewiacke and Railway Stn	W. I. Boomer	½	24	12 "	155 00
Lower Stewiacke and Ramsay	W. Ramsay	5	1	12 "	28 00
Lower Stewiacke and Wittenburg	E. H. McGregor	20½ r t.	2&1	12 "	143 32
Lower Wentworth and Wentworth Station	A. Bigney	8	3	12 "	89 00
Lower West Pubnico and Pubnico Harbour	A. Gaudet	9	3	7 " (to Jan. 31, '99)	68 83
do do	E. Daly	9	6	5 " from "	78 33
Lunenburg and Railway Station	A. C. Zwicker	½	20	12 "	149 00
Lunenburg and Second Peninsula	D. H. Zink	5	1	12 "	40 00
Lunenburg and Street Letter Box	J. M. Anderson	¾	13	12 "	27 04
McAdams Lake and Steeles Lake	H. McKinnon	4	1	12 "	22 00
McAulays and Peters Brook	A. McLeod	3	1	12 "	30 00
McCallum Settlement and Upper North River	J. McCallum	3	3	12 "	58 00
McIntyres Lake and Ry. Station	D. McIntyre	¼	6	12 "	25 00
McIntyres Lake and Rear Hawkesbury	J. Duff	3	3	12 "	40 00
McIntyres Lake Station and St. Peters	C. H. McIntyre	30½	6	12 "	1,498 00
McKinnons Harbour and Railway Station	J. Y. Gillis	½	6	12 "	36 00
McNaughton and Pelsons Brook	O. E. Sheffield	4	2	12 "	15 00
Mabou and Mabou Coal Mines	D. McDonald	8	3	12 "	100 00
Mabou and Margaree Harbour	D. J. McLeod	3½	6	12 "	1,200 00
Mabou and Port Hastings	H. A. Archibald	38	6	12 "	1,694 00
Mabou and South West Ridge	F. Cameron	3	3	12 "	36 00
Mabou and Whyocornagh	L. McNeil	18	6	12 "	469 00
Maccan and Railway Station	R. D. Roach	100 yds.	24	12 "	118 92
Maders Cove and Mahone Bay	A. Lohnes	3	6	12 "	110 00
Mahone Bay and Railway Station	I. B. S. Zwicker	1	20	12 "	112 08
Mahone Bay and Upper New Cornwall	J. Robar	13	1	12 "	69 00
Mahone Bay and Walden	C. A. Nass	14	1	12 "	92 00
Main-à-Dieu and Scatarie Island	M. McCuish	9	1	12 "	124 48
Maitland and Noel	R. Webb	12	6	12 "	297 72

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Maitland and Shubenacadie.....	T. Cox.....	20	6	12 months.....	750 00
Malagash Point and Wallace.....	A. Mawby.....	31 rt.	3	12 "	156 00
Malagawatch and River Dennis....	K. McKenzie.....	8 & 5	3-2	6 " (to Dec. 31, '98)..	89 50
Malignant Cove and Merigomishe..	W. J. McDonald.....	22½	6	12 "	800 00
Manganese Mines and Valley St'n.	C. C. Hoar.....	6½	2	12 "	48 00
Marble Mountain and Militia Point	M. McLeod.....	7½	3	12 "	72 48
Marble Mountain and Ry. Station..	A. McDonell.....	18	6	12 "	547 00
Margaree Forks and North East Branch Margaree.....	A. G. McDonald.....	5	6	12 "	119 00
Margaree Harbour and Orangedale Station.....	J. Fraser.....	47½	6	7 " (to Jan. 31, '99)..	920 15
do do	D. M. McFarlane.....	47½	6	3 " and 7 days (to May 7, '99).....	423 24
do do	L. E. McKay.....	48	6	1 " and 24 dys (from May 7, '99).....	234 01
Margaretville and Middleton.....	A. P. Dodge.....	22 r t.	3	12 "	194 00
Margaretville and Morden.....	J. Redgate.....	15	1	12 "	43 63
Marion Bridge and Trout Brook....	N. Ferguson.....	5	1	12 "	25 00
Marion Bridge and Woodbine.....	W. A. McLean.....	6	2	12 "	40 00
Marshalltown and Ry. Station.....	W. Marshall.....	1½	12	9 " (to Mch. 31, '99)..	82 25
do do	S. T. Morgan.....	½	12	3 " from "	25 25
Marshy Hope and Railway Station..	J. W. Dewar.....	¼	3	12 "	26 00
Mattatalls Lake and Ry. Station... do do	A. Patriquin..... do	9 12	3 3	8 " (to Feb. 28, '99) 4 " from "	64 00 42 66
Mavilette and Yarmouth.....	A. Bain.....	20	6	12 "	313 00
Meadows Road and Sydney Forks..	S. A. Gillis.....	4	2	12 "	56 00
Meadowville St'n and Murrayfield.	J. A. Ross.....	7	3	12 "	105 00
Meadowville Station and Railway Station.....	A. Fraser.....	½	12	12 "	62 60
Meadowville Station and Sundridge	G. Clark.....	4	3	12 "	69 00
Meiklefield and Main Post Road...	J. D. Meikle.....	2	2	12 "	18 00
Meiklefield and Woodfield.....	do	4	1	12 "	14 88
Melford and River Dennis Station..	K. McKenzie.....	6½	6	12 "	70 72
Melford and Upper River Dennis...	R. McPhail.....	2½	2	12 "	25 00
Melford and Victoria Line.....	C. J. Chisholm.....	2½	2	4 " (to Oct. 31, '98)..	8 63
do do	K. McLennan.....	2½	3	8 " from "	17 25
Melrose and Sunnybrae.....	G. B. McIntosh.....	35½	3	12 "	401 84
Merigomishe and Railway Station..	J. C. Mitchell.....	½	12	12 "	80 00
Meteghan and Railway Station.....	E. E. Sheehan.....	5½	12	12 "	95 00
Middle Musquodoboit and Moose River Gold Mines.....	M. J. Higgins.....	14	2	12 "	117 00
Middle Musquodoboit and Murchy- ville.....	J. G. Reid.....	10 rt.	2	12 "	48 40
Middle Musquodoboit and South Branch.....	J. G. Kent.....	12	1	12 "	48 00
Middle Musquodoboit and Wyse's Corner.....	J. Higgins.....	27 rt.	3	12 "	152 00
Middleton and Nictaux Falls.....	L. E. Barteaux.....	8	6	7 " and 15 days (to Feb. 15, '99).....	97 00
do do	V. L. Whitman.....	8	6	4 " and 13 days (from Feb. 15, '99).....	62 62
Middleton and Outram.....	N. Healy.....	12	3	12 "	93 24
Middleton and Port George.....	F. S. Mosher.....	8	3	12 "	88 00
Middleton and Railway Station.....	D. Feindel.....	¼	18	12 "	112 32
Milford Station and Railway Station	J. W. Wickwire.....	¼	12	12 "	62 60
Mill Road and New Ross.....	E. M. Bayham.....	5	1	12 "	24 48
Minudie and River Herbert West Side.....	J. Baird.....	7	6	12 "	250 00
Mira Gut and Port Morien.....	H. W. Spencer.....	25 rt.	1	3 " (to Sept. 30, '98)..	19 75
do do	E. B. Tutty.....	25 rt.	1	9 " from "	45 00
Monk's Head and Pomquet Chapel..	J. Morell.....	2½	3	12 "	55 00
Mooseland and Tangier.....	T. H. Hickey.....	13	2	12 "	127 00

## APPENDIX B—Continued.

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.
Morden and Victoria Harbour.	W. Dempsey.	3½	1	12 months	26 00
Moser's River and West River Sheet Harbour	J. S. Cameron	32½	3	12 "	500 04
Mosherville and Rawdon	J. Britton	7	2	12 "	65 00
Mossman's Grant and Northfield	H. Arenburg.	2½	1	10 " (to Mar. 31, '99).	25 00
Mossman's Grant and Railway St'n	W. S. Baker	100 yds.	2 & 6	12 "	21 59
Mountain Road and River John	R. Holt	4	2	12 "	30 00
Mount Denson and Railway Station	M. J. Shaw	½	6	12 "	82 50
Mount Thom Settlement and Salt Spring.	M. C. Fraser.	6	2	12 "	66 00
Mount Uniacke and Oland	E. Pentz	22 rt.	2	9 " (to Mar. 31, '99).	90 00
do do	W. Glassey	22 rt.	2	2 " (to May 31, '99).	20 00
Mount Uniacke and Railway St'n	D. Reid	135 yds.	12	12 "	50 08
Mulgrave and Railway Station	T. May	200 yds.	12	12 "	40 00
Munro's Bridge and Orangedale	H. A. Archibald	1½	2	12 "	25 00
Musquodoboit Harbour and Petpeswick Harbour	B. Young.	6	3	12 "	50 00
Musquodoboit Harbour and Pleasant Point.	R. J. Stevens.	11	2	12 "	110 00
Nappan Station and Railway Station	A. C. Barry	75 yds.	12	12 "	80 00
New Albany and Railway Station	H. L. Oakes	¾	2	12 "	31 20
New Campbellton and New Harris	D. Morrison	5	1	12 "	30 00
New Cumberland and West La Have Ferry	O. Corkum	9½ rt.	1	12 "	33 48
New Edinburgh and Weymouth Bridge	W. O. Doucette.	5½	6	12 "	90 60
New Elm and Pleasant River	I. Lohnes	4	1	12 "	26 48
New Glasgow and Railway Station	J. W. Church.	½	42	9 " (to Mar. 31, '99).	328 11
do do	do	½	42	3 " from "	78 25
New Glasgow and Trenton	do	1½	12	12 "	149 00
New Harbour and Junction Main Post Road	G. W. Pero	9	3	12 "	133 00
New Jersey Settlement and Westchester Station	T. Scott.	7	2	12 "	59 00
Newport and Newport Landing	G. Benedict.	8 & 9	4 & 2	12 "	217 00
Newport and Newport Station	J. F. Rathbun	5	12	12 "	250 00
Newport and South Rawdon	R. G. Cochran	24 rt.	1	12 "	65 00
Newport and Upper Newport	do	10½	1	12 "	28 00
Newport and Walton	A. Chambers.	20	6	12 "	558 00
Newport Station and Railway St'n	L. H. Sweet	12 yds.	24	12 "	50 09
New Ross and Vaughan's	A. M. Ross.	15	2	12 "	134 00
Newtown and South End Lochaber	R. A. McLean.	8	1	12 "	29 48
Newville and Railway Station	W. W. Black	20 yds.	12	12 "	25 00
Nictaux Falls and Nictaux South.	J. B. Banks	2½	1	12 "	15 00
Noël and Shubenacadie	A. M. Sterling.	34	1	12 "	122 16
Noël and Walton	G. Woodworth.	14	6	12 "	381 00
North Ainslie and Scotsville.	J. Campbell.	3	3	12 "	15 00
North East Branch Margaree and Upper Settlement Middle River.	J. McRae	13	2	12 "	85 00
North Gut, St. Ann's and Main Post Road	N. McLeod.	½	4	12 "	10 00
North Middleboro, and Pugwash Junction.	W. K. Peers	9	3	12 "	117 00
North Range Corner and Railway Station	C. B. McNeill	½	12	12 "	68 86
North Range Corner and South Range	J. Marshall.	3	2	9 " (to Mar. 31, '99).	30 00
North Sydney and Railway Station	A. McDougall	½	12	12 "	118 00
North Sydney and Street Letter Box	A. Brotchie.	½	18	12 " less fine.	72 00

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APPENDIX B—Continued.

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 Sydney Mines.	J. McNeil	3	12	12 months	135 00
North Wallace and Pugwash.	F. Tuttle	14½	3	12 "	168 32
Notwood and Railway Station.	L. L. Robicheau	100 yds.	6	12 "	50 00
Nyanza and West Side Middle River.	H. McRae	4	2	12 "	24 72
Oakfield and Railway Station.	F. H. M. Laurie	¼	12	12 "	40 00
Oban and St. Peter's.	J. Morrison	16 rt.	2	12 "	70 00
Odin and Stewiacke Cross Roads.	S. Deyarmond	8½	2	9 " (to Mar. 31, '99).	82 50
do do	A. Johnson	8½	2	3 " from "	23 75
Old Bridgeport Mines and Main Post Road.	F. J. Mitchell	1	6	12 "	60 00
Onslow Station and Railway Station.	A. McCurdy	¼	12	12 "	76 00
Orangedale and South Side Whycomagh Bay.	A. McKinnon	4	1	9 " (from Oct. 1, '98)	18 36
Orangedale Station and Whycomagh.	C. McDonald			Special trips	2 00
Outer Island Port Hood and Port Hood.	W. D. Smith	5	3	12 months	30 00
Oxford and Oxford Junction Station.	N. S. Thompson	3½	12	5 " and 20 days (to Dec. 20, '98)	120 89
do do	do	3½	6	6 " and 11 days (from Dec. 20, '98)	75 67
do do	R. S. Thompson			Special trip	1 00
Oxford and Railway Station.	N. S. Thompson	1	12, 18 & 24	12 months	158 70
Oxford and Rockly.	T. McLeod	10	2	12 "	89 00
Oxford Junction and Railway Station.	C. Fillmore	150 yds.	12	12 "	30 00
Paradise Lane and Port Lorne.	E. S. Grant	8	2	12 "	58 00
Paradise Lane and Railway Station.	H. W. Longley	½	12	12 "	80 00
Paradise Lane and Roxbury.	R. Hinds	7	1	12 "	30 00
Parrsboro' and Railway Station.	F. McAleese	½	12	9 " (to Mar. 31, '99).	117 50
do do	do	½	12	3 " from "	25 00
Parrsboro' and Two Islands.	J. Masson	5	2	12 "	27 56
Pennant and Sambro.	J. E. Tough	3	2	12 "	32 00
Pictou and Pictou Island.	C. D. Patterson	12	1	12 "	234 00
Pictou and Pictou Landing.	J. R. Christie	1½	6	12 "	197 80
Pictou and Railway Station.	W. McDonald	¼	as req.	12 "	413 16
Pictou and Steamer 'Stanley'.	P. Carroll			Part of season 1898 & '99	67 50
Pictou and West River Station.	T. G. Anderson	25½	6	12 months	540 00
Pictou and Prince Edward Island Mails.	E. McPhail			Season 1898 and 1899	50 00
Piedmont Valley and Railway Station.	J. A. McDonald	¼	6	12 months	48 00
Pine Tree and Railway Station.	R. Mitchell	1½	3	12 "	63 03
Piper Glen and Upper Margaree.	J. Stewart	4	2	12 "	25 00
Pleasant Bay and Pollett's Cove.	J. G. McIntosh	10	1	12 "	38 00
Pleasant Valley and Railway Station.	L. Craig	1½	2	12 "	60 32
Plympton and Railway Station.	L. Amero	3	12	9 " (to Mar. 31, '99).	101 25
do do	C. M. Melanson	3	12	3 " from "	27 00
Point Edward and Sydney.	D. Beaton	4½ & 8	1	12 "	40 00
Pomquet Chapel and Railway Station.	T. Melanson	2	6	12 "	55 00
Pomquet Station and Railway Station.	P. Benoit	¼	6	12 "	20 00
Port Bevis and Main Post Road.	D. McLeod	200 yds.	6	12 "	10 00
Port Hastings and Railway Station.	G. I. McQuarrie	6½	12	12 " and extra trips	341 82
Port Hastings and Railway Wharf.	do	¼	12	12 "	64 00

## APPENDIX B—Continued.

## DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &amp;c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Port Hastings and The Long Stretch	H. A. Archibald	4½	1	12 months	\$ 40 00
Port Hood and Port Hood Island	J. Smith	1½	2	12 "	52 00
Port Joli and St. Catherines River	L. Robertson	6	1	3 " (to Sept. 30, '98).	15 00
do do	do	6	1	9 " from "	19 68
Port Morian and Sydney	J. McKinnon	23 & 4	6	10 " (to April 30, '99).	478 33
do do	K. McKenzie	23 & 4	6	2 " from "	132 50
Port Mouton and South West Port	C. Thereau	4	1	12 "	32 00
Mouton	B. Sampson	3	6	12 "	65 00
Port Royal and West Arichat	H. L. Rafuse	6½ r. t.	6	12 "	85 00
Port William and Town Plot	H. L. Rafuse	6½ r. t.	6	12 "	85 00
Port William Station and Railway Station	F. E. Forsyth	12 yds.	24	12 "	62 60
Port William Station and White Rock Mills	E. B. Bishop	5	3	12 "	78 00
Preston and Main Post Road	D. Deloughry	½	6	3 " (to Sept. 30, '98).	17 50
do do	do	½	6	9 " from "	37 50
Princeport and Truro	A. Yuill	8 & 23 & 16 r. t.	6, 2 & 1	12 "	384 00
Pugwash and Pugwash River	D. H. Fraser	6	3	12 "	92 00
Pugwash and Railway Station	M. Chapman	½	12	12 "	28 17
Pugwash Junction and Railway Station	W. Highet	150 yds.	6	12 "	19 48
Quinan and Tusket	J. B. Muise	12	2	12 "	75 00
Rear Black River and West Bay	J. W. Morrison	4	2	12 "	60 00
Riverdale and Weymouth Bridge	J. E. Wagoner	10	1	12 "	50 22
River Dennis Station and South Side Basin, River Dennis	J. J. McPhail	9	6	6 " (from Jan. 1, '99)	89 50
River Hebert and River Hebert Station	C. Atkinson	1½	12	9 " (to Mar. 31, '99).	87 75
do do	J. O. Scott	1½	12	3 " from "	29 25
River John and Railway Station	W. Gammon	1	18	12 "	58 48
River John and Welsford	C. G. Langille	3	3	12 "	22 00
Riversdale and Railway Station	D. H. Fraser	1½	12	12 "	44 00
Riversdale and Upper Kemptown	K. J. McLean	8½	2	12 "	163 20
Riverside and West Bay Road	D. Dowling	4	3	12 "	27 48
Rockingham and South Ohio	W. W. Waite	23	3	12 "	339 24
Rockingham Station and Railway Station	C. S. Davison	½	12	12 "	80 00
Roman Valley and St. Andrews	P. E. Farrell	15	3	9 " (to Mar. 31, '99).	124 50
do do	A. McGillivray	15	3	3 " from "	86 25
Roseburn and Whycoconagh	J. D. McLean	8	1	12 "	40 00
Round Hill and Railway Station	J. A. Whitman	40 yds.	12	12 "	62 60
St. Andrews and Upper Springfield	W. Duggan	10	2	12 "	60 00
St. Paul and Railway Station	W. McDonald	¼	12	12 "	60 00
St. Peters and Sydney	M. J. Macdonald	61½	6	12 "	1,777 00
St. Peters and West Bay	H. McDougall	28	3	12 "	400 00
Sable River and Swansburg	A. Swansburg	11	3	12 "	149 00
Salem and Stanley	H. Logan	2	2	12 "	40 00
Salmon River Lake and South River Lake	R. Flynn	15	3	12 "	147 48
Salt Spring Station and Railway Station	J. W. Black	20 yds.	12	12 "	25 04
Saulnierville and Railway Station	M. A. Comeau	1½	12	12 "	140 85
Saulnierville Station and Railway Station	B. C. Comeau	½	6	12 "	31 30
Scotch Village and Woodville	A. Cochran	10 rt.	1	12 "	33 00



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Scotsburn Station and Railway Station	D. McKay	50 yds.	12	12 months	62 60
Scotsburn Station and Upper Scotsburn	G. W. Campbell	4	2	12 "	40 00
Scotsburn Station and West Branch River John	J. Rice	14	6	6 " (from Jan. 1, '99)	147 50
Shads Bay and Whites (Prospect Road)	M. Burke	2	4	12 "	45 00
Sheffield Mills and Railway Station	W. L. Harris	12	3	12 " (to Sept. 30, '98).	25 00
do do	J. H. Beckwith	12	9	" from "	45 00
Shelburne and Upper Ohio	E. D. Hogg	38 rt.	2	12 "	164 00
Shelburne and Yarmouth	J. Frost & Sons	71	12	" as req.	3,475 00
Sherbrooke and West River Sheet Harbour	A. F. Cameron	61½	3	12 " less fine	696 17
Short Beach and Yarmouth	A. Bain	23½ rt.	2	12 "	123 36
Shubenacadie and Railway Station	C. McKenzie	100 yds.	48	12 " and arrears	206 45
Shubenacadie and Upper Nine Mile River	J. W. Densmore	33 rt.	1	12 "	100 00
Shunacadie and Railway Station	S. McKinnon	½	6	12 "	30 00
Six Mile Road and Wallace Station	A. Benjamin	3	3	12 "	37 44
Skye Mountain and Whycomagh	A. G. Nicholson	6	1	12 "	34 00
Sluice Point and Surette Island	J. Moulaisong	2½	1	12 "	35 00
Sluice Point and Tusket	A. J. Lent	6	1	12 "	29 00
Smith's Cove and Railway Station	E. W. Potter	¾	12	12 "	78 25
Sober Island and Watt Section					
Sheet Harbour	h. Harnish	6	3	12 "	75 00
Somerset and Railway Station	G. W. Kinsman	2¾	3	12 "	52 48
Southampton and Railway Station	G. S. Davison	¾	12	12 "	80 00
South Branch and Upper Stewiacke	J. J. Andrew	17 rt.	3	1 " (to July 31, '98).	13 00
do do	S. H. Fulton	17 rt.	3	11 " from "	110 00
South Farmington and Railway Station	M. I. Pearson	¾	12	12 "	75 00
South Farmington and Torbrook Mines	G. E. Spurr	3 & 6	2 & 1	4 " (to Oct. 31, '98).	34 33
South Gut, St. Anns and Tarbot	J. W. McLeod	17	3	1 " (to July 31, '98).	13 83
do do		18	3	11 " from "	161 11
South Harbour and White Point	J. McPherson	9	2	12 "	95 00
South Merland and Tracadie	I. Myatte	8	1	12 "	25 00
South Ohio and Railway Station	J. E. Allen	½	12	12 "	40 69
South Uniacke and Railway Station	R. Irving	100 yds.	6	12 "	30 00
Springfield and Railway Station	S. P. Grimm	½	6	12 "	65 00
Spring Hill and Railway Station	A. Ross	¾	30	12 " and extra trips	266 24
Spring Hill and Windham Hill	D. W. Herritt	7	2	12 "	99 75
Spring Hill Junction and Railway Station	J. A. Dunn	½	12	12 "	39 11
Springville and Railway Station	H. W. Murdoch	½	12	12 "	43 82
Spry Bay and Taylor's Head	S. McCarthy	2½	3	12 "	43 00
Stellarton and Railway Station	J. D. McDonald	¾	30	9 " (to March 31, '99)	164 90
do do	R. Fraser	¾	30	3 " from "	55 75
Stoddarts and Railway Station	C. W. Stoddart	¾	2	12 "	35 00
Street's Ridge and Thomson's Station	W. E. Lockhart	20½ rt.	6	12 "	288 04
Sunnybrae and Railway Station	D. Fraser	½	12	12 "	30 00
Sydney and Railway Station	J. McKinnon	½	12	6 " (to Dec. 31, '98).	79 00
do do	C. J. Logue	½	12	6 " from "	116 25
Sylvester and Railway Station	T. Gray	50 yds.	6	2 " (from May 1, '99)	1 66
Tatamagouche and Railway Station	C. K. McLellan	½	12	12 "	31 20
Tatamagouche and Tatamagouche Mountain	D. Menzie	18½ rt.	3	12 "	175 00
Tatamagouche and The Falls	J. H. Lombard	16 rt.	3	12 "	186 64
Tatamagouche and WestNewAnnan	R. Gass	6½	3	12 "	70 00

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Thomson's Station and Railway Station	C. Arnow	$\frac{1}{4}$	12	3 mos. (to Sept. 30, '98).	14 22
do do	J. W. Mattinson	$\frac{1}{4}$	12	9 " from "	37 50
Thomson's Station and Westchester	E. J. Purdy	13	2	12 " " "	150 00
Tidnish Bridge and Main Post Road	D. Amos	1	6	8 " (to Feb. 28, '99).	41 60
Torbrook and Torbrook Mines	W. Brown	3	2	4 " (to Oct. 31, '98).	20 00
Torbrook and Tremont	G. W. Wheelock	5 $\frac{1}{2}$	1	4 " (to Oct. 31, '98).	13 00
Tracadie and Railway Station	P. Delorey	$\frac{1}{2}$	12	12 " " "	60 00
Truro, Railway Station and Street Letter Box	J. G. Miller	$\frac{1}{2}, \frac{1}{4}$ & 50 yds.	as req.	12 " " "	280 00
Tupperville and Railway Station	D. S. Chipman	$\frac{1}{2}$	12	12 " " "	50 00
Tusket Wedge and Yarmouth	A. O. Pothier	12	6	12 " " "	180 00
Upper Clements and Railway Station	J. F. Williams	$\frac{3}{8}$	12	12 " " "	50 00
Upper Dyke Village and Railway Station	G. E. Barnaby	3	6	12 " " "	115 00
Upper Musquodoboit and West River Sheet Harbour	A. J. B. Clark	28 $\frac{1}{2}$	3	12 " " "	168 00
Upper Newport and Woodville	L. Dimock	1 $\frac{1}{2}$	1	12 " " "	17 48
Valley Station and Railway Station	A. Christie	600 yds.	12	12 " " "	62 60
Wallace Bay and Pugwash Junction Station	H. Brown	5	6	6 " (from Jan. 1, '99)	87 50
Wallace Bridge and Railway Station	M. K. Dotten	4	12	12 " " "	119 48
Wallace Grant and Wallace Station	R. H. Tingley	4 $\frac{1}{2}$	3	12 " " "	49 60
Wallace Station and Railway Station	J. F. Allan	$\frac{3}{8}$	6	12 " " "	30 00
Waterville and Railway Station	E. Pineo	100 yds.	12	12 " " "	50 00
Waterville and South Waterville	R. D. Pineo	11 rt.	1	3 " (to Sept. 30, '98).	7 00
do do	F. Parrish	11 rt.	1	9 " from "	24 00
Waverley and Windsor Junction	J. Otto	3	6	12 " " "	130 00
Wentworth Creek and Windsor	J. Trider, sr.	9 $\frac{1}{2}$ rt.	3	12 " " "	75 00
Wentworth Station and Railway Station	A. Barclay	135 yds.	12	12 " " "	60 00
West Alba and Alba Platform	D. H. Kennedy	2 $\frac{1}{2}$	3	12 " " "	30 00
West Branch River John and Scotsburn Station	J. Rae	14	6	6 " (to Dec. 31, '98).	147 50
Westbrook and Railway Station	N. F. Taylor	1	12	9 " (to March 31, '99)	90 46
do do	E. C. Dickinson	1	12	3 " from "	25 04
Westbrook Mills and Railway Station	M. Roscoe	$\frac{1}{4}$	12	4 " (to Oct. 31, '98).	33 33
do do	E. G. Lewis	$\frac{1}{4}$	12	8 " from "	33 33
Westchester and Westchester Station	E. J. Purdy	17 rt.	2	12 " " "	80 00
Westchester Station and Railway Station	H. Hunter	20 yds.	12	12 " " "	31 30
West Merigomishe and Railway Station	J. Olding	1	6	12 " " "	40 69
West Newdy Quoddy and Main Post Road	M. T. O'Leary	$\frac{1}{4}$	6	1 " (to July 31, '98).	0 88
West River Station and Railway Station	A. Fraser	75 yds.	12	12 " " "	60 00
Westville and Railway Station	J. Johnstone	$\frac{1}{2}$	36	12 " " "	169 00
Weymouth and Weymouth Bridge	C. D. Jones	1 $\frac{1}{2}$	12	12 " " "	156 00
Weymouth Bridge and Railway Station	H. S. Hoyt	$\frac{1}{4}$	12	12 " " "	65 00
Wilmot and Railway Station	A. D. Munro	1 $\frac{1}{2}$	12	12 " " "	81 12
Windsor and Railway Station	P. S. Burnham	$\frac{1}{2}$	24	12 " " "	312 00

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APPENDIX B—Continued.

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.
Windsor Junction and Railway Station.....	P. Hessian.....	$\frac{1}{2}$	36	12 months.....	80 00
Windsor Junction and Halifax and Annapolis and Moncton Postal Cars.....	P. Hessian.....	20 yds.	6	12 ".....	60 00
Wolfville and Railway Station.....	G. V. Rand.....	$\frac{1}{2}$	24	6 " (to Dec. 31, '98).	50 00
do do.....	do.....	$\frac{1}{2}$	24	6 " from "	70 00
Woodbourne and Railway Station..	D. Ballentine... ..	$1\frac{1}{2}$	2	12 ".....	50 00
Yarmouth and Railway Station....	A. Bain.....	$\frac{1}{2}$	12	12 ".....	149 00
Yarmouth and Street Letter Boxes.	Yarmouth Street Railway Co....	4 rt.	14	12 ".....	125 00
				Total.....	\$120,566 87

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

## APPENDIX B—Continued.

## OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, made within the Year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alexandria and Kirkhill	R. McCormick	11	6	12 months	210 00
Alexandria and McCrimmon	M. McLeod	9	6	12 "	229 00
Alexandria and Railway Station	A. J. McDonald	1	30	12 "	140 85
Alexandria and Green Valley Railway Station	A. McMillan	4	12	12 "	175 00
Alfred and Alfred Centre	O. Larocque	3½	6	12 "	75 00
Alfred and Railway Station	H. Pilon	3	12	12 "	45 00
Algonquin Park and Ry. Station	Gilmour & Co	1½	12	6 " (to Dec. 31, '98).	0 50
do do	do	1½	12	6 " from "	60 00
Alice and Pembroke	H. Tabbert	11	1	9 " (to Mar. 31, '99).	37 50
do do	A. F. Stresman	11	1	3 " from "	11 25
Allumette Island and Pembroke	M. McGuire	7	2	12 "	110 00
Almonte and Clayton	E. Blair	10	6	12 "	180 00
Almonte and Railway Station	D. Shaw	½	36	12 "	300 48
Almonte and West Huntley	B. Manion	12	3	12 "	99 00
Althorpe and Maberly	W. J. Norris	10½	2	12 "	69 75
Angers and Cousineau	W. C. Naubert	6	2	6 " (to Dec. 31, '98).	25 00
do do	M. Carrière	6	2	6 " from "	25 00
Angers and Railway Station	L. Moncion, sr.	½	12	12 "	90 00
Antrim and Kinburn	Osborn & Hoff- man	3	6	2 " (to Aug. 31, '98).	10 83
Apple Hill, Maxville and Ry. Stat.	J. B. Bonneville	8 & ½	6	9 " (to Mar. 31, '99).	168 75
do do	H. Alguire	8 & ½	6	3 " from "	56 25
Apple Hill and Railway Station	M. A. Grant	12	12	12 "	71 76
Appleton and Carleton Place	J. Peever	4½	12	12 "	184 00
Archer and Bouck's Hill	S. W. Prunner	9	3	12 "	74 00
Arnprior and Ry. Station (C.P.)	J. J. Grace	½	24	12 "	236 00
do do (O.A. & P.S.)	J. Dagenais	½	12	12 "	78 25
Arnprior and White Lake	R. Forgie	31½	6	8 " (to Feb. 28, '99).	199 33
do do	do	12	6	4 " from "	75 93
Ashton and Prospect	W. Burrows	11	3	6 " (to Dec. 31, '98).	117 50
do do	do	11	3	6 " from "	94 50
Ashton and Railway Station	N. H. Conn	2	6	6 " (to Dec. 31, '98).	50 00
do do	do	2	6	6 " from "	40 00
Augsburg and Eganville	J. Wodtke	5	3	12 "	70 00
Aultsville and Bush Glen	H. E. Bush	9	2	12 "	100 00
Aultsville and East Williamsburg	W. Casselman	3	6	4 " (to Oct. 31, '98).	37 50
Avonmore and Railway Station	S. E. Shaver	½	12	12 "	100 00
Aylwin and Railway Station	B. N. Reid	2	6	12 "	125 00
Bainsville and Curry Hill	J. A. Curry	3	3	12 "	80 00
Bainsville and Railway Station	D. D. McCuaig	½	12	12 "	60 00
Balderson and Preston Vale	W. McFarlane	5	3	12 "	70 00
Balvenie and Strains Corner	J. Holly	1	4	12 "	40 00
Barb and Railway Station	A. A. LeRoy	3½	6	12 "	157 00
Bark Lake and Barry's Bay	J. Billings	7	3	12 "	150 00
Barry's Bay and Railway Station	W. Martin	300 yds.	12	12 "	62 60
Barryvale and Railway Station	P. Barry	150 yds.	6	12 "	35 00
Basin Depot and Killaloe Station	C. W. Boland	38	2	12 "	249 00
Bassin du Lièvre and Ry. Station	J. Lafamme	½ & ½	6	12 "	50 00
Bearbrook and Canaan	C. Armstrong	19 rt.	3	12 "	170 00
Bearbrook and Railway Crossing	C. Armstrong	3	6	12 "	105 00
Bearbrook and Sarsfield	S. Daoust	10	3	12 "	140 00

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APPENDIX B—Continued.

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.
Bell Mount and Otter Lake	G. Palmer	6	3	8 mos. (to Feb. 28, '99).	60 00
do do	do	12	3	4 " from "	46 33
Berwick and Glen Payne	J. D. McInnes	3½	1	12 " "	52 00
Billerica and Railway Station	E. A. Pritchard	4	12	12 " "	35 00
Bishops Mills and Prescott	T. Baker	16	6	12 " "	350 00
Bissetts Creek and Railway Station	W. Austin	20 yds.	6	12 " "	12 52
Blackburn and Orleans	R. Dagg	3	2	12 " "	55 00
Black Donald and Mount St. Patrick	J. Moore	10	1	12 " "	60 00
Blackeney and Snedden's Ry. Stat.	R. F. Stewart	9½	6	12 " "	65 00
Boileau and Vernet	G. Poulter	3	1w. 2s.	12 " "	30 00
Bonfield and Chiswick	J. Tremblay	10	1	12 " "	60 00
Bonfield and Railway Station	M. Cahill	1	12	12 " "	150 00
Borromee and Orleans	T. Vachon	4	1	12 " "	35 00
Bouck's Hill and Froatsburn	G. L. Pruner	4	2	12 " "	35 00
Bowesville and Railway Station	H. Graham	2	3	12 " "	70 00
Braeside and Railway Station	J. Gillies	1½	12	12 " "	50 00
Bray's Crossing and Ry. Crossing	E. Kelly	300 yds.	2	12 " "	16 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 " "	75 00
Bristol and Maryland	J. Duff	6	6	12 " "	148 00
Bristol Mines and Elmside	T. Walsh	3	3	12 " "	49 00
Bristol Ridge and Caldwell	S. A. W. Horner	2¾	3	12 " "	20 00
Britannia Bay and Railway Station	B. McAmmond	30 yds.	12	12 " "	11 25
Brockville and Morristown (N. Y.)	W. P. Wells	2	6	12 " "	165 00
Brockville and Railway Station	W. J. Clow	1	26	12 " "	144 00
Brockville and Railway Transfers	P. G. Cavanagh	20 yds.	24	6 " (to Dec. 31, '98)	203 00
do do	J. E. Cavanagh	20 yds.	24	6 " from "	125 60
Brockville and Street Letter Boxes	do	3¾	12	12 " "	75 00
Brodie and Glen Robertson	W. Sabourin	5	6	12 " "	190 00
Brookdale and Glen Gordon	W. T. Wilson	10	2	12 " "	100 00
Brooke and Wemyss	E. Donnelly	3	2	12 " "	39 00
Brudenell and Foymount	P. Gibbons	4	3	12 " "	49 00
Bryson and Portage du Fort	J. Brownlee	8	6	12 " "	149 50
Bryson and Railway Station	do	5	12	12 " "	99 00
Buchanan and Chalk River	J. Walker	10	1	12 " "	80 00
Buckingham and Notre Dame de la Salette	G. Latour	18	6s.-3w	12 " "	470 00
Buckingham and Railway Station	C. W. Pearson	3	24	12 " "	200 00
Burnstown and Springtown	A. Wilson	5	3	3 " (from April 1, '99)	19 00
Burritt's Rapids and North Montague	H. Thompson	7	1	12 " "	52 00
Calabogie and High Falls	J. Dillon	7	1	12 " "	60 00
Calabogie and Ireland	C. Naughton	5	2	12 " "	50 00
Calabogie and Madawaska Railway Station	D. Dillon	¼	12	12 " "	49 00
Calabogie and Springtown	A. Wilson	6	3	9 " (to March 31, '99)	60 00
Cardwell and Glengyle	R. Horner	1	6	12 " "	50 00
Cardwell's Mills and Railway Station	M. McDonald	¼	12	12 " "	60 00
Caledonia Springs and Railway St'n	S. Lalonde	350 yds.	12	12 " "	90 00
Calumet Island and Campbell's Bay	J. E. Cahill	1½	13	12 " "	93 33
Calumet Island and Dunraven	J. O'Hara	5	3	12 " "	59 00
Calvin and Mattawa	A. Sparks	7¾	3	12 " "	90 00
Campbell's Bay and Otter Lake	P. Mousseau	17	2	8 " (to Feb. 28, '99)	63 33
Campbell's Bay and Railway Station	P. McNally	40 yds.	12	12 " "	25 00
Campbell's Bay and Smith's Corners	D. D. Smith	3	2	4 " (from Mar. 31, '99)	16 67
Cannamore and Chesterville	S. Bogert	11	6	12 " "	150 00
Cantley and Kirk's Ferry	M. Reid	3	6	12 " "	160 00
Cantley and Lucerne	R. Blackburn	19	2	12 " "	200 00
Cardinal and Hyndman	W. D. Grant	13½	2	12 " "	175 00
Cardinal and Railway Station	T. J. Dillon	1	21	12 " "	150 55

## APPENDIX B—Continued.

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.
Carleton Place and Railway Station	H. Clarke	3		Arrears	6 80
do do	J. McFarland	4	48	12 months and arrears	184 16
Carleton Place and Scotch Corners.	D. Sinclair	7	2	12 "	78 00
Carp and Elm	W. Falls	3	3	12 "	64 00
Carp and Huntley	W. H. Bleeks	4½	6	12 "	124 00
Carp and Railway Station	do	1	12	12 "	75 12
Carsonby and North Gower.	B. Eastman	3½	3	12 "	60 00
Carswell and Goshen Railway St'n.	A. Stewart	500 yds.	3	12 "	50 00
Cascades and Railway Station	R. Reid	½	12	22 "	60 00
Cashion's Glen and Cornwall	J. A. Cashion	12	3	12 "	185 00
Casselman and Crysler	D. Dignard	10½	6	9 (from Oct. 1, '98)	179 25
Casselman and Lemieux	J. Leroux	6½	3	9 "	71 25
Casselman and Railway Station	A. Lalonde	250 yds.	24	9 "	30 00
Castile and Rochefort	T. Mullen	4	3	12 "	117 00
Castleford and Castleford Station	W. J. Humphries	2½	6	12 "	190 00
Castleford Station and Railway St'n	J. B. Dickson	200 yds.	12	12 "	60 00
Cawood and Danford Lake	S. Knox	8	1	12 "	45 00
Cedar Hill and Pakenham	S. Connery	5½	3	12 "	105 00
Chalk River and Railway Station	T. Field	2½	12	12 "	200 32
Chard and Pendleton	W. J. Brown	4	2	12 "	60 00
Charteris and Greer Mount	W. Judd	8	3	12 "	80 00
Chelsea and Old Chelsea	J. Sweeney	1½	6	12 "	50 00
Chelsea and Railway Station	H. B. Prentiss	1	12	12 m. and season service	56 03
Cheneville and Dubamel	M. Dumoulin	13	2	12 months	52 00
Cheneville and St. André Avellin	P. Hay	13	6	12 "	200 00
Cheneville and St. Emile de Suffolk	J. Binda	12	6	12 "	295 00
Chesterville and Crysler	J. McMahon	12	6	6 (to Dec. 31, '98)	131 50
do do	P. Onderkirk	12	6	6 (from ")	111 50
Chesterville and Morrisburg	R. McDonald	18½	6	12 "	390 00
Chesterville and Railway Station	J. G. Gillespie	1	12	12 "	75 00
do do	do	1	12	12 " night service	75 00
Christy's Lake and Glen Tay	J. Robinson	8	3	12 "	48 00
Clarence and Clarence Creek	A. Thevierge	5	6	12 "	185 00
Clarence and Thurso Railway Station	W. H. Dwyer	3	12	12 "	195 00
Clarence Creek and The Lake	N. Ouellette	5	2	12 "	70 00
Clayton and Halpenny	J. Halpenny	5	1	12 "	34 00
Clayton and Rosette	R. Whalen	7½	2	12 "	59 00
Clayton and Tatlock	W. J. Rintoul	11	3	12 "	113 00
Clontarf and Foymount	C. Mangan	10	3	12 "	140 00
Cobden and Osceola	J. Ross	4 & 22	3	12 "	174 00
Cobden and Railway Station	J. Ross	½	24	12 "	74 00
Cobden and Westmeath	T. Cecile	20	6	3 (to Sept. 30, '98)	200 00
do do	T. Fraser	20	6	9 (from ")	448 50
Collfield and Railway Station	M. Hughes	1	6	12 "	50 00
Colquhoun and Dunbar	J. J. Colquhoun	11½	3	12 "	116 00
Colburnere and Killaloe Station	J. McGaghan	23½	6	12 "	498 00
Cornwall and Railway Station	W. Madden	1	1	12 "	20 00
Cornwall and St. Andrews, West	J. W. Crawford	8	3	12 "	150 00
Cornwall and Street Letter Boxes	D. J. McDonald	4	12	12 "	144 00
Cornwall and Warina	J. W. Crawford	19	3	12 "	225 00
Cornwall Centre and Mille Roches	P. Tyo	2½	3	12 "	68 00
Crysler and South Casselman	D. Dignard	10½	6	3 (to Sept. 30, '98)	59 75
Crysler and Wales	J. Carrier	23	6	12 "	450 00
Culston and Douglas	P. Cull	4	1	12 "	30 00
Cumberland and Railway Station	W. W. Dunning	2½	12	3 (to Sept. 30, '98)	39 00
do do	D. N. McDonald	2½	12	9 (from ")	146 25
Cushing and Little Rideau	J. Little, jr.	4½	6	12 "	140 00
Cyrrville and Ottawa	M. Desert	3	6	9 (to Mar. 31, '99)	75 00
do do	H. Lavigne	3	6	2 (and 3 days to June 3, '99)	16 88
do do	E. Ammon	3	6	26 days (from June 5, '99)	6 88

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APPENDIX B—Continued.

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.
Dacre and Caldwell Railway Station	M. Ryan.....	9	2	12 months .....	100 00
Dacre and Esmonde .....	P. Curry .....	6	2	12 " .....	60 00
Dacre and Griffith .....	W. H. Adams..	20	2	12 " .....	140 00
Dacre and Renfrew.....	D. Brownlee ..	22	3	12 " .....	174 00
Dalkeith and Railway Station	A. McLeod .....	4	12	12 " .....	46 95
Danford Lake and Kazubazua Railway Station .....	H. Heeney .....	5	6	12 " .....	150 00
Daniston, Orleans and Ottawa.	L. Proulx .....	3 & 10	3 & 6	12 " .....	275 00
D'Arcyville and Stanleyville.	J. J. McParland	6	1	12 " .....	29 00
Davis Mills and Pembroke .....	R. Davis .....	8	1	12 " .....	50 00
Deux Rivières and Halfway .....	S. Richardson..	14	3w-1s	12 " .....	195 00
Deux Rivières and Railway Station	do .....	4	12	12 " (less fine) .....	86 00
Diamond and Kinburn.....	J. A. Stevenson.	3½	3	12 " .....	95 00
Dixon's Corners and Dundela..	G. Cooper .....	4	3	12 " .....	36 00
Douglas and Railway Station, (C.P.)	J. Biledo .....	4	12	12 " .....	48 00
Douglas and Railway Station, (O. A. & P. S.) .....	T. G. Dolighan.	1½	12	12 " .....	98 00
Doyle and Sheenboro' .....	M. Doyle .....	12	1	12 " .....	59 50
Duclos and East Aldfield .....	C. Diotte .....	6	1	12 " .....	35 00
Duclos and Wakefield .....	E. Johnstone ..	15	6	12 " .....	290 00
Dumoine and Ralph .....	W. T. Mason .....	70	1	12 " .....	300 00
Dunbar and Grantley .....	W. L. Hart .....	5	3	12 " .....	70 00
Dunrobin and South March Railway Station .....	W. Gow .....	20 & 24½	3	12 " .....	287 41
Dyer and Moose Creek .....	R. McLennan..	3	3	12 " .....	50 00
Eastman's Springs and Piperville..	J. Preston .....	4½	2	12 " .....	46 60
Eastman Springs and Railway Station .....	X. Brousseau ..	½	12	12 " .....	55 00
Easton's Corners and Railway Station .....	A. W. Coburn ..	3	6	3 " (from Apl. 1, '99).	39 00
Easton's Corners and Wolford Centre	W. H. Gardiner	5½	2	12 " .....	85 00
East Templeton and Railway Station	D. W. McLaurin	1	12	12 " .....	130 00
Eauclaire and Railway Station .....	W. Mackey .....	1	12	12 " .....	100 00
Egan Estate and Railway Station .....	W. G. McKay ..	3	12	12 " .....	50 00
Eganville and Germanicus .....	A. Sack .....	7½	2	12 " .....	48 00
Eganville and Pembroke .....	C. King .....	28½	3	9 " (to Mar. 31, '99)	183 87
do do .....	W. J. Green .....	28½	3	3 " from " .....	93 50
Eganville and Perreault .....	M. Power .....	6½	1	12 " .....	50 00
Eganville and Ry. Station (C.P.) .....	B. Hartney .....	1	12	12 " .....	58 50
do do (O.A. & P.S.) .....	J. Bulger .....	1½	12	12 " .....	50 08
Elmside and Railway Station .....	W. McKechnie.	3½	6	12 " .....	77 00
Emmett and Killaloe.....	G. Kuehl .....	4	2	12 " .....	46 00
Fairfield East and Railway Station	S. E. Johns. ....	1½	3	12 " .....	35 00
Farran's Point, Osnabruck Centre and Railway Station .....	G. Kerr .....	6 & ½	6 & 12	12 " .....	180 00
Farrellton and Railway Station .....	J. J. McGoey..	2	12	12 " .....	25 00
Farrellton and Stagsburn .....	A. McDonald..	6	1	12 " .....	40 00
Felton and Russell .....	C. York .....	4	2	12 " .....	50 00
Ferguson's Falls and Perth .....	J. H. Morris .....	18½ & 19½	6	12 " and arrears .....	404 42
Ferne Neuve and Rapide de L'Original .....	L. Lafontaine..	12	1	10 " (from Sept. 1, '98)	50 00
Fieldville and Venosta .....	P. Mahoney .....	5	2	12 " .....	35 00
Fitzroy Harbour and Galetta .....	H. Kedey .....	4	12	12 " .....	163 00
Fitzroy Harbour and Woodlawn..	H. Weatherdon.	8½	6	12 " .....	164 00
Flower Station and Ry. Station .....	S. M. Lyon .....	1½	12	12 " .....	25 00
Folger Station and Railway Station	E. K. Roche .....	1½	6	12 " .....	1 00
Fort Colonge and Gower Point....	G. Morrisette ..	4	3	12 " .....	60 00

## APPENDIX B—Continued.

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.
Fort Coulonge and Railway Station	D. T. Gervais...	$\frac{1}{2}$	12	12 months	40 00
Fort William and Pembroke	P. Desjardins...	22	6	9 " (to Mar. 31, '99).	342 00
do do	A. S. Maloney...	22	6	3 " from "	75 00
Fort William and Wharf	J. McCool...	140 yds.	6 & 12	Part of seasons 1898-99	10 29
Fournier and Routhier	J. H. Blaney...	8 $\frac{1}{2}$	6	6 mos. (to Dec. 31, '98).	74 50
do do	H. Blaney...	8 $\frac{1}{2}$	6	6 " from "	99 50
Foymount and Lake Clear	P. Gibbons...	4	3	12 " "	49 00
Franktown and Railway Station	R. Ferguson...	1 $\frac{1}{4}$	12	6 " (to Dec. 31, '98).	48 00
do do	E. O. Edwards...	1 $\frac{1}{4}$	12	6 " from "	48 00
Galbraith and Middleville	J. Scouler...	7	2	12 " "	49 00
Galetta and Railway Station	G. C. Whyte...	$\frac{1}{4}$	12	12 " "	59 47
Glengyle and Railway Station	G. Morrison...	50 yds.	12	12 " "	20 00
Glenmore and Maitland	E. Coville...	9	3	12 " "	145 00
Glen Robertson and North Lancaster	D. McDonald...	25	6	12 " "	293 75
Glen Robertson and Ry. Station	R. S. McLeod...	$\frac{1}{2}$	24	12 " "	91 00
Glen Robertson and Ste. Anne de Prescott	N. Gravel...	7	6	9 " (to Mar. 31, '99).	148 50
do do	R. Perrault...	7	6	3 " from "	43 75
Glen Roy and Munroe's Mills	G. Bougie...	4	3	12 " "	73 00
Glen Smail and Spencerville	E. Ellis, jr...	3	2	12 " "	40 00
Golden Lake and Railway Station	E. Zadow...	1	12	12 " "	70 00
Golden Lake and Ruby	E. Zadow...	6 $\frac{1}{2}$	3	12 " "	100 00
Goldfield and South Finch	A. M. McLean...	2 $\frac{1}{2}$	3	12 " "	65 00
Gower Point and Westmeath	H. M. Carswell...	9	3	3 " (to Sept. 30, '98).	35 00
do do	J. M. Carswell...	9	3	9 " from "	81 75
Gracefield and Railway Station	J. Grace...	600 yds.	6	12 " "	20 00
Great Desert and Lake Talon	P. Boissonault...	5	1	12 " "	60 00
Greenfield and Railway Station	D. McMullan...	1	24	12 " "	60 00
Green Valley and Railway Station	D. A. McDougald...	$\frac{1}{2}$	12	12 " "	60 00
Green Valley and St. Raphael West	J. Legrue...	7 $\frac{1}{2}$	6	12 " "	189 00
Griffith and Matawatchan	A. McFayden...	13	2	12 " "	130 00
Groveton and Spencerville	J. McAulay...	3	2	3 " (to Sept. 30, '98).	12 00
do do	A. Henderson...	3	2	9 " from "	36 00
Halverson and Masham's Mills	P. McKenney...	10	2	12 " "	74 00
Hardwood Lake and Wingle	C. B. Marquardt...	6	1	12 " "	40 00
Harvey and Railway Station	E. Hutson...	50 yds.	6	12 " "	31 30
Hawkesbury and Calumet Railway Station	W. Lawlor...	5	6	12 " "	400 00
Hawkesbury and L'Original	T. W. Lee...	6	12	9 " (to Mar. 31, '99).	234 75
do do	do	6	12	3 " from "	62 25
Hawkesbury and Railway Station	B. McManus...	$\frac{1}{2}$	24	12 " "	125 20
Hazeldean and Stittsville	J. A. Cummings...	3 $\frac{1}{2}$	6	12 " "	150 00
Henry and L'Original	G. Stiles...	4 $\frac{1}{2}$	3	12 " "	74 00
Heyworth and Railway Station	M. McVeigh...	2	6	12 " "	80 00
Hopefield and Wilno	M. Daly...	5	3	12 " "	68 00
Hopetown and Lanark	T. Stewart...	7	3	12 " "	74 00
Hopetown and White	R. Jordan...	12	1	12 " "	55 00
Huberdeau and Rockway Valley	C. Sinclair...	4	3	12 " "	60 00
Hull, Ottawa and Railway Station	M. Potvin...	1 & 2	24 & 54	12 " "	400 01
Hull and Simmons	B. A. Simmons...	8	1	12 " "	30 00
Hull and Street Letter Boxes	H. Dupuis...	3 $\frac{1}{2}$	12	12 " "	105 50
Hunter's Point and Kippewa	P. Kelly...	24w. 26s.	1	12 " "	195 00
Inkerman and Suffel's Crossing	J. C. Davidson...	2	12	9 " (to March 31, '99)	70 50
do do	H. Miller...	2	12	3 " from "	23 50
Inlet and Thurso	G. Bichler...	20 $\frac{1}{2}$	3	12 " "	245 00



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APPENDIX B—Continued.

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.
Irena and Rowena	J. Mullen	3	3	12 months	68 00
Ironside and Railway Station	A. Murphy	1/2	12	12 "	40 00
Iroquois and Pleasant Valley	G. Coons	14	3	3 " (to Sept. 30, '98)	37 25
do do	J. A. Adams	14	3	9 " from "	110 25
Iroquois and South Mountain	G. Coons	15	6	12 "	210 00
Jarnac and Ripon	M. Martin	8	1	12 "	50 00
Jasper and Railway Station	H. S. Moffitt	1/2	6	3 " (from April 1, '99)	7 50
Jockvale and Ottawa	I. Clothier	16	3	12 "	166 00
Johnston's Corners and South Gloucester	H. Forget	2	6	12 "	52 00
Joynt and North Wakefield	R. Joynt	12 1/2	3	12 "	180 00
Kazubazua and Lake St. Mary	B. Emond	6	2	8 " (to Feb. 28, '99)	66 66
do do	J. Martel	6	3	4 " from "	33 33
Kazubazua and Railway Station	T. Marks	2 1/2	6	12 "	68 00
Kemptville and Kemptville Junction Railway Station	L. J. & C. H. Banks	2	12	12 "	125 20
Kemptville and Merrickville	J. E. Knapp	19 1/2	6	12 "	380 00
Kemptville and Millar's Corners	J. Bennett	11	3	12 "	150 00
Kemptville and North Rideau	A. W. Powell	5 1/2	2	12 "	80 00
Kemptville and Railway Station	W. Dickinson	1	18	12 "	200 00
Killaloe Station and Railway Station	M. Holly	100 yds.	12	12 "	62 60
Kilmarnock and Smith's Falls	W. H. Hunter	7	2	12 "	97 00
Kinburn and Limestone	J. Findlay	4	2	12 "	50 00
Kinburn and Panmure	Osborne & Hoffman	7	3	2 " (to Aug. 31, '98)	25 00
do do	do	14	6	10 " from "	179 17
Kinburn and Railway Station	E. D. Osborne	1/2	12	12 "	62 60
Kingsmere and Chelsea Railway Station	W. P. Murphy	4	6	Part of seasons 1898-99	62 50
Kippewa and Railway Station	D. Ferguson	100 yds.	4	12 months	25 00
Kirk's Ferry and Railway Station	M. Reid	1/2	12	12 "	30 00
Klock's Mills and Railway Station	J. A. Bell	1/2	12	12 "	53 21
Labelle and LaMacaza	P. Charbonneau	9	1	12 "	50 00
Labelle and L'Annonciation	Longpre & Dumoulin	15	2	3 " (to Sept. 30, '98)	26 00
do do	M. Dauphin	15	3	9 " from "	67 50
Labelle and Minerve	J. Biganese	14 1/2	1	12 "	100 00
Labelle and Railway Station	Longpre & Dumoulin	15	12	12 "	40 00
La Conception and La Conception Railway Station	F. Lacroix	5 1/2	3	12 "	54 00
La Conception Station and Railway Station	S. O. Demers	300 yds.	6	9 " (to March 31, '99)	3 75
do do	V. Legault	300 yds.	6	3 " from "	1 25
Lac Rond and St. Emile de Suffolk	M. Major	4	1	12 "	40 00
Lake Talon and Railway Station	F. McDonald	100 yds.	6	12 "	60 00
Lake Temiscamingue and North Temiscamingue	A. McBride	22	1	3 " (to Sept. 30, '98)	50 00
do do	F. Norris	22	1	9 " from "	150 00
Lake Temiscamingue and Thornlee	F. Norris	18	1	12 "	130 00
Lalonde and Plantagenet	W. H. McKay	5	1	12 "	40 00
Lammermoor and Lavant Station	W. R. Gibson	14	3	12 "	155 00
Lanark and Middleville	J. H. Rodgers	7	6	12 "	167 00
Lanark and Perth	R. Hogan	12	6	12 "	64 00

## APPENDIX B—Continued.

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.
Lanark and Watson's Corners.....	S. Miller.....	7	3	9 mos. (to March 31, '99)	30 00
do do.....	J. A. White.....	7	3	" from "	10 00
Lancaster and Martintown.....	R. Wilson.....	12	6	12 "	250 00
Lancaster and South Lancaster.....	W. Gillespie.....	1	12	12 "	125 00
L'Annonciation and Norrinigue.....	D. Morand, jr.....	12	2	9 " (to March 31, '99)	97 50
do do.....	V. Martineau.....	12	2	1 " (to April 30, '99)	10 83
do do.....	do.....	12	3	2 " from "	30 33
L'Annonciation and Turgeon.....	M. Mercier.....	16	1	6 " (to Dec. 31, '98)	40 00
L'Annonciation and Ste. Veronique	do.....	16	1	6 " from "	40 00
Lefaivre and Montebello.....	J. Nadon.....	3	6	12 "	80 00
Lemieux and South Casselman.....	J. Leroux.....	6½	3	3 " (to Sept. 30, '98)	23 75
Levesqueville and Wisawasa.....	C. Robert.....	6	1	12 "	52 00
Lime Bank and Manotick Station.....	H. L. Johnston.....	3½	3	3 " (to Sept. 30, '98)	20 00
do do.....	W. Tompkins.....	3½	3	9 " from "	60 00
Loch Winnock and Castleford Rail- way Station.....	R. J. Storie.....	3½	3	12 "	90 00
Lodore and Watson's Corners.....	C. Lorimer.....	7	2	12 "	60 00
L'Original and Calumet Station.....	E. Lee.....	3	6	12 "	448 00
Lorrainville and Ville Marie.....	J. Bellehumeur.....	6	1	4 " (from Mar. 31, '99)	16 67
Low and North Low.....	J. Gannon.....	4	3	12 "	65 00
Low and Railway Station.....	W. Brooks.....	1½	12	12 "	125 00
Lumsden's Mills and Railway Station	J. McCracken.....	½	4	12 "	25 00
Lumsden's Mills and Ville Marie.....	P. Kelly.....	70 & 78	1	12 "	600 00
Luskville and Railway Station.....	E. Desbiens.....	2	6	12 "	65 00
McDonald's Corners and McLaren's Depot.....	W. A. Garrow.....	11	6	12 "	197 00
McMillan's Corners and Strathmore	D. McIntosh.....	4½	3	12 "	56 66
Maberly and Railway Station.....	J. Mauders.....	1½	6	12 "	57 00
Mackey's Station and Railway Station	J. Dunlop.....	4	12 & 6	12 "	47 00
Malakoff and North Gower.....	J. B. Hill.....	½	3	9 " (to Mar. 31, '99)	48 00
Malakoff and Railway Station.....	A. Haggins.....	12	6	3 " (from April 1, '99)	58 75
Maniwaki and Gracefield Railway Station.....	J. Nault.....	31	6	12 "	895 00
Maniwaki and Montcerf.....	P. Parajis.....	15	1	12 "	100 00
Maniwaki and River Joseph.....	T. White.....	8	1	6 " (to Dec. 31, '98)	33 75
do do.....	A. Roy.....	8	1	6 " from "	27 00
Manotick and Railway Station.....	B. McCarnen.....	3½	6	12 "	129 00
Martin's Lake and Upper Thorn Centre.....	M. J. Martin.....	5	1	12 "	40 00
Maryland and Railway Station.....	S. Smith jr.....	40 ft.	12	12 "	20 00
Maryland and Wolf Lake.....	P. McCann.....	17½	2	12 "	120 00
Mattawa and Railway Station.....	J. B. Belanger.....	1	18	12 "	250 00
Mattawa and Town Hall Railway Station.....	G. Smith.....	250 ft.	4	12 "	25 00
Maxville and Railway Station.....	D. A. McArthur.....	½	18	12 "	75 00
Maxville and Riceville.....	J. Baker.....	17½	6	12 "	445 00
Merrickville and Irish Creek Rail- way Station.....	T. Burchill.....	9	6	9 " (to Mar. 31, '99)	199 50
Merrickville and Newmanville.....	G. E. Johnston.....	5½	1	12 "	48 00
Merrickville and Railway Station.....	W. M. Ross.....	½	12	3 " (to Sept. 30, '88)	21 25
do do.....	J. M. Kempfer.....	½	12	9 " from "	37 50
do do.....	W. M. Ross.....	½	12	12 " (night service)	85 00
Metcalfe and North Osgoode.....	H. H. Beamish.....	3	3	12 "	70 00
Metcalfe and Ottawa.....	J. Simpson.....	21	6	12 "	312 00
Monckland Station and Railway Station.....	A. B. McDonald.....	½	12	12 "	60 00
Montebello and Railway Station.....	F. F. Aubry.....	½	12	12 "	50 00
Montebello and St. Amédée.....	E. McCluskey.....	6	2	12 "	80 00

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APPENDIX B—Continued.

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.
Montpelier and Ripon.....	J. Bissonnette..	7	1	12 months.....	24 80
Moose Creek and Moulinette.....	A. A. McRae.....	20½	6	12 "	344 00
Moose Creek and Railway Station.....	T. Dorey.....	¾	24	12 "	75 00
Moose Creek and Sandringham.....	F. Brunet.....	4¾	6	12 "	95 16
Morrisburg and Waddington, N. Y.....	D. Roach.....	3	6	12 "	75 00
Morrisburg and Winchester.....	W. Ross.....	17	6	12 "	310 00
Moulinette and Mille Roches Station.....	S. B. Forsythe..	1	12	12 "	200 00
Mountain and Railway Station.....	S. W. Van Allen	¾	12	12 "	50 08
Mountain and Reid's Mills.....	S. W. Van Allen	7¾	6	12 "	124 74
Mountain and South Mountain.....	E. Mills.....	3¾	12	12 "	100 00
Mountain and Vancamp.....	H. E. Carson.....	3¼	6	12 "	87 00
Mud Creek and Smith's Falls.....	W. Sheridan.....	6	2	12 "	80 00
Muldoon, Eardley Railway Station and North Onslow.....	J. J. Muldoon..	3¾&10	6&3	12 "	174 00
Nipissing Junction and Railway Station.....	J. C. Ritchie.....	1¾	12	12 "	62 60
North Augusta and Bellamy's Station.....	W. Pear.....	4½	6	8 " and 8 days (to March 8, '99).	51 46
do do	T. N. Conner.....	4½	6	3 " and 23 days (from March 8, '99)..	23 54
North Augusta and Prescott.....	P. Bolger.....	17½	2	12 "	149 00
North Bay and Railway Station.....	W. McDonald.....	¾	36	12 "	319 26
North Bay (transferring mails at Station).....	C. P. Railway Co.			12 " and arrears.....	645 00
North Branch and Russell.....	P. A. Harrison.....	2½	6	3 " (to Sept. 30, '98).	18 75
do do	R. Scharf.....	2½	6	9 " from "	48 75
Northcote and Renfrew.....	J. McConnell.....	15	3	12 "	135 00
North Gower and Osgoode Railway Station.....	A. Haggins.....	8	6	9 " (to March 31, '99)	148 50
North Gower and Reeve Craig.....	T. Salter.....	3	2	12 "	45 00
North Nation Mills and Railway Station.....	D. Landriau.....	3½	6	12 "	176 00
North Valley and Osnabruk Centre.....	J. A. Dunbar.....	4	3	12 "	70 00
North Wakefield and Railway Station.....	J. R. Morrison..	400 yds.	12	12 " Part of season, 1898.....	25 00
do do	N S. Stacey.....	400 yds.	12	12 " Part of season, 1899.....	6 79
do do	J. R. Morrison..	400 yds.	12	12 " Part of season, 1899.....	3 23
Notre Dame de la Salette and Notre Dame du Laus.....	P. Filiatrault..	32½	3	12 months.....	412 70
Notre Dame de la Salette and Peltimore.....	H. Last, jr.....	7	3	12 "	80 00
Notre Dame du Laus and Rapide de L'Orignal.....	P. Filiatrault..	52	1	6 "	150 00
Notre Dame du Laus and St. Gerard de Montarville.....	P. Filiatrault..	37	1	6 " (to Dec. 31, '98)..	90 00
Oliver's Ferry and Elmsley's Railway Station.....	W. McCue.....	5¾	6	12 "	200 00
Oliver's Ferry and Rideau Centre..	A. Smith.....	1¾	6s.-1w.	12 "	35 00
Osgoode Station and Railway Station.....	J. Buckles.....	40 yds.	6	12 "	15 00
Ottawa Letter Carriers' Service.....	Ottawa Electric Railway Co.			12 "	900 00
Ottawa and Ottawa East.....	A. Pettapiece..	1	6	12 "	75 00
Ottawa and Post Office Department do do	E. Batterton.....	120 yds.	as req.	12 " and extra trips..	443 70
	J. Graves.....	120 yds.	as req.	12 "	729 36

## APPENDIX B—Continued.

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 Railway Stations .....	Ottawa Electric Railway Co. ....	1 & 1 $\frac{1}{2}$	as req.	12 months .....	4,000 00
Ottawa and Ramsay's Corners. ....	W. Alexander ..	7 $\frac{3}{4}$	3	12 " .....	130 00
Ottawa and Richmond .....	A. B. McDonald ..	20	6	12 " .....	498 00
Otter Lake and Shawville .....	A. Richardson ..	24	6	12 " .....	300 28
Oxford Station and Railway Station	A. J. Black .....	+	3	3 " (to Sept. 30, '98).	9 00
do do .....	A. J. Sanderson.	+	3	9 " from " ..	27 00
Pakenham and Railway Station. ....	D. Shaw .....	1 $\frac{1}{2}$	24	12 " .....	187 00
Papineauville and Railway Station.	E. A. Gauthier..	12	3	12 " (to Sept. 30, '98).	7 50
do do .....	A. Fortier .....	12	8	8 " and 17 days (to June 17, '99)...	42 86
do do .....	do .....	24	24	12 days (from June 19, '99)	3 96
Papineauville and St. André Avellin	P. Boyer .....	9 $\frac{1}{2}$	6	12 months .....	30 00
Parkman and Portage du Fort. ....	A. S. Smart .....	5	1	5 " (to Nov. 30, '98).	14 58
do do .....	S. Young .....	4	2	7 " from " ..	29 17
Pembroke and Railway Station. ....	M. Belaire .....	1 $\frac{1}{2}$	36	12 " .....	200 00
do do .....	do .....	12	10	10 " and 2 days (from Aug. 29, '98)...	128 45
Pembroke and Stafford .....	D. Childerhose..	17	3	12 " .....	198 00
Pendleton and Railway Station. ....	H. Roy .....	17	6	12 " .....	500 00
Perkins and St. Rose de Lima. ....	C. Robitaille. ....	7 $\frac{3}{4}$	4	12 " .....	175 00
Perreton and Government Road Crossing .....	R. Chaffey .....	2 $\frac{1}{2}$ & 3	3	3 " (to Sept. 30, '98).	31 25
do do .....	do .....	2 $\frac{1}{2}$ & 3	3	9 " from " ..	86 25
Perth and Playfair .....	J. Buffam .....	14	6	12 " .....	325 00
Perth and Railway Station .....	J. Allan .....	1 $\frac{1}{2}$	26	12 " .....	199 00
Perth and Stanleyville .....	S. P. White .....	9 $\frac{1}{2}$	4	12 " .....	155 00
Perth and Tennyson .....	W. H. Devlin. ....	10	1	12 " .....	49 00
Petawawa and Railway Station. ....	S. Devine. ....	1 $\frac{1}{2}$	3	12 " .....	90 00
Point Alexander and Bass Lake Railway Station .....	T. McAnulty .....	6	3	12 " .....	125 00
Point Comfort and Wright .....	E. S. Leetham ..	14	2 s. & 1 w.	12 " .....	150 00
Pointe Gatineau and Quinnville. ....	M. Gahagan .....	6 $\frac{1}{2}$	1	12 " .....	55 00
Pointe Gatineau and Railway Station .....	J. Levesque .....	1 $\frac{1}{2}$	12	12 " .....	105 00
Portage du Fort and Haley's Railway Station .....	D. M. Rattray ..	7	18	3 " and 23 days (to Oct. 23, '98)...	93 75
do do .....	do .....	7	12	8 " and 8 days (from Oct. 23, '98)...	137 50
Portage du Fort and Ross .....	D. McLaren .....	3	3	12 " .....	65 00
Prescott and Railway Station. ....	A. McFadden. ....	1 $\frac{1}{2}$	18	12 " .....	97 00
Prescott and Ogdensburg .....	W. McInnes .....	2	18	12 " .....	360 00
Prescott and Street Letter Boxes ..	J. Dowsley .....	2	18	12 " .....	144 00
Quyong and Railway Station .....	W. Richardson. ....	1	12	12 " .....	75 00
Radford and Shawville .....	J. A. Armstrong ..	3	3	6 " (to Dec. 31, '98) .	32 50
do do .....	S. Armstrong .....	3	3	5 " and 22 days (from Jan. 10, '99)...	30 87
Rapides des Joachims and Moore's Lake Station. ....	H. R. Downey ..	6	6	3 " (to Sept. 30, '98).	41 09
do do .....	do .....	6	6	9 " from " ..	168 75
do do .....	J. McGee. ....	6	6	3 trips .....	8 00
Rapides des Joachims and Rowan-ton. ....	H. R. Downey ..	20	3	12 months .....	350 00
Rapides des Joachims and Wharf. ....	do .....	120 yds.	6	Part of seasons 1898 & '99	10 29

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Rapide de L'Original and St. Gerard de Montarville	S. Alex	15	1	6 months (to Dec. 31, '98)	32 50
Raycroft and Tatlock	R. White, sen.	4½	1	12 "	25 00
Renfrew and Railway Station (C. P.)	D. Brownlee	¼	30	12 "	149 00
do do (K. & P.)	Barr & Drysdale	¼	12	12 "	72 00
do do (O. A. & P. S.)	D. Brownlee	¼	12	12 "	62 60
Renfrew and Stewartville	D. Brownlee	13½	6	4 " (from Mar. 1, '99)	96 67
Richmond and Stapledon	T. H. Stapledon	3½	3	12 "	55 00
Rideau View and Residence of J. Blair	J. Blair	¼	3	12 "	25 00
Ripon and St. André Avellin	Z. Whissell	7	6	12 "	124 00
Rockingham and Rosenthal	T. Mahon	6	1	12 "	20 00
Rockingham and Strathay	J. O'Brien	13	1	12 "	50 00
Rockingham and Wingle	J. Wingle	14	2	9 " (to Mar. 31, '99)	138 75
do do	J. Maddigan	14	2	3 " from "	26 00
Rockland and Railway Station	J. A. Dent	28	6	12 "	114 00
Rockcliffe and Railway Station	C. W. McIntyre	50 yds.	6	12 "	25 04
Rowantou and Stubbs Bay	J. R. Booth	42	1	12 "	300 00
Russell and Bearbrook Railway Crossing	C. York	8	6	12 "	137 00
Russell and Osgoode Railway Station	F. Levia	21½	6	12 "	450 00
St. Emile de Suffolk and St. Remi d'Amherst	P. Leroux	12	3	12 "	200 00
St. Eugène and Railway Station	P. Kelly	500 yds.	12	12 "	50 00
St. Onge and South Indian Railway Station	C. Latremouille	9	6	12 "	124 95
St. Rose de Lima and East Templeton Railway Station	N. Beauchamp	¼	12	12 "	60 00
Sand Point and Railway Station	J. R. McDonald	7	12	12 "	109 55
Shamrock and Whalen Lake	S. Whalen	7	2	12 "	70 00
Shawville and Railway Station	J. A. McGuire	1	12	12 "	45 00
Sheedy and Ashdad Railway Station	J. Carter	9¾	3	12 "	110 00
Skye and Greenfield Ry. Station	D. A. Cameron	8	6	12 "	193 00
Smith's Falls and Railway Station	H. Carley	½	36	5 " & 10 days (to Dec. 10, '98) less fine.	114 27
do do	"	½	24	6 " & 21 days (from Dec. 10, '98)	97 49
do do	"	½	12	12 " night service	145 00
Snake River and Railway Station	G. Douglas	4	3	12 "	110 00
South Casselman and Railway Station	A. Lalonde	250 yds	18	3 " (to Sept. 30, '98).	11 25
do do	J. St. Denis	"	6	3 " (to Sept. 30, '98).	3 75
South Finch and Railway Station	D. J. McMillan	½	12	12 "	75 00
South Indian and Railway Station	J. K. Meredith	¾	24	12 "	73 00
Spencerville and Railway Station	W. Lawson	1½	6	12 "	75 00
Stanley's Corners and Stittsville	J. Stanley	2	3	12 "	40 00
Stittsville and Railway Station	S. Mann	120 yds	12	12 "	62 60
Summerstown and Summerstown Station	H. Hagerty	3	6	12 "	77 72
Summerstown Station and Railway Station	J. A. Cameron	400 yds	12	12 "	50 00
The Brook and South Indian Railway Station	T. Lefebvre, sr.	21	6	12 "	270 00
Thurso and Valencay	O. Emery	14	3	12 "	140 00
Toyes Hill and Winchester Springs	G. Carter	3	3	12 "	56 00

## APPENDIX B—Continued.

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.	
Vankleek Hill and Railway Station	J. A. Villeneuve	4	24	12 months	124 00	
Vars and Railway Crossing	J. Fraser	18	12	"	60 00	
Venosta and Railway Station	J. McCaffrey	3	6	"	26 00	
Ventnor and Spencerville Railway Station	W. Cook	5½	6	12	90 00	
Ventnor and Railway Station	P. Kavanagh	2	7	12	145 00	
Wakefield and Railway Station	E. Johnstone	4	12	12	" & summer service	70 04
Wales and Railway Station	L. John	17	12	12	"	49 00
Waller and Harney's Crossing	P. Harney	1½	2	12	"	35 00
Waltham and Waltham Station	W. H. Poupore	1½	3	12	"	45 00
Wemyss and Railway Station	D. McFarlane	3	6	12	"	32 00
Wendover and North Nation Mills Railway Station	H. St. Pierre	3	6	12	"	170 00
Whitney and Railway Station	J. A. Deviny	3	12	12	"	100 00
Wilno and Railway Station	J. Burchat	1	12	12	"	130 00
Wilson's Bay & Sabourins Crossing	A. Wilson	1	2	12	"	65 00
Winchester and Osgoode Railway Station	J. E. Cass	24½ & 22	3	12	"	500 00
Winchester and Railway Station	J. E. McKeen	1	12	12	"	50 00
do do	do	1	12	12	night service	85 00
Wylie and Railway Station	J. Lyons	2½	3	12	"	89 00
				Total	\$60,316 44	

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division made within the year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abrams Village and Cape Egmont.	A. Gallant.....	5	2	12 months.....	55 00
Afton Road and Mount Stewart.	F. Hand.....	3	2	12 ".....	30 00
Albany and Cape Traverse.	J. P. Irving.....	6	1	Special trip.....	5 00
Albany and Railway Station.	A. Noonan.....	12	12	12 months.....	100 16
Albany and Victoria.	J. A. Howatt.....	10½	6	12 ".....	203 00
Alberton and Kildare.	W. D. White.....	12	3	12 ".....	98 00
Alberton and Railway Station.	G. Green.....	12	12	12 " and extra trips.....	77 94
Alberton and South Kildare.	M. Quigley.....	2 & 3½	2	12 " and arrears.....	21 66
Alma and Lauretta.	B. Buote.....	3	2	12 ".....	25 00
Alma and Railway Station.	J. Mountain.....	½	2	12 ".....	26 00
Appin Road and Hampton.	A. Ashley.....	4	2	12 ".....	37 00
Argyle Shore and Bonshaw.	E. Livingstone.....	3	2	12 ".....	23 72
Armadales and Railway Station.	H. A. McPhee.....	½	3	12 ".....	20 00
Auburn and Dromore West.	E. Corrigan.....	1½	2	12 ".....	26 00
Auburn and Pownal.	W. J. Carver.....	10½	2	12 ".....	70 00
Augustine Cove and Lansdowne Hotel.	I. Clark.....	5½	3	1 " (to July 31, '98).	4 12
do do	do	5½	3	11 " from "	63 69
Baldwin's Road and Perth Station.	J. Moar.....	1½	2	12 ".....	24 00
Bangor and Morell Station.	J. McGregor.....	4	2	12 ".....	50 00
Bayfield and Glencorrodale.	N. J. McDonald.....	3½	2	12 ".....	29 60
Bay Fortune and Souris East.	A. Morrow.....	10½	3	12 ".....	106 08
Beach Point and Montague Bridge.	J. J. McDonald.....	24	6	12 ".....	523 60
Bear River and Railway Station.	D. Costello.....	½	3	12 ".....	20 28
Bedeque and Sea Cow Head.	D. McInnis.....	7½	2	12 ".....	49 00
Bedeque and Summerside.	B. Webster.....	9½	6	12 ".....	212 84
Belfast and Charlottetown.	M. Martin.....	25	6	12 ".....	690 88
Belfast and High Bank.	E. W. Martin.....	22½	3	12 ".....	365 00
Belfast and Point Prim.	M. Martin.....	7½	2	12 ".....	60 00
Belfast and Roseberry.	E. W. Martin.....	5	2	12 ".....	65 00
Bloomfield and Bloomfield Station.	W. H. Halloran.....	2	3	12 ".....	28 00
Bloomfield Station and Glengarry.	M. Halloran.....	5½	2	12 ".....	33 00
Bloomfield Station and Miminegash.	H. Chappell.....	8	2	12 ".....	45 76
Bloomfield Station and Railway Station.	F. Peters.....	½	6	12 ".....	25 00
Blooming Point and Tracadie Cross.	A. Bradley.....	2½	2	12 ".....	34 00
Bonwell and New Haven.	M. Malone.....	5½	2	12 ".....	34 92
Bridgely Point and Oyster Bed Bridge.	D. Shaw.....	5	3 & 6	12 ".....	72 00
Breadalbane and Millvale.	M. Matheson.....	6½	2	12 ".....	66 00
Breadalbane and New London.	D. R. Bell.....	12	6	12 ".....	340 00
Breadalbane and Railway Station.	M. Matheson.....	1½	12	12 " and extra trips..	117 45
Bridgetown and Mount Hope.	W. Burhoe.....	6½	2	3 " (from April, '99)	11 25
Brooklyn and Glen Martin.	F. A. McPherson.....	3	3	12 ".....	40 48
Brookside and Milltown Cross.	J. Mahar.....	2½	3	7 " (to Jan'y. 31, '99).	20 41
Burlington and Spring Valley.	J. Sudbury.....	2	3	12 ".....	30 00
Caledonia and Orewell.	A. McKenzie.....	10½	6	12 ".....	231 60
Caledonia and Rona.	A. Beaton.....	5	2	12 ".....	38 00
Cape Traverse Boat House and Railway Terminus.	W. H. P. Irving.....	1½	as req.	Part of seasons 1898-99.	61 20
Cape Traverse Boat House and Summerside.	B. A. Strang.....	15	as req.	" ".....	75 00

## APPENDIX B—Continued.

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.
Cape Wolfe and Lot 4.....	J. J. Fish.....	6	2	12 months.....	70 00
Cardigan Bridge and Corraville.....	S. Johnston.....	6	2	8 " (to Feb. 28, '99).....	26 48
do do.....	do.....	8	2	4 " from ".....	19 01
Cardigan Bridge and Head of Cardigan.....	W. McDonald.....	8	2	12 " and arrears.....	38 29
Cardigan Bridge and Launching.....	D. Foley.....	26 r.t.	3	12 ".....	182 00
Cardigan Bridge and Lot 56.....	J. J. Campbell.....	15½	6	9 " (to Mar. 31, '99).....	240 00
do do.....	M. J. Campbell.....	15½	6	3 " from ".....	80 00
Cardigan Bridge and Railway Station.....	F. D. McCormack.....	1½	12	12 ".....	49 48
Cavendish and Hunter's River.....	J. Crew.....	34½	3	12 ".....	190 00
Charlottetown and Long Creek.....	M. A. Miller.....	25 r.t.	3	6 " (to Dec. 31, '98).....	115 00
do do.....	S. T. Currie.....	25 r.t.	3	6 " from ".....	86 50
Charlottetown and Marshfield.....	W. Miller.....	4½	6	12 ".....	50 00
Charlottetown and Railway Station.....	P. Stewart.....	½	as req.	12 ".....	385 80
Charlottetown and Street Letter Boxes.....	W. H. Long.....	2½	18	12 ".....	75 00
Charlottetown and Victoria.....	P. McKenna.....	21½	3	12 ".....	247 00
Cherry Grove and New Harmony.....	J. McDonald.....	2	2	12 ".....	25 00
Cherry Valley and Earncliffe.....	W. Bears.....	7½	2	12 ".....	39 00
Clear Spring and New Zealand Railway Station.....	J. Cantwell.....	4	3	12 ".....	41 48
Clermont and Kensington.....	J. J. Gillis.....	3	3	12 ".....	40 00
Clinton and New London.....	W. J. Cotton.....	2½	2	12 ".....	28 00
Clyde Station and Railway Station.....	N. McLeod.....	1½	3	12 ".....	17 00
Coleman and Railway Station.....	M. Howatt.....	1½	6	12 " and extra trips.....	40 65
Coleman and West Point.....	P. McPhee.....	14	2 & 3	12 ".....	212 48
Commercial Road and Peter's Road.....	W. A. Johnston.....	2½	3	12 ".....	42 00
Crapaud and Gamble's Corners.....	J. Thompson.....	3	2	12 ".....	20 00
Crapaud and Upper Westmoreland.....	R. McVitie.....	2½	3	12 ".....	35 00
Darlington and Princetown Road.....	D. L. McLeod.....	3	2	12 ".....	30 00
Darlington and Railway Station.....	do.....	3	12	12 ".....	120 00
Darlington and Rose Valley.....	do.....	8	3	12 ".....	140 00
Darnley and Kensington.....	G. Larkins.....	15	3	9 " (to Mar. 31, '99).....	168 75
do do.....	R. T. Moase.....	15	3	3 " from ".....	56 25
DeBlois Station and Alberton.....	T. W. Haszard.....	8	1	Special service.....	2 00
DeBlois Station and Leoville.....	A. Gaudet.....	1½	3	12 months.....	25 00
DeBlois Station and Railway Station.....	A. Chaisson.....	1½	3	6 " (to Dec. 31, '98).....	6 00
do do.....	S. Bernard.....	1½	3	6 " from ".....	6 00
Dingwell Mills and Fortune Bridge.....	W. A. Burke.....	4	2	12 ".....	30 00
Dromore and Pisquid Railway Station.....	T. O. McCabe.....	2	2	12 ".....	50 00
Dundas and Mount Hope.....	W. Burhoe.....	6½	2	9 " (to Mar. 31, '99).....	33 75
Duvar Road and Mill River.....	A. Richard.....	2	3	12 ".....	30 00
East Baltic and Red Point.....	D. J. McEachern.....	4	3	12 ".....	32 00
East Point and Souris East.....	R. Kickham.....	15	3	12 ".....	193 00
Ebbsfleet and St. Louis.....	M. D. Lacey.....	4	3	12 ".....	62 40
Ebenezer and Wheatley River.....	J. Power.....	2½	2	12 ".....	25 00
Elliott's Mills and Railway Station.....	R. Elliott.....	1½	6	12 ".....	30 00
Elliotvale and Peakes.....	D. A. McDonald.....	3½	2	12 ".....	36 40
Elmira and South Lake.....	F. J. McKinnon.....	2	3	12 ".....	26 00
Elmsdale and Railway Station.....	J. Adams.....	1½	6	12 ".....	20 00
Elmwood and New Haven.....	O. Clarkin.....	3	2	12 ".....	22 00
Emerald and Found's Mills.....	H. P. Found.....	7½	3	12 ".....	93 00
Emerald and Railway Station.....	F. P. Murphy.....	1½	12	12 " and extra trips.....	167 06
Emerald and Shamrock.....	do.....	2½	2	12 ".....	32 00
Emerald and West Newton.....	W. Clark.....	4	3	12 ".....	70 00
Enmore and Mount Pleasant.....	G. Nisbet.....	2½	2	12 ".....	26 00



APPENDIX B—Continued.

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.
Farmington and Head of St. Peter's Bay	T. Burdge	5	2	12 months	29 60
Fifteen Point and Wellington St'n	J. P. Perry	7	3	12 " and arrears	75 66
Fitzgerald Station and Lot 14	P. Cameron	7	3	12 " "	81 66
Fitzgerald Station and Railway St'n	do	6 $\frac{1}{2}$	6	12 " and extra trips	35 21
Flat River and Selkirk Road	F. Dougherty	6 $\frac{1}{2}$	2	12 " "	70 00
Forest Hill and Head of St. Peter's Bay	R. J. McNeill	6	3	8 " (to Feb. 28, '99)	40 98
do do	R. McNeill	6	3	4 " from "	15 16
Frederickton and Railway Station	J. Weeks	7 $\frac{1}{2}$	3	12 " "	25 00
Freetown and Lower Freetown	T. Taylor	2 $\frac{1}{2}$	3	12 " "	64 00
Freetown and Railway Station	R. B. Auld	2 $\frac{1}{2}$	12	12 " "	90 00
Georgetown and Murray Harbour North	J. T. Robertson	30	3	12 " "	154 00
Georgetown and Railway Station	R. R. Jenkins	1	as req.	12 " "	151 80
Georgetown and Steamer "Stanley"	do	1	"	Part of seasons, 1898 & 1899	12 40
Glenfinnan and Tarantum	J. Gallant	2 $\frac{1}{2}$	2	12 months	20 00
Glen William and Murray River	A. McDonald	3 $\frac{1}{2}$	3	12 " "	37 48
Gowan Brae and Souris East	F. J. Mullally	3	2	12 " "	25 00
Greenvale and Little Harbour	J. McDonald	2	2	3 " (to Sept. 30, '98)	5 20
do do	G. Mooney	2	3	9 " from "	16 50
Greenwich and Head of St. Peter's Bay	A. B. Hyndman	5 $\frac{1}{2}$	2	12 " "	50 00
Hampshire and New Wiltshire	J. Stewart	3	3	12 " "	37 48
Head of Hillsborough and Mount Stewart	D. D. Coffin	4 $\frac{1}{2}$	2	12 " "	52 00
Head of St. Peter's Bay and Monticello	A. D. Cummings	8 $\frac{1}{2}$	2	12 " "	50 00
Head of St. Peter's Bay and Railway Station	A. Aulay	1	12	12 " "	120 00
Heatherdale and Whim Road Cross	A. McDonald	1 $\frac{1}{2}$	3	12 " "	35 00
Higgin's Road and Wellington Station	J. T. Perry	17	3	12 " "	129 00
Hopefield and Murray River	J. P. Horton	4	2	12 " "	20 80
Hunter's River and North Rustico	J. Bowen	18	6	12 " "	340 00
Hunter's River and Railway Station	P. McGrath	1 $\frac{1}{2}$	12	12 " "	159 40
Inverness and Railway Station	P. J. Kilbride	2 $\frac{1}{2}$	2	12 " "	35 36
Johnston's River and Southport	P. Trainor	12 $\frac{1}{2}$	2	12 " "	75 00
Kelly's Cross and New Wiltshire	P. Malone	11	6	9 " (to Mar. 31, '99)	117 18
do do	F. Bradley	11	6	3 " from "	31 25
Kensington and Princetown	J. Glover	7	3	12 " "	125 00
Kensington and Railway Station	G. Glover	1	12	12 " and extra trips	180 13
Kensington and Sea View	G. Tuplin	17	3	12 " "	148 00
Kildare Cape and Tignish	P. Kirwan	4	2	12 " "	30 00
Kildare Station and Palmer Road	A. Shea	7	2	3 " (to Sept. 30, '98)	12 50
Kingston and North River	R. H. Simmons	4	3	3 " (from Apr. 1, '99)	15 00
Kinkora and Maple Plains	A. Kelly	3	2	12 " "	50 00
Kinkora and Middleton	A. McGuigan	2	3	12 " "	40 00
Kinkora and Railway Station	P. K. Trainor	1	12	12 " "	49 92
Kinross and Lyndale	J. A. McDonald	3	2	12 " "	38 00

## APPENDIX B—Continued.

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.
Lansdowne Hotel and Railway Station.	J. A. Strange.	6 $\frac{1}{8}$	6	12 months	44	10
Lansdowne Hotel and Searletown.	S. Muttart.	6	6	12 "	93	00
Linkletter and Summerside.	T. W. Murray.	3	3	12 "	50	00
Little Tignish and Tignish.	J. J. Buote.	3 $\frac{3}{4}$	2	12 "	15	00
Little York and Pleasant Grove.	T. H. Lawson.	19	3	12 "	108	00
Little York and Railway Station.	R. Lawson.	4 $\frac{1}{8}$	12	12 "	54	00
Locke Road and Mill River.	M. Howard.	4 $\frac{1}{2}$	2	12 "	52	00
Lot 4 and Railway Station.	G. McKay.	4	6	12 "	76	36
Lot 10 and Railway Station.	H. Ritchie.	1 $\frac{1}{2}$	2	12 "	32	00
Lot 11 and Railway Station.	J. Kilbride.	5 $\frac{1}{2}$	3	12 "	62	40
Lot 12 and Railway Station.	W. Hayes, sr.	2	12	12 " and extra trips.	147	00
Lot 35 and Railway Station.	H. M. McLeod.	1 $\frac{1}{2}$	2	12 "	40	00
Lot 40 and Railway Station.	A. H. McEwen.	1	6	12 "	56	32
Lot 56 and Sailor's Hope.	J. Swallow.	7	3	12 "	38	00
McNeill's Mills and Railway Station.	J. McNeill.	1 $\frac{1}{8}$	6	12 "	5	00
Mansfield and Selkirk Railway Station.	J. McIsaac.	4 $\frac{1}{2}$	2	12 "	33	68
Marie Bridge and Marie Railway Station.	A. Cobb.	4 $\frac{1}{8}$	3	12 "	28	00
Marie Bridge and Milburn.	do	4	3	12 "	40	00
Midgell and Midgell Railway Station.	R. Battersby.	1 $\frac{1}{2}$	3	12 "	18	00
Mill Cove and Railway Station.	J. Hughes.	2 $\frac{1}{2}$	2	12 "	23	72
Mill River and Railway Station.	J. C. Doiron.	1 $\frac{1}{2}$	6	12 "	25	00
Mill River and Roxbury.	D. M. Doiron.	9 $\frac{3}{4}$	3	12 "	95	00
Mill View and Vernon River.	J. Murphy.	2 $\frac{1}{2}$	6	12 "	85	00
Milton Station and North Milton.	W. McNeill.	2	3	12 "	39	00
Milton Station and Railway Station.	do	1 $\frac{1}{2}$	6	12 "	40	69
Miscouche and Muddy Creek.	T. McNeill.	5	2	3 " (to Sept. 30, '98).	9	72
Miscouche and Railway Station.	A. F. Gillis.	1	12	12 "	38	00
Miscouche and South West Lot 16.	T. McNeill.	11 $\frac{1}{2}$	2	12 "	92	00
Montague Bridge and Railway Station.	J. J. McDonald.	4 $\frac{1}{2}$	6	12 " and extra trips.	115	00
Montague Bridge and Valleyfield.	A. M. McLeod.	5 $\frac{1}{2}$	3	12 "	52	80
Montague Bridge and Victoria Cross.	J. Kennedy.	3	3	12 "	43	00
Montague Cross and Orwell.	J. Morrissey.	5 $\frac{1}{2}$	3	12 "	60	00
Morell Station and Railway Station.	W. Duff.	7 $\frac{1}{8}$	12	12 "	15	00
Morell Station and Sinnott's Road.	M. Cullen.	7	2	12 "	44	48
Mount Herbert and Southport.	H. Smallwood.	6 $\frac{1}{2}$	2	12 "	49	48
Mount Pleasant and Railway Station.	G. Nisbet.	3 $\frac{1}{2}$	2	12 "	28	48
Mount Stewart and Railway Station.	H. McEachern.	1 $\frac{1}{2}$	12	12 " and extra trips.	41	26
Mount Stewart and Savage Harbour.	W. McIntyre.	7	2	12 "	36	40
Muddy Creek and St. Nicholas Railway Station.	J. I. Bearisto.	1 $\frac{1}{2}$	3	9 " (from Oct. 1, '98).	33	93
Murray Harbour South and White Sands.	J. Hill.	3	2 & 3	12 "	38	00
New Acadia and Railway Station.	J. Pino.	1 $\frac{1}{2}$	3	12 "	22	48
New Annan and Railway Station.	W. B. Bowness.	1 $\frac{1}{2}$	6	12 "	78	00
New Annan and Wilmot Valley.	do	3 $\frac{1}{2}$	2	12 "	52	00
New Argyle and New Haven.	D. McPhail.	4	3	3 " (to Sept. 30, '98)	17	50
do do	J. Corrigan.	4	3	9 " from "	37	50
New Perth and Poole's Road.	L. Poole.	1	6	12 "	43	20
New Wiltshire and Railway Station.	E. Easter.	1 $\frac{1}{2}$	6	12 "	37	44
New Wiltshire and Tyrone.	P. D. Hagan.	3	3	3 " (from April 1, '99)	8	75
New Zealand and Railway Station.	J. Cantwell.	1	3	12 "	29	64
Northam and Railway Station.	J. E. Yeo.	5 $\frac{1}{8}$	6	12 "	40	00
Northam and Victoria West.	R. McDougall.	5	2	12 "	52	00

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APPENDIX B—Continued.

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.
North Lake and Souris East.....	R. McKinnon.....	24 $\frac{1}{2}$	3	9 mos. (to Mar. 31, '99).	157 95
do do do	J. H. Mallard.....	24 $\frac{3}{4}$	3	3 " from "	48 36
North River and South Wiltshire.....	R. H. Simmons.....	4	3	9 " (to Mar. 31, '99).	45 00
North St. Eleanors and Summerside	W. Rogers.....	4 $\frac{1}{2}$	6	12 " "	90 00
O'Leary Station and Railway Stn.	R. Ellis.....	1 $\frac{1}{8}$	6	12 " and extra trips..	26 32
O'Leary Station and West Cape.....	J. Dennis.....	9	2	12 " "	77 48
Orwell and Orwell Cove.....	D. Gillis.....	2	6	12 " "	58 00
Palmer Road and St. Louis.....	W. Kertch.....	7	2	9 " (from Oct. 1, '98).	37 50
Peake's Station and Railway Station	A. McDonald.....	1 $\frac{1}{8}$	6	12 " "	40 00
Peake's Station and Ruskin.....	J. Collins.....	6	2	12 " "	54 00
Peake's Station and St. Patrick's Road	D. McBride.....	3 $\frac{1}{2}$	2	12 " "	34 00
Pisquid and Railway Station.....	J. A. McDonald.....	1 $\frac{1}{2}$	2	12 " "	36 00
Pisquid and Webster's Corner.....	J. M. McBride.....	6	3	12 " "	46 68
Pisquid Road and Vernon River.....	E. O'Keefe.....	3	2	12 " "	46 00
Piusville and Piusville Station.....	S. Gallant.....	2	2	12 " "	14 00
Piusville Station and Piusville Railway Station	P. B. Doiron.....	1 $\frac{1}{8}$	6	12 " "	10 00
Poplar Grove and Railway Station.	S. Milligan.....	1 $\frac{1}{2}$	2	12 " "	20 00
Port Hill and Railway Station.....	H. B. S. Birch.....	4	12	12 " and extra trips..	132 84
Pownal and Village Green.....	L. Carver.....	3	2	12 " "	20 00
St. Andrews and Railway Station..	J. McDonald.....	1	3	12 " "	25 00
St. Louis and Railway Station.....	N. J. Perry.....	3	6	12 " "	15 60
St. Louis and Woodville.....	M. McGrath.....	3	2	12 " "	19 48
St. Margarets and Bear River Railway Station.....	J. D. J. McDonald.....	5	3	12 " "	48 00
St. Teresa and Railway Station.....	A. Bradley.....	1 $\frac{1}{2}$	3	12 " "	39 00
Scotchfort and Railway Station.....	J. Weir.....	1 $\frac{1}{2}$	2	12 " "	15 60
Sea Cow Head and Tignish.....	A. E. Keough.....	7 $\frac{1}{2}$	2	12 " "	35 00
Skinner's Pond and Tignish.....	J. J. Morrisey.....	10 $\frac{1}{2}$	2	6 " (to Dec. 31, '98).	25 46
do do do	J. F. Bernard.....	10 $\frac{1}{2}$	2	6 " from "	24 50
Souris East and Railway Station.....	C. Lavie.....	1 $\frac{1}{2}$	12	12 " and extra trips..	97 62
Suffolk Station and Railway Station	J. A. Ferguson.....	1 $\frac{1}{8}$	2	12 " "	30 00
Summerside and Railway Station.....	F. Perry.....	1 $\frac{1}{2}$	as req.	12 " "	198 55
Summerside and Street Letter Boxes	F. Perry.....	1 $\frac{1}{2}$	18	12 " "	80 00
Summerville and Vernon River.....	J. Mahar.....	4 $\frac{1}{2}$	3	12 " "	52 00
Ten Mile House and Railway Station	D. Mullin.....	1 $\frac{1}{2}$	2	12 " "	54 60
Thorndyke and Railway Station.....	S. R. Prowse.....	1 $\frac{1}{2}$	3	12 " "	16 48
Tignish and Railway Station.....	H. Gaudet.....	1 $\frac{1}{2}$	12	12 " and extra trips..	87 12
Tracadie Cross and Railway Station	A. Johnson.....	1 $\frac{1}{2}$	3	12 " "	30 00
Traveller's Rest and Railway Station	T. Townsend.....	1	3	12 " "	39 00
Union Road and Union Railway Station.....	C. Mallet.....	1	3	12 " "	45 00
Wellington and Wellington Station	P. Ayers.....	1 $\frac{1}{2}$	2	12 " "	20 00
Wellington Station and Railway Station.....	F. T. Arsenault.....	1 $\frac{1}{8}$	12	12 " and extra trips..	37 66
West Devon and Railway Station.....	J. Morshead.....	1 $\frac{1}{8}$	6	12 " "	16 00
Western Road and Railway Station	P. Reid.....	1 $\frac{1}{2}$	2	3 " (to Sept. 30, '98).	6 25
do do do	H. J. Reid.....	1 $\frac{1}{2}$	2	9 " from "	22 50

## APPENDIX B—Continued.

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.
West St. Peter's and Railway Station.....	J. McDonald....	2½	2	12 months.....	40 00
Winsloe Road and Winsloe Station.....	J. I. Hughes....	9	3	3 " (to Sept. 30, '98).....	27 50
do do.....	T. Diamond....	9	3	9 " from ".....	73 50
Winsloe Station and Railway Station.....	J. Burrows....	18	3	12 ".....	25 00
Wood Islands and Wood Islands North.....	J. H. McMillan.	2½	3	12 ".....	39 00
Special Services as telegraph operator at Cape Traverse.....	T. C. Muncey....			Season 1898-99.....	60 00
Special Services as telegraph operator at Cape Tormentine.....	J. B. Allen....			Season 1898-99.....	60 00
				Total.....	\$16,021 97

W. J. JOHNSTONE,  
*Accountant.*

R. M. COULTER,  
*Deputy Postmaster General.*

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APPENDIX B—Continued.

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alderley and Plessisville.	J. A. Jutras.	15	3	12 months	140 00
Adstock and Robertson Station.	H. Bolduc.	9	3	12 "	212 00
Agnes and Audet.	M. Audet.	10	1	12 "	52 00
Agnes and C. P. Ry. Station.	J. S. Wilson.	4	18	12 "	56 34
Agnes and Q. C. Railway Station.	F. Lapointe.	1	12	12 "	50 00
Agnes and Three Lakes	H. W. Albro.	10	1	12 "	50 00
Albanel and Normandin	Z. Lavoie.	7	2	12 "	55 00
Allard Settlement and Nouvelle.	J. Keays, jr.	3	1	12 "	20 00
Allen's Mills and Railway Station.	D. Vir.	100 yds.	6	12 "	31 30
Amqui and Railway Station.	T. Ross.	100 yds.	12	12 "	60 00
Ancienne Lorette and Champigny.	F. Delisle	2	6	12 "	48 00
Armagh and Lafayette	J. Noël.	9	6	12 "	148 00
Armagh and St. Raphael East.	T. Roy.	12	6	12 "	148 00
Armstrong and St. Théophile	J. Richard.	2½	2	12 "	35 00
Arthabaskville and North Ham.	T. Maheu	21	6	12 "	323 72
Arthabaskville and Ry. Station.	W. Perreault.	2½	12	12 "	88 00
Arthabaskville and Victoriaville.	P. I. Giroux.	2½	6	12 "	78 00
Ascot Corner and East Angus.	O. A. Proulx.			Special trips	4 50
Aston Station and Ry. Station.	A. Ouellette.	120 yds.	6	12 months	18 00
Aston Station and St. Sylvere.	J. Taillon.	5½	3	12 "	95 00
Aston Station and St. Wenceslas.	H. Marier.	3	12	12 "	80 00
Aubert Gallion and St. George					
Beauce.	M. G. Pozer.	¾	6	12 "	40 00
Auvergne and Portneuf Station.	F. X. Demers.	11½	1	5 " 15 days (to Dec. 15, '98)	22 91
do do	L. Gignac	11½	1	6 " 16 days from "	27 09
Avignon and Metapedia.	J. Poirier.	7	6	12 "	165 00
Bagotville and Grande Baie.	C. Levesque.	3	as req.	Part of seasons 1898-99.	33 60
Bagotville and Wharf.	do	¾	as req.	"	16 80
Baie de la Trinité and Cariboo Island	P. Z. Comeau.	7½	as req.	"	32 25
Baie de la Trinité and Pointe des Monts.	J. A. Fafard.	8½	as req.	"	35 00
Baillargeon and Craig's Road Stat.	B. Huot.	3	3	12 months	60 00
Baker Brook and Railway Station.	A. McLean.	20 yds.	12	12 "	50 00
Barrachois de Malbaie and Point St. Peter.	Geo. F. Baird & Jas. Manchester.	4	4	Part of season 1898.	58 80
Batiscan and Railway Station.	T. Laquerre.	1½	12	12 months	54 00
Batiscan and St. Pierre les Becquet.	F. Maguay, jr.	3	12 & 6	12 "	80 00
Beauce Junction and Ry. Station.	V. Bilodeau.	64 yds.	24	12 "	60 00
Beauce Junction and St. Anges.	A. St. Hilaire.	8	6	12 "	142 00
Beauce Junction and St. Joseph					
Beauce	V. Bilodeau			Special trips	1 50
Beaudet and Railway Station.	A. Boulianne.	128 yds.	6 & 3	12 months	20 10
Beaudoin and St. Ferdinand.	L. Côté.	5	2	12 "	59 00
Beaumont and Lévis.	G. Bordeleau.	10	6	12 "	160 00
Beaupré and St. Féréol.	F. Michel.	7	3	6 " (to Dec. 31, '98).	50 00
do do	P. Bilodeau.	7	6	6 " from "	50 00
Beaurivage and Parkhurst.	R. W. Lipsey.	3	6	12 "	90 00
Bécancour and St. Gertrude.	F. Roy.	10½	6	12 "	219 00
Bécancour and St. Grégoire.	S. Charron.	9	6	12 "	160 00

## APPENDIX B—Continued.

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.
Bélaire and Railway Station.....	J. Couture.....	1	6	2 mos. (to Aug. 31, '98).	10 00
Bennett and St. Ferdinand.....	I. Anesley.....	5	6	12 "	179 00
Bergerville and Quebec.....	J. Drolet.....	3	6	12 "	90 00
Bergerville and Sillery Cove.....	F. Bergeron.....	1½	6	12 "	50 00
Bernadette and St. Nicolas.....	M. Carrier.....	3½	3	12 "	40 00
Bersimis and Hamilton Cove.....	E. Tremblay.....	37	2	12 "	740 00
Bersimis and Moisie.....	L. Pelletier.....	229		Season 1898-99.	1,025 00
Berthier and Railway Station.....	J. Blais.....	2½	12	12 months.....	70 00
Bic and Railway Station.....	A. Dassylva.....	10 yds.	36	12 "	36 00
Bic and St. Valérien de Rimouski.	S. Amiot.....	3½	3	12 "	49 00
Bishop's Crossing and Dudswell Centre.....	C. H. Evans.....	2	3	12 "	75 00
Bishop's Crossing and Dudswell Jct.	J. B. McFadden.....			Special trips.....	1 00
Bishop's Crossing and East Dudswell	H. R. Bishop.....	3	2	12 months.....	75 00
Bishop's Crossing and Ry. Station.	J. R. McFadden.....	125 yds.	12	12 "	35 00
Black Cape and New Carlow, &c.....	J. B. Henderson.....			Special trips.....	73 70
Black Cape and Quarry.....	V. LeBlanc.....	4½	3	12 months.....	56 00
Black Lake and Railway Station..	A. Blondeau.....	100 yds.	12	3 " (to Sept. 30, '98).	10 00
do do.....	C. Lachance.....	100 yds.	12	9 " from "	30 00
Black Lake and St. Ferdinand.....	L. Lamontagne.....	15	6	12 "	390 00
Blanchet and St. Lambert de Lévis.	J. Paquet.....	3½	12	12 "	35 00
Blandford and Stanfold.....	O. Talbot.....	9	4	3 " (to Sept. 30, '98).	27 75
do do.....	J. D. Besette.....	9	4	6 " (to Mch. 31, '99).	55 50
do do.....	F. Beaudet.....	9	4	3 " from "	27 00
Boissonnault and Ste. Agathe de Lotbinière.....	O. Boissonnault.....	4	3	12 "	50 00
Bolduc, Jersey Mills and St. Gédéon de Marlow.....	E. J. Cahill.....	1 & 8	1 & 3	12 "	175 00
Bonaventure Island and Percé.....	G. Aubert.....	3	3	12 "	125 00
Bourg Louis and Railway Station.	P. Russell.....	3	6	12 "	75 00
Broughton St'n and East Broughton	J. E. Lessard.....	5½	6	6 " (to Dec. 31, '98).	62 50
Broughton Station and Ry. Station	C. McGee.....	150 ft.	12	3 " (to Sept. 30, '98).	10 00
do do.....	O. Collet.....	150 ft.	12	9 " from "	22 50
Broughton St'n. and West Brough- ton.....	E. Bolduc.....	6½	6	12 "	124 00
Broughton Station and Robertson Station.....	O. Collet.....			Special trips.....	4 00
Buckland and St. Damien de Buck- land.....	J. Godbout.....	8	6	12 months.....	145 00
Bulstrode Station and Ry. Station.	J. O. A. Coté.....	200 yds.	12	12 "	20 00
Cacouna and Railway Station.....	T. Sirois.....	2½		12 "	134 97
Campbellton and Broadlands.....	W. W. Murray.....			Special trips.....	16 80
Campbellton and Nouvelle.....	N. Bernatchez.....			"	13 20
Campbellton and Robitaille.....	J. McKenzie.....			"	5 80
do do.....	O. Pichette.....			"	20 60
do do.....	W. T. Stewart.....			"	156 20
Campbell's Corner and Inverness.	J. Campbell.....	2	6	12 months.....	50 00
Cap à L'Aigle and Murray Bay.....	A. Tremblay.....	3		Part of season 1898 & '99	78 20
Caplin River and Musselyville.....	E. Kerr.....	6	2	12 months.....	45 00
Caplin River and St. Charles de Caplin.....	T. Poirier.....			Special trips.....	4 00
Cap Madeleine and Three Rivers.....	O. Toupin.....	5	6	12 months.....	180 00
Cap Rouge and Quebec.....	J. Drolet.....	9	6	12 "	175 00
Cap St. Ignace and Ry. Station.....	T. Guimont.....	2½	12	12 "	60 00
Cap St. Ignace and St. Appoline de Patton.....	A. Guimont.....	21	1	12 "	80 00
Cap St. Ignace Station and Railway Station.....	J. S. Bernard.....	½	12	12 "	20 00
Cap Santé and Les Ecureuils.....	O. Gauvreau.....	4½	6	12 "	150 00

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APPENDIX B—Continued.

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.
Cap Santé and Portneuf.....	E. Marcotte.....	5	6	6 mos. (to Dec. 31, '98).	75 00
do do.....	S. Briere.....	5	6	6 " from "	62 00
Carleton and Dalhousie.....	E. Allard.....			Special trips.....	3 00
Casault and Railway Station.....	J. Ouellet.....	2	3	12 months.....	40 00
Castlebar and Danville.....	J. Jarvis.....	5	6	12 ".....	175 00
Causapscal and Railway Station.....	O. Charette.....	250 yds.	12	12 ".....	80 00
Chambord and Railway Station.....	J. Bilodeau.....	$\frac{1}{2}$	6 & 12	12 ".....	155 00
Champigny and Railway Station.....	Widow of H. H. Robitaille.....	1	12	2 " (to Aug. 31, '98)	16 66
do do.....	I. N. Drolet.....	1	6	10 " from "	20 00
Champlain and Railway Station.....	N. Abel.....	2	12	6 " (to Dec. 31, '98)	45 00
do do.....	H. Lamothe.....	$1\frac{1}{2}$	12	6 " from "	29 50
Channay and Piopolis.....	O. Martel.....	9	1	12 ".....	50 00
Charlesbourg and Quebec.....	F. Binet.....	5	2	12 ".....	75 00
Charlesbourg West and Ry. Station.....	F. Jobin.....	250 ft.	12	12 ".....	50 00
Chaudiere Basin and Etchemin.....	A. Cantin.....	3	6	12 ".....	50 00
Chaudiere Curve and Ry. Station.....	F. Fontaine.....	50 yds.	12	12 ".....	40 00
Chaudiere Mills and Ry. Station.....	G. Breakey.....	$3\frac{1}{2}$	6	12 ".....	100 16
Chaudiere Station and Ry. Station.....	C. F. Coleman.....	300 yds.	6	12 ".....	36 00
Chamont and St. Agapit.....	J. Dumont.....	3	3	12 ".....	35 00
Chemin Taché and St. François Xavier de Viger.....	J. B. Morin.....	6	4	12 ".....	123 00
Chicoutimi and Grande Baie.....	P. Gagnon.....	13	6	6 " (to Dec. 31, '98)	174 00
do do.....	X. Duchesne.....	13	6	6 " from "	154 24
Chicoutimi and Laterrière.....	H. Maltais.....	10	6	12 ".....	199 00
Chicoutimi and Railway Station.....	M. Desbiens.....	$\frac{1}{2}$	12	12 ".....	121 50
Chicoutimi and Street Letter Box.....	P. Girard.....	$\frac{1}{2}$	6	12 ".....	46 95
Chicoutimi and River du Moulin.....	N. Bergeron.....	$1\frac{1}{2}$	as req.	6 12 ".....	12 50
Chicoutimi and Steamboat Landing.....	T. Desbiens.....	2	as req.	Part of season 1898 & '99	54 00
Chicoutimi and Tremblay.....	F. Simard.....	3	6	12 months.....	85 00
Clairvaux de Charlevoix and St. Paul's Bay.....	C. Boivin.....	$7\frac{1}{2}$	3	12 ".....	58 00
Clapham and Hill Crest.....	R. Kerr.....	$3\frac{1}{2}$	2	12 ".....	35 00
Clapham and Inverness.....	E. A. McCrea.....	134	3	12 ".....	134 00
Coleraine Station and Ry. Station.....	J. Roberge.....	67 yds.	12	12 ".....	40 00
Coleraine Station and Wolfstown.....	A. Bilodeau.....	9	6	12 ".....	250 00
Cocococache and La Tuque.....	C. Sinclair.....	48	Mthly	12 ".....	100 00
Copperfield and West Broughton.....	P. Landry.....	$2\frac{1}{2}$	49	12 ".....	49 00
Corris and Railway Station.....	J. U. Messier.....	100 ft.	12	12 ".....	25 00
Coté's Mills and St. Fortunat.....	L. Gourdeau.....	$2\frac{1}{2}$	3	12 ".....	49 00
Craig's Road Station and Ry. St'n.....	N. Fournier.....	10 yds.	12	12 ".....	24 00
Cranbourne and Cudaff.....	T. Fitzgerald.....	5	6	12 ".....	105 00
Cranbourne and Frampton.....	J. Blouin.....	8	6	12 ".....	139 00
Cross Point and St. Anne de Restigouche.....	J. Olscamp.....	2	6	12 ".....	110 00
Cumberland Mills and River Gilbert.....	L. J. Taylor.....	8	1	12 ".....	52 00
Dablon and Railway Station.....	J. Potvin.....	1	6	12 ".....	60 00
Danville and Railway Station.....	E. J. Connolly.....	$\frac{1}{2}$	5	12 ".....	30 00
Danville and St. Camille.....	A. Boisclair.....	17	3	6 " (to Dec. 31, '98)	99 50
do do.....	E. J. Connolly.....	17	6	6 " from "	190 00
do do.....	H. Nault.....	17	3	6 " (to Dec. 31, '98)	89 50
D'Artignan and St. Henri de Lévis.....	V. Bolduc.....	1	6	12 ".....	60 00
D'Auteuil and Warwick.....	J. D. Morin.....	7	3	12 ".....	80 00
Delagrave and St. Pierre Railway Station.....	E. Laverdiere.....	$\frac{1}{4}$	12	12 ".....	30 00
Delisle and St. Joseph d'Alma.....	A. Asselin.....	12	2	12 ".....	77 96
Delisle and Tailion.....	F. Larouche.....	12	1	12 ".....	45 00
Denison's Mills and Richmond.....	Thos. Hodge.....	8	3	12 ".....	155 00
Dequen and Railway Station.....	A. Belhumeur.....	1	6	12 ".....	50 24

## APPENDIX B—Continued.

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.
Deschambault and Railway Station	D. Perrault	2½	12	6 mos. (to Dec. 31, '98).	49	50
do do do	F. Paquin	2½	12	6 " from "	22	50
do do do	N. Mercier	75 ft.	12	6 " (to Dec. 31, '98).	5	00
Deschambault Station and St. Gilbert.	V. Marcotte	3½	3	12 " "	59	00
D'Israëli and Railway Station	M. Lord	120 yds.	12	12 " "	32	00
D'Israëli and St. Fortunat	L. Lemay	13	6	12 " "	280	00
Douglastown and Douglas West.	M. Kennedy	2½	2	12 " "	24	48
Dudswell Junction and Marbleton.	S. Beaudoin			Special trips	4	00
East Angus and South Dudswell.	O. Lepitre	6½	3	6 mos. (to Dec. 31, '98).	45	00
East Angus and Westbury Basin	do	6½	3	1 " (to Jan. 1, '99).	6	25
East Arthabaska and Larochelle.	D. Boulanger	4	3	12 " "	72	00
East Arthabaska and St. Helene de Chester.	O. Desilets	9½	6	4 " (to Oct. 31, '98).	59	33
do do do	B. Poisson	9½	6	8 " from "	112	66
East Arthabaska and Stanfold	G. Boulanger	5	6	12 " "	100	00
East Broughton and Railway Stn.	J. E. Lessard	1½	6	2 " (to Feb. 28, '99).	20	83
do do do	J. Vallee	1½	6	4 " from "	20	00
East Broughton and Tring Junction	do			4 trips	7	60
East Magdala and St. Anastasie.	C. Gosselin	4	1	12 months	35	00
Elgin Road and Railway Station.	J. Talbot	1	3	12 " "	25	00
Escuminac and Fleurant	D. Campbell	8	1	12 " "	22	48
Esquimaux Point and Natashquan.	E. Guillemette	100	6	1 trips Season 1898-99	145	00
Esquimaux and Moisie.	G. Molloy	121	6	" "	350	00
Etchemin and Lévis.	J. Carrier	5½	12	3 mos. (to Sept. 30, '98).	62	50
do do do	F. Joncas	5½	12	7 " from "	145	83
Etchemin and New Liverpool.	G. Cadorette	2	6	12 " "	90	00
Etchemin and Railway Station	L. Lambert	1	as req.	1 " and 5 days from May 27, '99	38	45
Etchemin and St. Jean Chrysostome	F. Vermette	3	6	3 " (to Sept. 30, '98).	25	00
do do do	C. Carrier	3	6	9 " from "	51	00
Etchemin and South Quebec and Hadlow Cove Road	F. Atkinson	4 & 3½	6 & 6	10 " (to Apl. 30, '99)	125	00
Father Point and Railway Station.	D. Rouleau	2	12	12 " "	110	00
Fontenelle and Gaspé Basin.	J. Stanley	8	1	12 " "	40	00
Forestdale and Railway Station	V. Burrill	150 ft.	12	12 " "	20	00
Fox River and Grande Grève	G. O'Connor	20	3	12 " "	224	00
Fox River and Petit Madeline.	A. Clement	51	2	12 " "	468	48
Frampton and St. Henedine.	J. Audet dit Lapointe.	13	6	12 " "	300	00
Frampton and Springbrook	G. H. Hurley	4	3	12 " "	48	00
French Village and Richmond.	F. X. Decoteaux	15	6	12 " "	300	00
Frontenac and St. Jean des Chaillons	J. B. Fortier	9½	6	12 " "	165	00
Garthby and D'Israeli Station.	J. H. Dionne			4 trips	4	00
Garthby Station and Railway Stn.	T. Jacques	200 yds.	12	12 months	60	00
Gaspé Basin and Gaspé Bay South	J. H. Eden	4½	3	12 " "	75	00
Gaspé Basin and Grande Grève	C. Fortin	15	6	12 " "	395	00
Gaspé Basin and Percé.	T. Gaul.	36	6	12 " "	1,950	00
Grande Baie and L'Anse St. Jean.	R. Gagnon	54	2	12 " "	230	00
Grand Baie and Otis.	P. Petrin	15	1	Part of season 1899	5	71
Grand Cascapedia and New Richmond	W. Robertson			Special trips	9	00
Grand Fonds and Murray Bay.	W. Dufour	8	1	12 months	26	00
Grand Mère and Lac à la Tortue.	Laurentide Pulp Co.	2½	6	3 " (to Sept. 30, '98).	15	00
Grand Mère and St. Flore.	X. Vincent	4	6	12 " "	75	00



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APPENDIX B—Continued.

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.
Grand Metis, Metis Point and Campbell House	D. Levesque	6	6	Part of seasons 1898-99.	57 75
Grand Metis and Railway Station	C. N. Page	3	12	12 months	200 00
Grand Pabos and St. Adelaide de Pabos	G. F. Baird	3	4	2 trips	10 00
Grande Piles and Lac la Piche	W. H. Parker	10	6	Part of seasons 1898-99.	150 00
Grande Piles and La Tuque	P. Chandonnet	72	f'tly.	12 months	236 00
Grandes Piles and St. Jean des Piles	U. Nault	½	60	12 "	60 00
Grandes Piles and St. Joseph de Mekinac	J. L. Doucette	20	f'tly.	12 "	78 00
Grand St. Esprit and St. Monique	E. Trudel	2½	12	6 " (to Dec. 31, '98).	65 00
Greenshields and St. Cyr	G. Dyson	4	3	12 "	55 00
Grondives and Railway Station	L. Coté	3½	12	6 " (to Dec. 31, '98).	120 00
do do	do	3½	12	6 " from "	95 00
Guay and Lévis	J. Verreault	½	13 & 19	12 "	75 00
Hadlow Cove and Railway Station	L. Samson	200 yds.	18	2 " (from May 1, '99)	13 33
Hamilton Cove and Les Escoumains	A. Tremblay	27	3	11 " (to May 31, '99)	377 66
do do	do	27	3	1 " (from do)	27 08
Hauteur and St. Gabriel de Rimouski	P. Dechene	6	2	3 " (from Apl. 1, '99)	11 00
Hebertville and Railway Station	W. Fortin	3½	12	12 "	112 00
Hedleyville and Quebec and Montmorency Falls	A. Gagné	1 & 9		Special trips	5 00
Hedleyville and St. Roch de Quebec	H. Talbot	¾	12	12 months	72 00
Henderson Vale and Millfield	J. Wright	5	2	12 "	40 48
Indian Lorette and Quebec	J. B. Linteau	9		1 trip	3 00
Inverness and Kinnear's Mills	Wm. Cox	22	3	12 months	139 75
Inverness and St. Julie Station	D. Gagné	11	7	12 "	220 00
Isle aux Coudres and St. Paul's Bay	J. Dufour	9	3	12 "	300 00
Isle aux Grues and Montmagny	N. Lebel	6	2	12 "	245 00
Isle Verte and Notre Dame de l'Isle Verte	E. Fraser	6	2	12 "	160 00
Isle Verte and Railway Station	O. Morency	1	12	12 " and extra trips	84 27
Isle Verte and St. Paul de la Croix	A. Boucher	10	2	1 " (to July 31, '98).	10 83
do do	J. Cote	10	4	11 " from "	135 66
Ivry and Notre Dame du Lac	J. B. Leclerc	1½	6	12 "	60 00
Jersey Mills and Marlow	L. Gendreau	13	6	12 "	390 00
Jersey Mills and St. François, North East	C. Grondin	12½	6	12 "	248 00
Jonquières and Railway Station	O. Gagnon	¼	12 & 6	12 "	48 60
Jonquières and St. Cyriac	E. E. Gauthier	10	1	12 " and arrears	65 00
Kamouraska Road and Railway Station	P. Madore	5	24	12 "	195 00
Kenogani and Railway Station	E. Tremblay	20 yds.	6	5 " (from Feb. 1, '99)	4 16
Kingsey Falls and Lorne	L. Mercier	4	12	12 "	200 00
Kingsey Falls and Robson	O. Blake	7	2	3 " (to Sept. 30, '98).	15 00
do do	do	9	2	9 " from "	60 00
Kingsville and Thetford Mines Railway Station	J. Demers	½	12	3 " to "	12 50
Kingsville and Lower Ireland	S. Robinson	12	2	3 " to "	19 85
Kinnear's Mills and Robertson Station	W. T. Morrison	11	6	12 "	229 72
Kiskissink and Railway Station	J. Bernier	¼	6	12 "	20 00

## APPENDIX B—Continued.

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.
La Beauce and Railway Station	J. Grégoire	3 <sup>1</sup> / <sub>2</sub>	24	12 months	100 00
La Beauce and St. Elzéar Beauce	I. Racine	3	6	12 "	96 00
La Beauce and Scott Junction	G. Garon			4 trips	2 00
Lac-à-la-Tortue and Proulxville	J. St. Armand	10	16	12 months	139 00
Lac-à-la-Tortue and Railway Station	T. L'Heureux		12	3 " (to Sept. 30, '98)	9 00
do do	A. Brunelle		12	9 " from "	37 50
Lac au Sable and Railway Station	J. B. Darveau	100 ft.	12	12 "	30 00
Lac au Saumon and Railway Station	L. St. Laurent	40 yds.	6	12 "	12 00
Lac Clair and Tremblay	J. Boulianne	8	1	12 "	55 00
Lachevrotière and Lotbinière	C. Noel	5 <sup>1</sup> / <sub>2</sub>	6	12 "	275 00
Lachevrotière and Railway Station	V. Portelance		6	12 "	30 00
Lac Matapédia and Railway Station	J. Campbell		12	12 "	35 00
Lac St. Joseph and Railway Station	L. Piche	100 yds.	12	12 "	35 00
La Décharge and Tremblay	J. Sheehy	21	1	9 " (to March 31, '99)	77 25
do do	J. Bouchard	21	1	3 " from "	18 75
La Fayette and St. Magloire	S. Nolette	11	6	12 "	190 00
do do	S. Maurice	11	6	One trip	1 50
Lake Aylmer and Lake Weedon	F. Gauthier	12	6	12 months	149 00
Lake Beauport and Quebec	E. Brown	13	2	12 " & summer service	167 55
Lake Edward and Railway Station	J. W. Baker		12 & 6	12 " and arrears	49 20
Lake Etchemin and Langevin	A. Fortier	12 <sup>1</sup> / <sub>2</sub>	6	12 "	195 00
Lake Etchemin and Ste. Rose de Watford	L. Lacasse	12	2	12 "	60 00
Lake Etchemin and Standon	T. Binette	12	6	12 "	148 00
Lake Weedon and Railway Station	E. Beaubien	60 yds.	12	12 " and extra trips	52 25
Lamartine and Railway Station	P. Cloutier	2 <sup>1</sup> / <sub>2</sub>	3	12 "	50 00
Lambton and Railway Station	L. Langlois	7 <sup>1</sup> / <sub>2</sub>	12	12 "	119 00
Landvilla and St. Pierre de Montmagny	P. Lee	2 <sup>1</sup> / <sub>2</sub>	6	6 " (to Dec. 31, '98)	20 00
do do	P. Morin	2 <sup>1</sup> / <sub>2</sub>	6	6 " from "	20 00
L'Anse à Gillis and Railway Station	O. Langelier	2	6	6 " to "	28 00
do do	O. Langelier	2	6	6 " from "	28 00
L'Anse au Foin and Tremblay	C. Tremblay	8	4	12 "	150 00
D'Anse St. Jean and Petit Saguenay	M. Tremblay	12	1	Part of seasons '98 & '99	53 18
L'Anse St. Jean and St. Etienne du Saguenay	J. Gagnon	21	2	" "	180 00
La Petite Rivière St. François and St. Paul's Bay	A. Tremblay	15	6	12 months	197 00
Lauzon and Lévis	G. Bordeleau	2	12	12 "	100 00
Lauzon and St. Joseph de Lévis and Street Letter Boxes	E. Ruel	1 <sup>1</sup> / <sub>2</sub>	12	12 "	100 00
Laval and Quebec	M. Brown	17	2	6 " (to Dec. 31, '98)	25 00
do do	W. Brown	17	2	6 " from "	25 00
Leeds Village and Ste. Anastasie Station	H. Patterson	17	6	12 "	400 00
Leeds Village and Lemesurier	W. Gillander	5	3	12 "	66 48
Leeds Village and Wilson's Mills	H. McCutcheon	2	6	12 "	100 00
Les Eboulements and Wharf	G. Gagon	3	3	Seasons '89 & '99	54 99
Les Eboulements and St. Hilarion	A. Perron	8	6	12 months	145 00
Les Eboulements and Steamer Landing	E. Tremblay	5	as req.	Part of seasons '89 & '99	66 00
Les Escoumains and Tadoussac	M. Maltais	27	4	6 months to Dec. 31, '98)	240 00
do do	F. Boisson	27	4	6 " from "	220 00
Les Fond and St. Apollinaire Railway Station	P. R. Buton	7	6	12 "	165 00
Lessard and St. Elzéar de Beauce	F. Blais	6 <sup>1</sup> / <sub>2</sub>	6	12 "	22 00
Les Saules and Quebec	G. Tremblay	6	6	12 "	150 00
Lévis and Branch Post Office and Street Letter Boxes	F. Gingras	6 & 1,	13, 19,		
		5 <sup>1</sup> / <sub>2</sub>	18	12 "	315 00
Lévis and Quebec	E. de Latontaine	1	18 & 12	12 "	260 00
Lévis and South Quebec	N. Marceau			Special trip	0 75

APPENDIX B—Continued.

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.
Lévis and South Quebec	A. Bolduc			Special trip	1 50
Lévis and St. Anselme	O. Guay			" "	3 60
do do	G. Marceau			" "	3 60
do do	J. Dussault			" "	3 60
Lévis and Railway Station	A. Laflamme	1/4	as req.	12 months	150 00
Lime Ridge and Marbleton	S. Beaudoin	1	6	12 "	50 00
Lime Ridge and Railway Station	J. H. Barker		12	12 "	40 00
Linière and Metgermette	F. Talon	13 3/4	3	12 "	134 00
L'Islet and Railway Station	E. Morin	2 1/2	12	12 "	95 00
Little Métis and Railway Station	D. Tuggy	6	6	Part of seasons 1898-99	52 50
Lorette and Railway Station	J. B. Linteau	5/8	12 & 6	12 months	63 00
Lorne and Railway Station	L. Mercier	200 yds.	12	3 " (to Sept. 30, '98)	10 00
do do	do	200 yds.	12	9 " from "	56 25
Lorne House and Point à Pic and Landing	W. Chamard	3/4 & 3/8	12	Part of seasons 1898-99	50 00
Lotbinière and Rivière Boisclair	L. Belanger	6	6	12 months	135 00
Lotbinière and St. Croix	H. Lemay	14	6	12 "	295 00
Lotbinière and St. Jean des Chaillons	A. Belanger	10	6	12 "	230 00
Lourdes and Plessisville	E. Audet	8	3	12 "	100 00
Lourdes du Blanc Sablon and Natashquan	J. Hebert	304	4 trips	Seasons 1898-99	350 00
Lower Ireland and Thetford Mines	S. Beaudoin	12	2	9 months from Oct. 1, 1898	59 55
Marbleton and South Ham	do	14 1/2	6	12 months	275 00
Maria and Maria East	A. Cyr			Special trips	19 20
Maria and Robitaille	E. Quinn			"	6 00
Maria Capes and Cascapedia, &c.	F. Giroux			"	114 15
Marlow and United States Boundary Line	J. H. Owens	14 1/2	3	12 months	165 00
Matane and Railway Station	W. Pellitier	32	6	12 "	589 00
Matane and St. Luc de Matane	J. Lebrun	6	3	12 "	75 00
Matane and St. Anne des Monts	E. Siros	57	3	12 "	550 00
Matane and St. Felicite	B. Premont	9	3	7 " (from Dec. 1, '98)	40 83
Matapedia and Railway Station	E. Doiron	200 yds.	12	12 "	120 00
Matapedia and Runnymede	J. Lawlor	12	1	12 "	80 00
Mercier and Notre Dame du Rosaire	P. Morin	6	3	12 "	79 00
Métabechouan and Railway Station	J. Gauthier	3	12	12 "	36 45
Métabechouan and St. Hilaire du Lac St. Jean	J. Trembly	13 1/2	1	12 "	60 00
Methot's Mills and St. Agathe de Lotbinière	D. Laroche	8	6	12 "	110 00
Miguasha and St. Jean L'Evangeliste	A. Labilliois	5	1	12 "	38 00
Millstream and Railway Station	Mrs. J. F. McDonald	30 ft.	6	12 "	30 00
Mistassini and Peribonca	J. O. C. Duguay	20	1	7 " (from Dec. 1, '98)	46 66
Mistassini and Tisonabé	Mrs. N. Perreault	18	2	12 "	120 00
Mitchell Station and St. Brigitte des Saults	J. B. Beaulieu	4	6	12 "	80 00
Montauban and Railway Station	J. Chateauvert	1	12	12 "	60 00
Mont Carmel and Railway Station	L. P. St. Onge	3	6	12 "	97 00
Montmagny and Railway Station (Express)	A. Gamache	1	12	12 "	72 00
Montmagny and Railway Station (Local)	W. Gamache	1	12	12 "	70 00
Moose Park and Railway Station	D. Mitchell	500 ft.	12	12 "	20 00
Morigeau and St. François de Montmagny Railway Station	O. Tremblay	2	6	12 "	40 00
Moulin Tétu and St. Agapit	J. Gosselin	3	6	12 "	98 00

## APPENDIX B—Continued.

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.
Murray Bay and St. Agnes de Charlevoix	C. Jean	9	6	12 months	139 48
Murray Bay and St. Paul's Bay	E. Bouchard	30	6	12 "	849 00
Murray Bay and St. Simeon	A. Villeneuve	20	6	12 "	390 00
Murray Bay and Steamer Landing	L. Trudel	3	as req.	Part of seasons '98 & '99.	132 90
New Armagh and St. Sylvester West	N. McKee	4	3	12 months	49 00
New Bois and Scott Junction	P. Vachon	9	6	12 "	200 00
New Carlisle and Little Bonaventure	J. H. Scott			Special trips	47 60
New Carlisle and St. Charles de Caplin	L. Arseneault			"	12 00
New Ireland and Richardville	J. A. Porter	4½	6	12 months	108 00
Newport Point and Paspébiac	G. Sutton	34	6	12 " less fine.	1,113 00
Newport Point and Percé	J. T. N. Savage	34	6	12 "	1,198 00
New Richmond and New Carlisle, &c.	J. Robertson			Special trips	46 20
Nicolet and Railway Station	A. St. Pierre	½	12	12 months	48 00
Nicolet and St. Grégoire	A. Hébert	8	12	12 "	99 00
Normandin and St. Félicien	A. Dumas	20	3	9 " (to Mar. 31, '99).	127 50
do do	B. Jean	20	3	3 " from "	37 50
North Wolfestown and Wolfestown	T. Larkin	3	3	12 "	55 00
Notre Dame de Rimouski and Railway Station	A. Parent	½	12	12 "	75 00
Notre Dame du Portage and Railway Station	A. Labbe	7	6	12 "	119 00
Notre Dame du Portage and St. Patrick	O. Pelletier	3	6	Balance of season, 1898.	26 40
Old Lake Road and Railway Station and St. Antoine	P. Caron	¼	6	12 months	46 95
Ouitchouan and Railway Station	P. Desbiens	50 ft.	6	12 "	15 65
Pentecost River and Pointe au Anglais	N. Dugas	7	as req.	Part of seasons '98 & '99.	24 70
Perthus and Railway Station	C. J. Godin	200 ft.	12	12 months	30 00
Petite Madeleine and St. Anne des Monts	G. Larouche	56	2	12 "	490 00
Petit Village and St. Ephrem de Tring	J. Pomerleau	2½	3	12 "	34 00
Plessisville and Letter Box	P. Chamberland	¾	6	12 "	25 00
Plessisville and Railway Station	F. Boulé	1	6	12 "	35 00
Plessisville and St. Ferdinand	O. Provencher	15	6	12 "	337 00
Pointe aux Orignaux and Rivière Quelle	J. LeBurn	2½	12 & 6	12 "	49 48
Point aux Trembles and Quebec	J. Magnien	22	6	2 " (to Aug. 31, '98).	58 00
Point aux Trembles and Railway Station and Port Rouge	J. Beland	8	6	10 " (from Sept. 1, '98)	133 33
Point Blue and Roberval	L. E. Otis, jr.	5	3	12 "	85 00
Pont Rouge and Railway Station	J. Denis	¾	as req.	12 "	92 00
Port Daniel East and Port Daniel Centre	G. F. Baird and J. Manchester	3	4	Part of season 1898	84 00
Portneuf and Railway Station	E. Marcotte	1	12	6 mos. (to Dec. 31, '98).	50 00
do do	S. Brière	1	12	6 " from "	37 00
Price and St. Octave Station	T. Nadeau	3	6	12 "	70 00
Providence and St. Victor de Tring	R. Plante	4	3	12 "	49 00
Quai de Rimouski and Rimouski	P. Fournier	2	6	12 "	95 00
Quebec and Immigration Letter Box	E. Corneil	4	as req.	Part of seasons '98 & '99.	20 00

APPENDIX B—Continued.

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 Letter Carriers' Service...	Quebec District Railway Co...	11½	as req.	12 months	754 00
Quebec and St. Roch de Quebec, &c., and Street Letter Boxes...	E. Savard	8½	31	12 "	1,015 00
Quebec and Railway Station and Wharf.	A. Gagné.	½	as req.	12 "	2,097 00
Quebec and St. Jean and St. François d'Orleans.	A. Maranda	27	6 & 3	12 "	645 00
Quebec and Ste. Foye.	J. Drolet.	5	6	10 " (from Sept. 1, '98)	104 16
Quebec and Sillery	A. Cullen.	6	12	12 "	250 00
Quebec and Stoneham	G. Corregan	17	2	12 "	90 00
Radnor Forges and Railway Station	J. J. Drummond	½	12	12 "	60 00
Ravignan and St. Rose de Watford.	P. Provost	8	1	12 "	26 00
Rimouski and Railway Station.	F. Coté.	½	as req.	12 "	140 00
Rimouski and Ste. Blaindine	C. Martin	9	4	12 "	148 00
Rivière a l'Ours and la Fourche des Chemins.	L. P. Godin.	4	1	12 "	60 00
Rivière a Pierre and Ry. Station.	J. Perron	½	12	12 "	20 00
Rivière aux Doré and St. Félicien.	L. Belanger	12	1	12 "	72 00
Rivière aux Pins and St. Gabriel Railway Station	Mrs. M. Hayes.	6½	2	12 "	90 00
Rivière des Plantes and St. François, N. E.	A. Rancourt	3½	3	12 "	50 00
Rivière du Loup and Railway Station (Market Train)	L. Emond	1½	6	12 "	74 00
do do	M. L. G. Marchand	1½	as req.	12 "	906 15
Rivière du Loup en bas and Street Letter Box	do	1½	25	12 "	130 40
Rivière du Loup and Wharf.	C. P. Pinze.	2½	12	Part of seasons '98 & '99.	80 40
Rivière du Loup and Steamboat Landing.	L. T. Penze.	3	as req.	Part of season 1898	49 70
River Gilbert and River Gilbert Gold Mines.	J. Quirion	3½	6	12 months	140 00
River Gilbert Gold Mines and St. Benjamin.	G. Mathieu	8	1	12 "	70 00
Rivière Mekinac and St. Joseph de Mekinac.	J. L. Doucette.	8	ftnly.	12 "	36 00
Rivière Noire and Ry. Station.	A. E. Beauchemin	01	12	12 "	20 00
Rivière Noire and St. Rosaire.	A. Rhéault.	5	4	12 "	90 00
Rivière Noire and St. Valère de Bulstrode.	N. Dureault	4½	6	12 "	125 00
Rivière Ouelle and Railway Station	S. LeBrun	5	12	12 "	144 00
Rivière St. Marguerite and Tadousac	A. Fortin	21	1	12 "	94 00
Rivière Trois Pistoles and Railway Station.	E. Morency	½	12	12 "	39 00
Robertson Station and Ry. Station.	T. Perron	50 yds.	12	12 "	40 00
Robertson Station and Sacré Cœur de Marie.	E. Gilbert	6	6	12 "	95 00
Roberval and Railway Station.	J. Bilodeau	½	24 & 12	12 "	56 70
Roberval and St. Prime.	E. Simard	10	6	12 "	188 72
Roberval Hotel and Ry. Station.	H. G. Beemer.	200 yds.	as req.	Part of seasons '98 & '99.	10 59
Robitaille and Maria Capes.	J. Pichette			Special trips	10 80
Robitaille, Maria and Escuminac.	J. N. Dagneau			"	72 60
Rousseau's Mills and Rousseau's Mills Railway Station.	J. E. Vallée	30 yds.	3 & 6	12 months	10 00
St. Adelphe and St. Thècle Station.	N. Trépanier	9	3	12 "	120 00
St. Adrien and Wotton.	J. Boucher.	10	3	12 "	115 00

## APPENDIX B—Continued.

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. Agapit and Railway Station...	G. Olivier.....	$\frac{1}{4}$	12	12 months	48 00
St. Agapit and St. Sylvester East.	N. Payette.....	20	6	12 "	400 00
St. Agapit Station and Ry. Station.	G. Olivier.....	600 ft.	6	12 "	30 00
St. Agathe de Lotbinière and St. Agathe East.	F. Donovan.....	$\frac{1}{2}$	3	12 "	75 00
St. Alban and Railway Station...	R. Rivard.....	$\frac{1}{2}$	6	12 "	119 00
St. Alexander de Kamouraska and Railway Station	A. M. Ouellet...	$\frac{1}{4}$	12	12 "	40 00
St. Alexander de Kamouraska and St. Eleuthère	F. Vaillancourt.	24	1	12 "	70 00
St. Anaclet and Railway Station...	H. Ruest.....	$\frac{1}{2}$	12	12 "	66 0
St. Andre de Kamarouaska and Railway Station	E. Michaud.....	5	12	12 "	220 00
St. Angèle de Laval and Ry. Station	J. Coulombe.....	$\frac{1}{4}$	12	6 " (to Dec. 31, '98).	18 00
do do	do	$\frac{1}{4}$	12	6 " from "	24 00
St. Angèle de Rimouski and St. Joseph de Lepage.	A. Beaulieu.....	$\frac{1}{2}$	6	12 "	160 0
St. Anne de Beaupré, St. Joachim de Montmorency and St. Tite des Caps.	A. Renaud.....	12	6	12 "	215 00
St. Anne de la Pérade and Railway Station.	J. Courtois.....	$\frac{1}{2}$	12	12 "	43 00
St. Anne de la Pérade and St. Prosper	do	7	6	12 "	93 00
St. Anne de la Pocatière and Railway Station	C. Ouellet.....	1	as req.	12 "	150 00
St. Anne de la Pocatière and St. Onésime	A. Ouellet.....	6	3	12 "	80 00
St. Anne du Sault and Maddington Falls Railway Station	A. Trudel.....	$\frac{1}{2}$	12	12 "	100 00
St. Anselme and St. Henri	F. X. Genest.....			4 trips	4 00
St. Anselme and St. Anselme Railway Station	L. V. Bernier ..	1	12	12 months	60 00
do do (mixed)	do	1	12	6 " (to Dec. 31, '98).	30 00
do do do	do	1	6	6 " from "	22 50
St. Antonin, Railway Station and Old Lake Road.	R. Levesque.....	$\frac{1}{2}$	6	12 "	109 55
St. Arsène and Railway Station	M. Gagnon.....	300 yds.	12	12 "	36 00
St. Arsène and Viger	J. B. Gagnon.....	6	6	12 "	139 00
St. Aubert and Railway Station	A. Caron.....	$\frac{1}{2}$	12	12 "	74 00
St. Aubert and St. Pamphile	E. Tremblay.....	31	3	12 "	233 00
St. Augustin, Portneuf and Railway Station	J. H. Desroches.	3	6	10 " (from Sept. 1, '98)	82 06
St. Bazile, Portneuf and Railway Station	F. Paquet.....	$\frac{1}{2}$	6	12 "	80 00
St. Bazile Station and Ry. Station.	C. A. Delège.....	150 yds.	6	12 "	12 00
St. Benoit Labre and St. Victor de Tring	G. Busque.....	10	3	3 " (to Sept. 30, '98).	23 75
do do	G. Poulin.....	10	3	9 " from "	71 25
St. Bruno de Kamouraska and St. Paschal	C. LeBreux.....	7	3	12 "	70 00
St. Camille and Sherbrooke.	Z. Mousseau.....	26	1	12 "	48 00
St. Casimir and Railway Station...	C. Laganierie.....	$\frac{1}{2}$	12	12 "	140 00
St. Casimir and St. Thuribé	V. Guertin.....	$\frac{1}{2}$	1	12 "	50 00
St. Casimir and St. Ubalde	J. Pleau.....	11	6	12 "	195 00
St. Catherine and Railway Station.	J. Henchey.....	1	6	12 "	90 00
St. Catherine Station and Railway Station	do	1	12	12 "	10 00
St. Celestin and Railway Station	E. Arseneau.....	$\frac{1}{2}$	6	12 "	60 00
St. Charles, River Boyer and Railway Station	E. Bilodeau.....	1	6	12 "	18 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Ste. Claire and St. Anselme Railway Station	N. Longtin	5	6	12 months	100 00
Ste. Claire and St. Malachie	A. Turgeon	10	6	12 "	139 00
St. Clément and St. Cyprien	H. Dionne	5	2	12 "	60 00
St. Clément and St. Eloi	J. Boucher	12	3	1 " (to July 31, '98)	8 33
do do	E. Brisbois	12	4	11 " from "	132 91
St. Clothilde and Victoriaville	L. Lecompte	18	6	12 "	190 00
St. Croix and Railway Station	N. Lemay	8	6	12 "	137 00
St. Cyr and Railway Station	R. E. Dyson	300 yds.	12	12 "	50 00
St. Damase de Rimouski and St. Moïse Station	P. St. Claire	7	3	12 "	75 00
St. Damien de Buckland and St. Lazare de Bellechasse	G. Larochelle	7	6	12 "	117 00
St. David de Lévis and Hadlow Cove Road	Veuve N. Begin	1	2	12 "	80 00
St. Denis de la Bouteillerie and Railway Station	A. Garon	4½	12	12 "	100 00
St. Donat and St. Gabriel de Rimouski	F. Levesque	9	3	10 " (to April 30, '99)	83 33
do do	F. Tanguay	9	3	2 " from "	16 67
St. Donat and St. Luce Station	A. Couture	6½	6	12 "	98 00
St. Eloi and Railway Station	E. Godbout	3	6	12 "	49 00
St. Ephrim de Tring and Railway Station	J. A. Hamel	3	12	12 "	90 00
St. Etienne du Saguenay and Tadousac	E. Hillier	10	2	12 "	294 00
St. Evariste de Forsyth and Railway Station	L. Blais	2	12	12 "	75 00
St. Evariste de Forsyth and St. Hilaire de Dorset	A. Begin	8½	1	12 "	45 00
Ste. Eulalie and Railway Station	G. Gaudet	4	6	2 " (to Aug. 31, '98)	15 66
do do	do	3	6	10 " from "	58 23
Ste. Eulalie and St. Samuel de Horton	G. Bergeron	4	4	12 "	76 00
St. Fabien and Railway Station	E. Gauvin	1	12	12 "	40 00
Ste. Famille d'Orleans and St. Pierre d'Orleans	A. Maranda	8	3	12 "	85 00
St. Félicien and St. Pierre	T. Bouchard	9	6	12 "	225 00
St. Félicien and Ticonabé	N. Perreault	5½	3	4 " (to Oct. 31, '98)	26 66
do do	O. Perreault	5½	3	8 " from "	40 00
Ste. Flavie and Railway Station and Ste. Flavie Station	L. Levesque	3½	6 & 12	12 " and extra trips	252 80
Ste. Flavie Station and St. Joseph de Lepage	D. Gagné	1½	6	12 "	50 00
St. Flavien and St. Croix Railway Station	L. Ratte	2½	6	12 " and extra trips	49 50
Ste. Florence and Beurivage Railway Station	J. A. Thibault	50 yds.	6	12 "	18 00
Ste. François and Trois Pistoles	M. Berubé	7½	3	12 "	79 00
St. François, Beauce and Railway Station	S. Grondin	1	18	12 "	80 00
St. François, Beauce and St. Joseph, Beauce	N. Gagné			Special trips	2 50
St. François de Montmagny and Railway Station	A. Jean	1½	12	12 months	80 00
St. François Xavier de Viger and Viger	F. Castonguay	6	4	12 "	80 00
St. Frederic and St. Louis de Beauce	E. Lagueux	2	6	12 "	30 00
St. Frederic and Tring Junction Railway Station	Mrs. J. Baillargeon	3	6	12 "	120 00
St. Gabriel Station and Ry. Station	J. C. O'Donnell	10 yds.	6 & 12	12 "	16 68

## APPENDIX B—Continued.

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. Gédéon and Railway Station...	Mrs. G. Potvin...	1	12 & 6	12 months .....	76 82
St. Geneviève de Batiscan and Railway Station .....	N. Paquette .....	4	12 12	" .....	99 00
St. Geneviève de Batiscan and St. Stanislaus de Champlain .....	E. Trottier .....	8	6 12	" .....	125 00
St. George East and St. Prosper de Dorchester .....	J. Roderique.....	12½	2 9	" (to Mar. 31, '99).	59 25
do do .....	" .....	12½	3 3	" from " ..	29 50
St. Germain de Kamouraska and Ste. Hélène de Kamouraska and Pointe Sèche .....	J. Marceau.....	6 & 4	6 12	" .....	90 00
St. Gervais and Railway Station .....	A. Paré.....	5½	6 12	" .....	45 00
St. Gervais and St. Lazare de Bellechasse .....	A. Beloin.....	6	6 12	" .....	80 00
St. Gervais and St. Nérée .....	L. Fortier.....	9	6 12	" .....	95 00
St. Hélène de Kamouraska and Railway Station .....	A. Bérubé .....	½	12 12	" .....	35 00
Ste. Hénédine and Railway Station .....	J. Côté.....	as req.	12 12	" .....	55 00
St. Henri de Lévis and Ry. Station .....	T. Couet.....	½	6 3	" (to Sept. 30, '98).	8 75
do do .....	" .....	½	12 3	" " " ..	17 50
do do .....	F. X. Genest.....	½	as req.	9 " from " ..	56 25
St. Henri de Lévis and St. Lambert de Lévis .....	O. Roy.....	10	6 3	" (to Sept. 30, '98).	37 00
do do .....	G. Bourget .....	10	6 9	" from " ..	111 00
St. Henri Station and Ry. Station .....	O. Vallière .....	½	12 12	" .....	70 00
St. Honoré de Shenby and St. Evariste Railway Station .....	H. Grégoire.....	6½	6 12	" .....	138 96
St. Isidore de Dorchester and St. Hénédine .....	G. Dumont.....	6	6 12	" .....	139 00
St. Jean de Dieu and Trois Pistoles .....	L. Lafrance.....	13	3 12	" .....	135 00
St. Jean de Chailions and Three Rivers .....	O. Dion.....	32	6 12	" less fine.....	599 00
St. Jean, Port Joli and Ry. Station .....	J. Pelletier.....	1½	12 12	" .....	98 00
St. Joseph d'Alma and Ry. Station .....	J. Tremblay.....	9	7 & 6	12 " .....	224 25
St. Joseph de Beauce and Railway Station .....	N. Gagné.....	½	24 12	" .....	74 00
St. Leonard d'Aston and Ry. Station .....	D. Vigneau.....	300 yds.	12 6	" (and 25 days to Jan. 25, '99)...	16 38
do do .....	" .....	600 yds.	12 5	" (and 6 days from Jan. 25, '99)...	21 65
St. Leonard de Portneuf and St. Leonard Railway Station .....	L. Lesage.....	1	3 5	" .....	14 58
Ste. Louise and Railway Station .....	L. Gagnon.....	1½	12 12	" .....	48 00
St. Ludger and St. Samuel de Gayhurst .....	C. Dallaire .....	10	2 12	" .....	84 48
St. Luce and Railway Station .....	J. Tremblay.....	2	12 12	" .....	140 00
St. Malachie and St. Nazaire de Buckland .....	A. Pelchat.....	8	1 12	" .....	70 00
St. Malachie and Standon .....	E. W. Nicholson .....	13	6 12	" .....	225 00
St. Marcel de L'Islet and Railway Station .....	E. Moreau.....	22½	3 12	" .....	280 00
St. Marie de Blandford and Forestdale Railway Station .....	E. Lavigne.....	4	6 12	" .....	98 00
St. Mathieu and Railway Station .....	F. Parent.....	3	6 12	" .....	158 00
St. Maxime and Scott Junction .....	F. Morin.....	1½	6 12	" .....	50 00
St. Michel de Bellechasse and Railway Stations .....	J. Martineau .....	5	6 12	" .....	83 24
St. Modeste and St. Modeste Station .....	E. Therriault.....	4½	6 12	" .....	135 00
St. Moise and Railway Station .....	M. Fraser.....	2½	6 12	" .....	85 00
St. Moise Station and Ry. Station .....	J. Vaillancourt.....	64 yds.	12 9	" (to Mar. 31, '99).	27 00
do do .....	J. Michaud.....	64 yds.	12 3	" from " ..	9 00
St. Monique de Nicolet and Railway Station .....	P. Trudel.....	2½	12 6	" (from Jan. 1, '99)	97 50



SESSIONAL PAPER No. 12

APPENDIX B--Continued.

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. Narcisse and Three Rivers	H. Veillette	19	6	12 months	100 00
St. Nicholas and Railway Station	M. Carrier	4½	6	12 "	98 00
St. Pacome and Railway Station	J. Chamberland	1½	12	12 "	125 00
St. Patrick and Railway Station	J. Lebel	4	6	Season 1898	39 60
St. Paul du Buton and St. Pierre de Montmagny	E. Proulx	17	3	6 mos. (to Dec. 31, '98)	137 50
do do	"	17	4	6 " from "	150 00
St. Paul's Bay and St. Tite des Caps	O. Lavoie	26	6	12 "	524 00
St. Paul's Bay and St. Urbain de Charlevoix	J. Labbé	9	6	12 "	121 00
St. Paul's Bay and Wharf	E. Coudée	3	as req.	Part of seasons 1898-99	80 88
St. Perpétue and Railway Station	T. Décoteau	4	6	12 months	98 00
St. Pierre les Becquets and St. Sophie de Leonard	O. Gervais	12	6	12 "	180 00
St. Pierre Montmagny and Railway Station	O. Gendron	2	12	12 "	80 00
St. Raphaël East and Ry. Station	J. Lantagne	6	6	12 "	36 00
St. Raymond and Railway Station	J. Beaupré	½	24 & 18	12 "	74 40
St. Remi de Tring and Warwick	G. Peloquin	13	6	12 "	275 00
St. Roch de Québec and Stadacona	F. Cliche	1½	3	12 "	55 00
St. Samuel de Gayhurst and Railway Station	P. Bilodeau	5	6	12 "	134 00
St. Sauveur de Québec and Sans Bruit	L. P. Pelletier	1	12	12 "	60 00
St. Sebastien de Beauce and Railway Station	S. Boutin	3	12	12 "	104 00
St. Severin de Beauvillage and Tring Junction Railway Station	Mrs. H. Ferland	5½	6	11 " (to May 31, '99)	110 00
do do	"	5½	6	11 " from "	11 66
St. Simeon and Tadousac	F. Savard	25½	4 & 3	12 " less fine.	471 00
do do	E. Caron	25½	1	trip, Mar. 10, '98	4 00
St. Simon de Rimouski and Railway Station	C. Gauvin	1	12	12 months	53 00
St. Thecle and Railway Station	H. Briere	1	12	12 "	47 48
St. Tite and Railway Station	F. Cossette	½	12	12 "	36 00
St. Valier and Railway Station	J. Corriveau	3	6	12 "	48 00
St. Victor de Tring and Railway Station	R. Plante	2½	12	12 "	75 00
Sayabec and Railway Station	T. Bouchard	1	12	12 "	40 00
Scott Junction and Railway Station	G. Garon	½	18	12 "	105 00
South Dudswell and Westbury Basin Railway Station	O. Lapitre	3½	6	2 " and 24 days (from April 7, '99)	23 34
South Quebec and Railway Station	P. Bernier	200 yds.	36	12 "	100 00
Stamfold and Railway Station	F. E. Poitras	250 yds.	12	12 "	36 00
Stoneham and Tewkesbury	J. Farlardeau	7½	2	12 "	50 00
Tadousac and Steamer Landing	F. Marquis	½	as req.	Balance of season 1898	37 80
do do	P. Marquis	½	as req.	Part of season 1899	12 90
Theftord Mines and Railway Station	A. S. Johnson	½	12	3 months (to Sept. 30, '98)	12 50
do do	J. Demers	½	12	2 " and 6 days (to Dec. 6, '98)	9 10
do do	J. Rousseau	½	12	6 " and 25 days (from Dec. 6, '98)	28 40
Theftord South and Railway Station	A. S. Johnson	½	12	2 " and 7 days (to Dec. 7, '98)	9 23
Three Rivers and Valmont	I. Ducharme	15	6	12 "	199 48
Tring Junction and Railway Station	A. Doyon	30 yds.	24	12 "	30 00
Trois Pistoles and Railway Station	C. Lavoie	½	24	12 "	79 00
Trois Saumons and Railway Station	B. Gaumont	2	6	12 "	68 00

APPENDIX B—*Continued.*

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.
Valcartier and Railway Station . . . . .	J. McBain . . . . .	6	6	12 months . . . . .	185 00
Village des Aulnais and Railway Station . . . . .	J. B. Sirois . . . . .	5	12	12 " . . . . .	156 00
Vincenne and Railway Station . . . . .	L. Dessureault . . . . .	4½	6	12 " . . . . .	150 00
Walker's Cutting and Railway Station . . . . .	S. Labrecque . . . . .	128 yds.	12	12 " . . . . .	32 00
Warwick and Railway Station . . . . .	L. Trigaine . . . . .	200 yds.	18	12 " . . . . .	18 00
Weedon Centre and Weedon Railway Station . . . . .	A. Gauthier . . . . .	2	12	12 " . . . . .	110 00
Westbury Basin and Railway Station and South Dudswell . . . . .	O. Lepitre . . . . .	3½	6	2 " and 6 days (to April 6, '99) . . . . .	16 47
Mail Transfer Agent at Levis . . . . .	A. Ouellett . . . . .			12 " less fine . . . . .	479 00
				Total . . . . .	\$65,932 01

W. J. JOHNSTONE,  
*Accountant.*

R. M. COULTER,  
*Deputy Postmaster General.*

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division made within the year ended June 30, 1899.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham	E. Elvidge.	11	3	12 months	93 60
Abingdon and Winona	J. Williams.	17	6	12 "	372 00
Acton and Crewson's Corners	G. Cann.	3½	2	12 "	52 00
Agincourt and Railway Station	W. Lawton	3	6	12 "	30 00
Ahmic Harbour and Dunchurch	W. J. Carey	4	6	Part of season 1898 & '99.	63 35
Ahmic Lake and Spence	R. Veitch.	10	2	12 months	97 00
Air Line Junction and Railway Station	W. J. Minnes.	1½	6	12 "	40 00
Alberton, Lyndon and Trinity	J. Toldu.	7½ & 10½	6 & 3	12 "	180 00
Algoma Mills and Railway Station	G. C. McQuire.	12	12	12 "	124 95
Allanburg and Railway Station	R. Skinner.	1½	12	12 "	96 00
Allandale and Holly	W. Armstrong	3	6	12 "	99 00
Allandale and Painswick	J. Huggard	3½	6	12 "	91 48
Allandale and Railway Station	M. J. Hamlin.	3	36	12 "	100 00
Allan Park and Hampden	H. Byers.	4	2	12 "	74 00
Allensville and Mail Changing Post	M. McNicol	1½	12	12 "	156 50
Alliston and Elm Grove	C. Tebo	11½	6	3 " (to Sept. 30, '98).	49 75
do do	M. Young	11½	6	9 " from "	112 50
Alliston and Railway Station	J. J. Holland.	1½	24	12 "	87 64
Alliston and Rosemont	do	9	6	12 "	234 76
Alloa, Snelgrove and Railway Station	R. Campbell	3½	6	12 "	130 00
Alport and Bracebridge	W. Lochhead	4	3	12 "	115 44
Alsace and Nipissing	J. Gerber, sr.	7	3	12 "	92 00
Alfeldt and Railway Station	H. Ziegler	1½	6	12 "	100 16
Alton and Railway Station	A. Menzies	2	12	12 "	118 94
Amaranth Station and Railway Station	J. S. Lacon	1½	6	12 "	40 05
Amigari and Railway Station	A. B. Hurrell.	3	12	12 "	65 00
Ancaster and Hamilton	D. Jacobs	7	12	12 "	185 00
Angus and Baxter	A. L. Stewart	7½	3	12 "	88 00
Angus and Railway Station	C. K. Clark.	7½	24	12 "	50 00
Ansonia and Thessalon	R. McPhee	8	1	12 "	49 00
Anten Mills and Railway Station	J. J. Inkley	1½	6	12 "	17 00
Antioch and Grassmere	G. Hart	10	1	12 "	65 00
Appleby and Railway Station	M. C. Prescott.	3	6	12 "	85 00
Apto and Railway Station	P. J. O'Neill	6	6	12 "	134 59
Ardrea and Orillia	W. W. Blair	9	2	12 "	110 00
Ariel and Railway Station	W. C. Moir	100 yds.	12	11 " (from Aug. 1, '98)	4 59
Arnott and Railway Station	W. G. Murray	1½	12	12 "	59 47
Arthur and Metz	J. Bunting	6	2	12 "	85 00
Arthur and Monk	W. R. Brock	13	3	12 "	160 00
Arthur and Mount View	W. Jackson.	8	1	12 "	40 00
Ash and Railway Station	J. Dent.	1½	6	12 "	48 00
Ashdown and Bear Cave	H. Bishton.	8	1	12 "	40 00
Ashdown and West Grove	M. E. West	4	1	12 "	40 00
Ashgrove and Georgetown	R. C. Nixon	4	6	6 " (to Dec. 31, '98).	100 00
do do	do	4	6	6 " from "	82 50
Ashley and Railway Station	G. Follis	1½	3	12 "	49 60
Atha and Stouffville	E. Lehman.	13½	6	9 " (from Oct. 1, '98)	111 75
Atherley and Railway Station	J. Gallivan.	1	24	12 "	43 82
Athlone and Tottenham	M. J. Casserly.	17½ r. t.	6	12 "	197 00
Attercliffe Station and Railway Station	J. Sundy.	1½	12	12 "	108 00

APPENDIX B—Continued.

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.
Augustan and Horning's Mills	F. J. Sleightholm	5	2	12 months	46 80
Aurora and Railway Station	T. H. Winter	1	24	12 "	120 00
Aurora and Schomberg	G. W. Stone	15	6	12 "	365 00
Aurora and Vandrof	B. Finley	7½	6	8 " (to Feb. 28, '99)	120 00
do do	do	8½	6	4 " from "	72 00
Avening and Railway Station	E. A. Pingle	2	12	12 "	120 00
Axe Lake and Sprucedale	J. McPherson	10½	1	12 "	80 00
Ayton and Railway Station	W. Kenna	1	12	12 "	57 16
Bala and Glen Orchard	N. Orchard	8½	3	Part of seasons 1898-99	80 75
Bala and Sahanatien	L. Sahanatien	9	1	12 months	52 00
Balaclava and Owen Sound	A. Lemon	15½	3	12 "	194 00
Baldwin and Railway Station	L. Grylls	3	6	12 "	62 60
Ballantrae and Railway Station	R. Hill	4	12	12 "	60 00
Ballinafad and Georgetown	F. W. Betts	6	6	12 "	250 00
Balsam Grove and Fenelon Falls	J. Copp	6	2	12 "	90 00
Balsam Lake and Victoria Road	J. Cunningham	4	2	12 "	72 00
Banda and Railway Station	W. Bell	2½	6	12 "	98 58
Banks and Collingwood	W. Johnson	12½	2	12 "	160 00
Bardsville and Falkenburg Station	C. Bard	6½	2	Part of seasons 1898-99	48 75
Barkway and Lewisham	J. Fox	8	3	12 months	96 00
Barkway and Washago	I. Davy	20	3	12 "	195 00
Barnsdale and Foote's Bay	J. J. Barnes	8	1	Part of seasons 1898-99	46 25
Barnsdale and Port Cockburn	do	8	1	1 m. & 2 d. (to July 2, '98)	7 50
Barrie and Hillsdale	C. E. Smith	16	6	12 "	375 00
Barrie and Midhurst	J. W. Cook	5	6	12 "	120 00
Barrie and Railway Station	A. Mainprize	10 rods	66	12 "	101 55
Barrie and Street Letter Boxes	M. Murphy	5	18	10 " (to April 30, '99)	208 33
do do	J. Huggard	5	18	2 " from "	33 25
Barrie Island and Gore Bay	C. A. Runnalls	12	1	12 "	100 00
Bar River, Echo Bay and Railway Station	W. Findlay	8 & 1/8	1 & 6	12 "	150 00
Batteau and Railway Station	S. M. Jackson	1	12	12 "	62 60
Baysville and Bracebridge	R. Richards	16	6	3 " (to Sept. 30, '98)	100 00
do do	J. Rowe	16	6	9 " from "	226 50
Baysville and Dorset	G. Howard	16	6	12 "	319 00
Baysville and Newholm	D. Ferguson	9	2	12 "	80 00
Bayview and Morley	C. E. Johnson	11	2	7 " (to Jan. 31, '99)	49 58
Beamsville and Rosedene	P. Hoffman, jr.	10	6	12 "	295 00
Beaverdale and Markdale	J. Abercrombie	10	3	5 " (from Feb. 1, '99)	41 66
Beaverton and Railway Station	G. H. Williamson	1	24	12 "	97 00
Bedford Park and Toronto	A. Gay	5½	6	7 " 12 dys. (to Feb. 12, '99)	167 25
do do	do	6	6	4 " 16 dys. from "	110 36
Beeton and Railway Station	J. R. McDonald	3	24	12 "	169 02
Belfountain and Railway Station	C. F. Byam	1½	12	12 "	200 00
Bell Ewart and Railway Station	R. Colgan	1	12	12 "	71 99
Bellingham and Iron Bridge	D. Bell	11	1	12 "	80 00
Belwood and Craigsholme	C. Campbell	2	3	6 " (to Dec. 31, '98)	25 00
do do	E. Hanna	2	3	6 " from "	28 00
Belwood and Dracon	C. Campbell	14½-27	2	12 "	73 36
Belwood and Railway Station	J. Hanna	1	12	12 "	50 08
Bendale and Woburn	J. Larway	2	6	3 " (to Sept. 30, '98)	20 00
do do	J. P. Wheeler	2	6	9 " from "	52 50
Berkeley and Glascott	R. English	6	2	12 "	84 00
Berkeley and Railway Station	H. Baker	1	12	12 "	80 11
Berriedale and Hartfell	D. Gibbon	8	2	12 "	129 00
Bethany and Railway Station	G. Price	1	12	12 "	50 00
Binbrook and Railway Station	M. McGann	5 1/8	6	12 "	149 00
Binkham and Erin	W. Wansbrough	4½	2	12 "	70 00
Biscotasing and Railway Station	P. J. Finlan	300 ft.	12	12 "	30 00

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APPENDIX B—Continued.

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.
Black Bank and Railway Station	T. Harley	8½	6	12 months	170 05
Black Creek and Railway Station	I. H. Allen	12	3	" (to Sept. 30, '98).	15 00
do do	O. C. Howard	12	9	" from "	30 00
Blackstock and Purple Hill	W. Bartley	4	2	6 " (to Dec. 31, '98).	27 50
do do	M. Hambley	4	2	6 " from "	26 26
Blackwater and Layton	D. Ferguson	4	3	12 " "	78 00
Blackwater and Railway Station	I. H. Chant	50 ft.	24	12 " "	62 60
Blind River and Railway Station	J. Hawkins, sr.	4	12	12 " "	93 90
Bobcaygeon and Lindsay	R. M. Thurston	22-26	6	Part of seasons 1898-99.	456 00
Bobcaygeon and Red Rock	M. Thomas	6	2	12 months	75 00
Bognor and Woodford	W. Melafont	6	6	12 " "	165 00
Bolton, Castlederg and Mount Wolfe	J. Phillips	5½-11½	6-3	12 " "	150 00
Bolton and Railway Station	T. D. Elliott	3	24	12 " "	47 00
Boothville and Proton Station	J. Martin	10½	3	12 " "	111 00
Bourdeau and Whitehall	A. Fairbairn	5	2	12 " "	48 00
Bowling Green and Railway Station	E. Driver	5	6	12 " "	130 00
Bowmanville and Caesarea	D. E. Gifford	4½	6	12 " "	525 00
Bowmanville and Courtice	J. Walker	4½	6	6 " (to Dec. 31, '98).	60 00
do do	C. W. Lent	4½	6	6 " from "	60 60
Bowmanville and Railway Station	W. G. Glover	1½	6	12 " "	35 00
Bowmanville and Tyrone	W. H. Moore	7	6	12 " "	129 00
Bracebridge and Fraserburg	W. H. Stonehouse	12	1	12 " "	70 00
Bracebridge and Gravenhurst Railway Station	F. Sander	12	6	6 " 20 dys (from Dec. 12, '98).	173 00
Bracebridge and Muskoka Falls	A. R. Cameron	3	3	7 " (to Jan. 31, '99).	64 10
Bracebridge and Point Kaye	J. Hutton	21½	2	Part of seasons 1898-99.	70 30
Bracebridge and Railway Station	R. P. Perry	4	24	12 months	125 20
Bracebridge and Wharf	F. Dunara	4	12	Part of seasons 1898-99.	57 15
Bracebridge and Ziska	J. Killen	6	2	Part of seasons 1898-99.	44 80
Brackenrig and Port Carling	S. H. Davidson	4	3	Part of seasons 1898-99.	48 00
Bracondale and Bloor Street Branch	E. Boggis	1½	12	12 months	90 00
Bradford and Newton Robinson	J. G. Cook	9	6	12 " "	365 00
Bradford and Railway Station	G. Timmons	½	24	12 " "	75 00
Brae Lake and Uplands	W. L. Taylor	8½	1	12 " "	32 00
Brampton and Huttonville	J. Hyatt	4	6	6 " (to Dec. 31, '98).	55 00
do do	M. O. Hyatt	4	6	6 " from "	55 00
Brampton and Railway Station	W. R. Lewis	4	12	6 " (to Dec. 31, '98).	67 00
do do	A. Williams	4	12	6 " from "	62 00
Brechin and Dalrymple	E. Vickers	9	3	12 " "	165 00
Brechin and Railway Station	E. Kennedy	1	24	12 " "	72 00
Brechin and Udney	S. Luck	5½	3	12 " "	80 00
Brentwood and Railway Station	J. O'Connell	4	12	12 " "	64 00
Bridgeburg and Railway Station	H. Emrick	4	24	12 " "	150 00
Brisbane and Coningsby	J. W. Burt, sr.	4	2	2 " (to Aug. 31, '98).	8 33
do do	S. Martinoni	4	2	10 " from "	27 48
Britainville and Long Bay	I. Pierson	5	1	12 " "	24 00
Bronte and Railway Station	J. S. McDonald	1½	12	12 " "	106 40
Brookfield Station and Railway Station	M. Topp	1	6	12 " "	50 00
Brookholm and Owen Sound	W. Johnston	2	3	1 " (to July 31, '98).	4 92
Brookholm and Shouldice	T. Skinner	7	2	12 " "	85 00
Brooklin and Railway Station	R. D. Hay	½	12	12 " "	90 84
Brougham and Markham	H. Bennett	26½ rt.	6	1 " (to July 31, '98).	29 91
do do	T. Hague	26½ rt.	6	11 " from "	325 41
Brougham and Whitby	J. Scott	12	6	12 " "	224 00
Brown Hill and Railway Station	J. Merchant	4	6	12 " "	21 91
Brown's Nurseries and Ridgeville	C. Fisher	1	12	12 " "	75 00
Bruce Mines and Cloudslee	A. McEwan	5	1	12 " "	50 00
Bruce Mines and Railway Station	H. McDonald	2	12	12 " "	144 00
Bruce Mines and Rydal Bank	W. R. Smythe	6	2	12 " "	104 00
Brunswick and Railway Station	L. C. Patterson	1	6	12 " "	75 00
Burketon Station and Enfield	T. Thorn	4½	6	12 " "	110 00

## APPENDIX B—Continued.

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.
Burketon Station and Railway Station	J. Burr.	1	12	12 months	75 00
Burk's Falls and Dunchurch	R. A. Creason	29	6	Part of seasons 1898 & '99	266 00
Burk's Falls and Katrine	M. A. McWhinney			Special trip	1 00
Burk's Falls and Railway Station	J. D. Reid	1	12	12 months	112 68
Burk's Falls and Sand Lake	J. Hunter	13	1	12 "	78 00
Burlington and Port Nelson	W. Bamford	1 1/2	6	12 "	90 00
Burlington and Railway Station	F. A. McMillan	1 1/2	6	12 "	68 00
Burnaby and Railway Station	W. A. Kinnard	2 1/2	6	12 "	90 00
Burnhamthorpe and Railway Station	F. D. Gill	6	6	6 " (to Dec. 31, '98)	137 50
Burnt River and Railway Station	S. Suddaby	2 1/2	12	12 "	43 82
Bury's Green and Railway Station	J. Fell, sr.	2 1/2	2	12 "	45 76
Byng Inlet and French River	A. Germain	25	2	Part of seasons 1898 & '99	192 00
Byng Inlet and Parry Sound	T. Bushey	65	2	" "	441 75
Cache Bay and Railway Station	A. J. Young	700 yds.	24	12 months (less fine)	133 00
Caistorville and Canfield	C. Hewitt	8	6	12 "	148 00
Calderwood and Railway Station	M. Calder	3	3	12 "	79 56
Caldwell and Caledon	T. McCart	5	6	12 "	94 44
Caledon and Railway Station	W. J. Brown	1/2	18	12 "	38 00
Caledonia and Empire	J. W. McMillan	15	6	12 "	290 00
Callender, Frank's Bay and Sturgeon Falls	J. McA. Smith	26s. 16w.	2	12 "	70 00
Callender and Railway Station	E. McGowan	1 1/2	12	12 "	78 00
Callender and Wisawasa	W. F. Cronkhite	2 1/2	6	12 "	110 00
Cambray and Lindsay	C. F. Alger	10 1/2	6	12 "	251 44
Cameron and Railway Station	J. Bryson	1 1/2	12	9 " (to Mar. 31, '99)	90 00
do do	do	1 1/2	12	3 " from "	23 67
Camilla and Granger	S. H. Bennion	6 1/2	2	12 "	68 00
Camilla and Whittingdon	W. McBride	4 1/2	3	12 "	75 00
Campania and Railway Station	J. Davis	6	2	12 "	69 96
Campbellcroft and Railway Station	A. Smith	70 ft.	6	12 "	40 00
Campbellville and Railway Station	M. Beattie	1/2	6	12 "	50 00
Camperdown and Mail Changing Post	J. Barclay	4 rods.	12	12 "	24 00
Canfield, Darling Road and Warner	J. E. Piper	6 & 2 1/2	6 & 3	12 "	195 00
Cannington and Railway Station	W. Cassidy	1 1/2	24	12 "	60 00
Cannington and Sutton West	G. Newton, jr.	20	6	12 "	534 00
Cape Rich and Meaford	W. McGeoch	14	2	12 "	150 00
Carden and Dalrymple	P. McCarthy	5	2	6 " (from Jan. 1, '99)	31 24
Carden and Horncastle	do	4	2	6 " (to Dec. 31, '98)	25 00
Carlton West and Railway Station	J. Hayes	1 1/2	24	12 "	120 00
Carluk and Hamilton	G. Morton	13 1/2	6	12 "	342 00
Carlyon and Uthoff	D. Ferguson	5	2	12 "	40 00
Carrville and Railway Station	J. H. Prentice	3 1/2	6	4 " (to Oct. 31, '98)	41 33
do do	J. Snider	3 1/2	6	8 " from "	69 33
Cartier and Railway Station	W. B. Robinson	1 1/2	12	12 "	20 00
Castown and Creemore	J. Cotton	2	6	12 "	100 00
Castlemore and Railway Station	J. Cairns	14 rt.	6	12 "	250 00
Cataract and Railway Station	J. Howard	1 1/2	12	6 " (to Dec. 31, '98)	37 50
do do	A. H. Vanwyck	1 1/2	12	6 " from "	37 50
Cedar Dale and Railway Station	H. Robins	1 1/2	25	12 "	69 00
Cedarville and Mount Forest	D. McEachrin	11 & 17	3	7 " (from Dec. 1, '98)	152 93
Ceylon and Durham	W. W. Trimble	14 1/2	6	6 " (from Jan. 1, '99)	119 50
Chantler and Welland	E. Chantler	4 1/2	3	12 "	45 00
Chapleau and Railway Station	P. A. Mulligan	2 1/2	12	12 "	85 00
Chatsworth and Chesley	W. E. Dobie	24	3	12 "	349 00
Chatsworth and Desboro'	S. Palmer	9	3	12 "	100 00
Chatsworth and Durham	G. McFarlane	20	6	9 " (to Mar. 31, '99)	336 75
do do	W. J. K. Elliot	20	6	3 " from "	108 00

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APPENDIX B—Continued.

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.
Chatsworth and Railway Station...	J. McTeer.....	$\frac{1}{2}$	24	12 months.....	112 68
Chatsworth and Walter's Falls...	J. Walter.....	12 $\frac{1}{2}$	6	12 " " " " " " " "	296 00
Chelmsford and Railway Station...	G. Irwin.....	$\frac{1}{16}$	12	12 " " " " " " " "	100 00
Cheltenham, Campbell Cross and Railway Station	W. Henry.....	21 & $\frac{1}{2}$	6 & 12	12 " " " " " " " "	239 00
Cheney and Ravensworth.....	T. H. Mingo.....	6	1	12 " " " " " " " "	60 00
Chippewa and Niagara Falls.....	G. H. Young.....	6 & 4	12	12 " " " " " " " "	333 32
Christian Island and Lafontaine.....	J. W. Monague.....	7	2	12 " " " " " " " "	120 00
Churchill and Railway Station.....	E. H. Sloan.....	2 $\frac{1}{2}$	12	12 " " " " " " " "	153 37
Churchville and Railway Station.....	T. A. Fogarty.....		6	12 " " " " " " " "	80 00
Claremont and Railway Station.....	J. M. Graham.....		12	12 " " " " " " " "	76 87
Claremont and Stouffville.....	G. Brownsberger.....	19 rt.	6	3 " (to Sept. 30, '98).	60 00
Clarke and Kendal.....	P. Edwards.....	6 $\frac{1}{2}$	6	12 " " " " " " " "	134 00
Clarke and Railway Station.....	J. Pethick.....	4	12	12 " " " " " " " "	184 67
Clarksburg and Heathcote.....	S. C. Rowe.....	5	6	3 " (to Sept. 30, '98).	47 00
do do	G. Smithson.....	5	6	9 " from " " " " "	190 50
Clarksburg and Redwing.....	J. Irwin.....	13 $\frac{1}{2}$	3	12 " " " " " " " "	195 00
Clarksburg and Railway Station.....	R. Crossland.....	1 $\frac{1}{2}$	24	12 " " " " " " " "	170 00
Clarkson and Railway Station.....	W. F. Clarkson.....		18	12 " " " " " " " "	50 00
Clavering and Railway Station.....	M. Perkins.....		12	6 " (to Dec. 31, '98).	37 92
do do	do		12	6 " from " " " " "	30 30
Clear Lake and Uffington.....	A. Taplin.....	16 $\frac{1}{2}$	2	12 " " " " " " " "	104 00
Clyde and Railway Station.....	E. McNichol.....	1 $\frac{1}{2}$	6	12 " " " " " " " "	121 24
Coboconk and Fenelon Falls.....	W. Gunn.....	16	3	12 " " " " " " " "	150 00
Coboconk and Norland.....	H. LeCraw.....	5	6	12 " " " " " " " "	122 00
Coboconk and Railway Station.....	B. Ross.....	28	6	12 " " " " " " " "	748 00
Cockburn Island and Thessalon.....	R. C. Reid.....	25	1	Part of seasons 1898-99.	184 00
Coldwater and Lovering.....	W. H. Lovering.....	6	3	12 months.....	130 00
Coldwater and Moonstone.....	J. Craig.....	6	3	12 " " " " " " " "	74 00
Coldwater and Railway Station.....	S. D. Eplett.....	1	24	12 " " " " " " " "	143 98
Coleman and Railway Station.....	T. Gibson.....	1	24	12 " " " " " " " "	199 00
Collingwood and Railway Station.....	D. Sanderson.....	3	36	12 " " " " " " " "	150 00
Collingwood and Street Letter Boxes	J. Ferguson.....	3 $\frac{1}{2}$	18	12 " " " " " " " "	140 09
Collin's Inlet and Killarney.....	C. W. Pitt.....	18	2	12 " " " " " " " "	223 00
Colwell and Railway Station.....	J. Campbell.....	3 $\frac{3}{4}$	12	12 " " " " " " " "	62 60
Commanda and Restoule.....	R. McKee.....	10	2	12 " " " " " " " "	120 00
Conn and Mount Forest.....	T. Mullarkey.....	8	3	5 " (to Nov. 30, '98).	41 66
do do	do	8	3	(Compensation for termination of contract).....	25 00
Connor, Ry. Station and Lucille....	P. Burns, jr.....	9 & 3 $\frac{1}{2}$	6 & 3	9 mos. (to Mar. 31, '99).	177 75
do do	E. Cullen.....	9 & 12 $\frac{1}{2}$	6	3 " from " " " " "	43 75
Cookstown and Railway Station.....	H. Coleman.....	$\frac{1}{4}$	24	12 " " " " " " " "	150 24
Cooksville and Railway Station.....	C. R. Colwell.....	1	12	6 " (to Dec. 31, '98).	70 00
do do	do	1	12	6 " from " " " " "	60 00
Cooper's Falls and Ragged Rapids...	G. Steen.....	10	1	12 " " " " " " " "	45 00
Copetown and Orkney.....	A. P. Thompson.....	3	6	9 " (to Mar. 31, '99).	108 00
do do	do	3	6	3 " from " " " " "	40 00
Copper Cliff and Sudbury.....	F. Hamilton.....	5	6	12 " " " " " " " "	170 00
Corbetton and Railway Station.....	J. Corbett.....	30 rods.	6	12 " " " " " " " "	35 00
Corson's Siding and Head Lake.....	W. A. Maxwell.....	12	3	3 " (to Sept. 30, '98).	42 50
do do	S. Magahay.....	12	3	9 " from " " " " "	211 00
Corwin and Railway Station.....	R. Marshall.....	10	6	12 " " " " " " " "	224 00
Coulson and Orillia.....	A. Reid.....	16	6	12 " " " " " " " "	340 00
Craigie Lea and Gregory.....	R. S. G. Allan.....	5	1 & 2	Part of seasons 1898-99.	69 00
Craigleith and Railway Station.....	A. Fleming.....	$\frac{1}{2}$	6	12 months.....	48 00
Crawford and Elmwood.....	W. J. Birney.....	9	3	12 " " " " " " " "	117 00
Credit Forks and Railway Station...	W. Ramsay.....	$\frac{1}{2}$	12	12 " " " " " " " "	60 00
Creemore and Lavender.....	A. Anderson.....	13	6	12 " " " " " " " "	323 72
Creemore and Railway Station.....	A. Gillespie.....	$\frac{1}{4}$	24	12 " " " " " " " "	93 90
Cresswell and Mail Changing Post...	J. Johnston.....	$\frac{1}{16}$	12	12 " " " " " " " "	40 69
Crieff and Puslinch.....	K. McDonald.....	3	3	12 " " " " " " " "	85 00
Crossland and Phepston.....	T. J. Martin.....	19	3	12 " " " " " " " "	225 00

## APPENDIX B—Continued.

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.
Crowland and Welland	J. McQueen	4	3	12 months	109 00
Cruikshank and Shallow Lake	D. Cameron	2½	3	3 " (to Sept. 30, '98).	10 00
do do	do	2½	3	9 " from "	45 45
Crystal Beach and Railway Station	T. Snyder	1½	12	Part of seasons 1898-99.	17 80
Cutler and Railway Station	F. G. Knox	½	12	12 months	80 00
Dartmoor and Sebright	J. Johnston	4	3	12 "	56 00
Davenport and Fairbank	A. Rayner	2½	6	12 "	72 00
Davenport and Railway Station	W. Rowntree	50 yds.	12	12 "	50 00
Deerhurst and Gilford	R. Baynes	4½	3	12 "	100 00
Deer Park and North Toronto	G. Weatherill	1	6	8 " (to Feb. 28, '99).	50 00
do do	J. V. Spears	1	6	4 " from "	25 00
DeGrassie Point and Ry. Station	J. G. Douse	1½	12	Part of seasons 1898-99.	33 12
Denville and Mail Changing Post	S. Brimacombe	7½	3	12 months	198 00
Derby Mills and Owen Sound Road	J. T. Hall	¾	3	12 "	24 00
Desaulniers and Verner	N. Belanger	11	1	6 " (to Dec. 31, '98).	32 00
do do	T. Tanguay	11	1	6 " from "	32 00
Desbarats and Richards Landing	S. Shipman	22 rt.	3	Part of seasons 1898-99.	185 85
Desboro' and Dobbinton	W. J. Thompson	8½	3	12 months.	120 00
Desert and Leeburn	N. Morrison	7	1	11 " (to May 31, '99).	45 83
Desert and Railway Station	R. McClelland	7	3	11 " (to May 31, '99).	121 00
Don and Toronto	Canadian Motor Syndicate	8	6	2 " (to Aug. 31, '98).	54 16
do do	J. W. Davies	8	6	10 " from "	270 83
Dornoch and Welbeck	M. McDonald	4½	2	12 "	30 00
Dovercourt and Railway Station	J. A. Hopkins	1½	6	12 "	75 00
Downeyville and Omeme	B. Downey	5½	6	12 "	160 00
Downsview and Railway Station	P. Boake	9	6	12 "	100 00
Dromore and Holstein	S. B. Sterne	9	6	12 "	164 32
Drumquin and Milton	T. W. Crozier	18 rt.	6	6 " (to Dec. 31, '98).	74 50
do do	T. Bradley	18 rt.	6	6 " from "	70 00
Dunbarton and Railway Station	J. Parker	¾	6	12 "	48 00
Duncan and Heathcote	T. Howard	5	3	12 "	60 00
Dunchurch and Parry Sound	E. J. Taylor	28	3	3 " (to Sept. 30, '98).	54 50
do do	C. McEachern	28	3	9 " from do	225 00
Dunchurch and Whitestone	J. Hargraves	11½	3	12 "	150 00
Dundalk and Hopeville	A. McEachern	9	6	12 "	156 00
Dundalk and Kingscote	J. Phelan	12	2	12 "	130 00
Dundalk and McIntyre	J. Ferguson	13½	6	12 "	247 00
Dundalk and Railway Station	T. Hanbury	¾	24	12 "	125 20
Dundas and Sheffield	G. W. and J. B. Hendrie	14	6	12 "	293 00
Dunnet and Warren	F. Dupuis	9½	2	2 " and 16 days (from April 15, '99).	22 96
Dunns Valley and Ophir	J. Dixon	7	1	12 "	30 00
Dunnville and Railway Station	J. McGraw	¼	24	12 "	95 00
Dunnville and Wellandport	L. Durham	12	6	12 "	300 00
Dunsford and Lindsay	R. Thurston	10	6	Part of seasons 1898-99.	73 50
Duntroon and Maxwell	T. M. Heron	14	6	12 months	294 00
Duntroon and Railway Station	J. Russell	½	24	12 "	313 00
Durham and Flesheron Railway Station	W. W. Trumble	14½	6	6 " (to Dec. 31, '98).	119 50
Durham and Railway Station	D. Campbell	¾	12	12 "	55 00
Durham and Walkerton	W. Caldwell	16½	6	12 "	278 00
Dwight and Fox Point	T. Salmon	7	1	12 " (and season service).	48 75
Dwight and Huntsville	D. Kernaghan	13½	2	12 "	170 25
Ernscliffe and Rosemont	N. Rutledge	5½	6	6 " (to Dec. 31, '98).	65 64
do do	E. Bradley	5½	6	6 " from "	57 50



SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Echo Bay and Sylvan Valley	S. R. Haldenby	6½	1	12 months	60 00
Eden Mills and Guelph	P. Ryle	16 rt.	6	12 "	195 00
Edgar and Railway Station	T. E. Hutchinson	12	6	9 " (to Mar. 31, '98)	206 25
do do	J. Hayes	12	6	3 " from "	66 25
Edgeley and Railway Station	J. Burkholder	2	6	1 " (to July 31, '98)	10 16
do do	J. McDougall	2	6	11 " from "	105 41
Edgington and Orrville	J. Edgington	1½	3	12 "	36 00
Egbert and Mail Changing Post	E. A. Gibson	3	6	12 "	90 00
Egerton and Mount Forest	P. Morley	17	3	1 " (to July 31, '98)	16 50
do do	do	17	3	4 " from "	79 50
Elcho and Smithville	J. R. Bowman	8½	3	12 "	100 24
Elder and Sheldon	R. J. Aikins	4	2	12 "	44 00
Elders Mills and Railway Station	D. Elder	½	6	12 "	60 00
Elia and Railway Station	J. Fisdale	½	6	12 "	70 00
Elizabethville and Port Hope	J. F. Beatty	32 rt.	6	3 " (to Sept. 30, '98)	117 50
do do	T. Roberts	32 rt.	6	9 " from "	322 50
Elmbank and Malton	J. Dowell	25 rt.	6	12 "	230 00
Elmvale and Gibson	J. Johnston	9	3	12 "	105 00
Elmvale and Railway Station	G. Hunt	½	18	9 " (to Mar. 31, '99)	60 00
do do	A. T. Cooper	½	18	3 " from "	20 00
Emberson and Huntsville	G. T. Young	10	1	12 "	50 00
Emery and Railway Station	J. Watson	½	6	12 "	70 00
Emsdale and Railway Station	J. A. Brooks	½	12	12 "	60 00
Emsdale and Star Lake	C. Ross	5	3	12 "	75 00
Ennis and Lorette	A. W. Burke	3½	2	12 "	50 00
Ennismore and Frankhill	C. Lowes	6	1	12 "	66 00
Ennismore and King's Wharf	J. C. Leary	9	2	9 " (to March 31, '99)	75 00
do do	J. Moffitt	9	2	3 " (from " )	15 00
Epping and Flesherton	J. Sherwood	15½	6	12 "	313 00
Epping and Meaford	J. Dillon	14	6	12 "	250 00
Erasmus and Grand Valley	H. Hollborn	13½	2	12 "	140 00
Erin and Guelph	J. Gibson	20	6	12 "	380 00
Erin and Railway Station	R. Wood	1	12	9 " (to March 31, '99)	37 60
do do	I. M. Teeter	1	12	3 " (from do )	12 48
Erskine and Markdale	J. Abercrombie	10	3	7 " (to Jan. 31, '99)	58 33
Everett and Railway Station	T. Watson	1½	18	12 "	67 49
Fairbairn and Fenelon Falls	T. E. Tiers	8	2	12 "	80 00
Fair Valley and Warminster	P. Thornton	4	3	12 "	70 00
Falding and Railway Station	S. A. Rankin	150 yds.	12	12 "	62 60
Falkenburg St'n and Port Carling	A. Ennis	16½	3	Part of seasons 1898-'99.	81 74
Falkenburg Station and Railway Station	E. W. Hay	½	12	12 months	78 24
Falkenburg St'n and Windermere	D. Fife, jr.	17½	3	12 "	300 00
Fawkhams and Mail Changing Post	D. Carrick	2½	6	9 " (to March 31, '99)	112 80
do do	A. B. McDonald	2½	6	3 " (from " )	27 30
Fenelon Falls and Railway Station	H. Brooks	½	12	12 "	61 78
Fergus and Living Springs	W. Marshall	6	2	12 "	75 00
Fern Glen and Railway Station	C. Marshall	½	3	12 "	46 50
Fesserton and Railway Station	R. Janowski	½	12	12 "	56 34
do do	do	½	12	5 " (to Nov. 30, '98)	23 58
do do	do	½	12	2 " (from " )	9 54
Fetherston and Parry Harbour	M. A. Peake	2	3	12 "	100 00
Feversham and Flesherton	F. C. Bruce	12	6	12 "	197 00
Feversham and Lady Bank	T. Paul	5	2	12 "	66 00
Fingerboard and Sonya	R. Moase	2½	3	12 "	70 00
Fleetwood and Franklin	J. Morrow	2	6	12 "	89 00
Flesherton and Railway Station	W. P. Crossley	1½	24	12 "	59 47
Flesherton and Vandeleur	G. Warling	6½	3	12 "	67 00
Fonthill and North Pelham	J. L. Thomas	10	6	12 "	284 00
Footes Bay and Glen Orchard	N. Orchard	8	2	Part of seasons 1898 & '99	49 20

## APPENDIX B—Continued.

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 Erie and Railway Station....	H. C. Lewis....	1½	30	12 months.....	360	00
Foxmead and Railway Station....	C. Hughes....	¾	6	12 ".....	40	00
Franconia and Railway Station....	J. McIvor....	7¼	6	12 ".....	106	08
Franklin and Railway Station....	J. Hadden....	100 ft.	12	12 ".....	70	00
Freelton and Mountsberg....	J. O. Middaugh....	3½	3	12 ".....	85	00
Freeman and Railway Station....	E. B. Freeman....	1½	30	12 ".....	125	20
Galt and Sheffield.....	G. W. and J. B. Hendrie....	6	6	12 ".....	93	00
Gamebridge and Railway Station.	D. McBain....	1½	12	12 ".....	87	64
Garden River and Railway Station.	A. W. Cunningham....	1¼	3	12 ".....	78	00
Garrison Road and Stevensville	B. Johnston....	10	2	12 ".....	98	00
Garry Owen and Owen Sound....	P. Mathews....	10	3	12 ".....	168	00
Geneva Lake and Railway Station.	C. A. McCool....	250 yds.	12	12 ".....	10	00
Georgetown and Glen Williams....	W. Sparrow and M. A. Orr....	2	12	6 " (to Dec. 31, '98) from ".....	100	00
do do	W. J. Lewis....	2	12	6 ".....	76	00
Georgetown and Railway Station.	W. F. McCollum....	½	18	12 ".....	140	40
Georgina Island and Sutton West.	C. Bigcanoe....	8	2	12 ".....	75	00
Germania and Uffington Road....	J. C. Stamp....	2½	6	12 ".....	85	00
Gilchrist and Shanty Bay....	H. Gilchrist....	4	3	12 ".....	75	00
Gilford and Railway Station....	J. A. Blain....	½	24	12 ".....	30	00
Glamorgan and Millbrook....	C. W. Hanna....	6	2	12 ".....	100	00
Glandine and Railway Station....	H. Dowson....	2	3	12 ".....	77	50
Glanford Station and Railway Stn.	H. Clark....	½	6	12 ".....	68	86
Glenarm and Woodville....	J. H. Pethick....	22 rt.	6	12 ".....	275	00
Glencairn and Railway Station....	W. Grieve....	¼	6	12 ".....	29	72
Glen Eden and Mount Forest....	J. Holmes....	5	6	12 ".....	115	00
Glen Huron and Railway Station.	J. R. Hamilton....	1½	6	12 ".....	140	00
Glenila and Maple Island....	J. G. Paxton....	11	1	12 ".....	65	00
Glen Major and Myrtle....	C. Hartle....	7	6	12 ".....	134	00
Glen Orchard and Gravenhurst....	C. Board....	27½	3	Part of season 1898.....	27	00
do do	A. C. Ferguson....	27½	3	Part of seasons 1898 and 1899.....	112	50
Goldenburgh and Sowerby....	J. Ralph....	6	1	12 months.....	75	00
Goodwood and Railway Station....	T. Carey....	½	12	3 " (to Sept. 30, '98).....	13	75
do do	T. Glenn....	¾	12	9 " from ".....	30	00
Gordon Lake and Leeburn....	N. Morrison....	7	1	1 " (from June 1, '99).....	4	17
Gordon Lake and Railway Station.	R. McClelland....	7	3	1 " (from June 1, '99).....	11	00
Gore Bay and Kagawong....	J. Liddicoatt....	12	2	Part of seasons 1898 and 1899.....	67	50
Gore Bay and Providence Bay....	R. T. Hall....	27½	1	3 mos. (to Sept. 30, '98).....	50	00
do do	J. Martin....	27½	1	9 " from ".....	106	50
Gore Bay, Silver Water & Meldrum	R. Porter....	58 & 42	1	3 " (to Sept. 30, '98).....	81	25
do do	J. J. Armstrong....	58 & 42	1	9 " from ".....	206	25
Gore Bay and Spanish River Station	W. W. Holden....	24 & 33	3	Part of seasons 1898 and 1899.....	462	00
Goring and Rocklyn....	R. Williamson....	4	3	12 months.....	70	00
Gormley and Unionville....	R. Campbell....	22 rt.	6	12 ".....	264	60
Goulais Bay and Sault Ste. Marie.	A. McAuley....	26	1	12 ".....	156	00
Grand Valley and Peepabun....	G. Dickson....	3½	2	12 ".....	40	00
Grand Valley and Railway Station.	D. McDonald....	1	24	12 ".....	120	17
Granite Hill and Mandeville....	C. Nixon....	5	1	12 ".....	25	00
Grassy's Corners and Smithville Road	R. H. Felker....	2	3	12 ".....	50	00
Gravenhurst and Leg Lake....	J. Patterson....	11	1	12 ".....	67	00
Gravenhurst and Railway Station.	J. McLean....	¾	3	12 ".....	156	50
Gravenhurst and Uffington....	J. Foster....	11	3	9 " (to Mar. 31, '99).....	77	25
do do	J. Crozier....	11	3	3 " from ".....	25	75

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Gravenhurst and Walker's Point . . .	H. Walker . . . . .	14	1	Part of seasons 1898 and 1899 . . . . .	70 00
Gravenhurst and West Gravenhurst . . .	G. Hopkinson . . . . .	2	6	12 months . . . . .	85 00
Gravenhurst and Wharf . . . . .	N. Ferran . . . . .	1½	12	Part of seasons 1898 and 1899 . . . . .	53 90
Greenbank and Blackwater Junction . . . . .	D. J. L. Perkins . . . . .	5½	6	12 months . . . . .	150 00
Green Bay and Sheguindah . . . . .	J. Lane . . . . .	7	2	12 " . . . . .	70 00
Green River and Railway Station . . . . .	R. Stephenson . . . . .	1½	12	" . . . . .	92 00
Grenfel and Railway Station . . . . .	T. Young . . . . .	2½	2	" . . . . .	78 75
Grimsby and Smithville . . . . .	J. A. Lindaberry . . . . .	8	12	" . . . . .	525 00
Grimsby Park and Railway Station . . . . .	N. Phelps . . . . .	4	24	Part of seasons 1898 and 1899 . . . . .	37 50
Grimston and Marnion . . . . .	R. Keys . . . . .	2½	3	12 months . . . . .	40 00
Guelph and Hamilton . . . . .	W. Reed . . . . .	31½	6	12 " . . . . .	746 00
Guelph and Shiloh . . . . .	J. Carton . . . . .	15½	3	12 " . . . . .	148 00
Guelph and Street Letter Boxes . . . . .	J. Gibson . . . . .	5	13	12 " . . . . .	109 00
Guthrie and Oro Station . . . . .	W. Mitchell . . . . .	3	6	12 " . . . . .	125 00
Haldane Hill and Novar . . . . .	T. Cudmore . . . . .	10	3	12 " . . . . .	185 00
Hamilton and Kilbride . . . . .	W. McPherson . . . . .	15½	6	12 " . . . . .	225 92
Hamilton and Millgrove . . . . .	J. Foster . . . . .	7½	6	12 " . . . . .	103 04
Hamilton Letter Carrier Service . . . . .	Hamilton Street Railway Co. . . . .			12 " . . . . .	900 00
Hamilton and Street Letter Boxes . . . . .	J. Wedge . . . . .		3	(to Sept. 30, '98). . . . .	219 18
do do do . . . . .	J. Herriman . . . . .		9	from " . . . . .	600 00
Hamilton Beach and Railway Station . . . . .	J. Hughes . . . . .	½	12s 3w	12 " . . . . .	35 64
Hamlet and Severn Bridge . . . . .	T. Stanton . . . . .	6½	2 & 6	12 " . . . . .	75 00
Hampton and Solina . . . . .	D. A. Trainor . . . . .	2½	6	2 " (to Aug. 31, '98). . . . .	15 83
do do do . . . . .	S. B. Brown . . . . .	2½	6	10 " from " . . . . .	79 17
Hanover and Mulock . . . . .	D. J. Drumm . . . . .	10½	3	6 " (to Dec. 31, '98). . . . .	62 00
do do do . . . . .	C. Wendorf . . . . .	10½	3	6 " from " . . . . .	62 00
Hanover and Railway Station . . . . .	do . . . . .	3	12	12 " . . . . .	60 00
Harkaway and Holland Centre . . . . .	A. C. Rae . . . . .	7½	2	7 " (to Jan. 31, '99). . . . .	46 66
do do do . . . . .	do . . . . .	8½	2	5 " from " . . . . .	44 43
Harrisburg and Troy . . . . .	M. O'Riley . . . . .	4	6	12 " . . . . .	200 00
Harrisburg and Weir . . . . .	D. J. Manner . . . . .	2½	3	12 " . . . . .	50 00
Hatherton and McIntyre . . . . .	E. Scilly . . . . .	4½	2	12 " . . . . .	50 00
Hawkestone and Railway Station . . . . .	T. Linton . . . . .	½	6	12 " . . . . .	31 30
Hekkla and Rosseau . . . . .	A. V. Helgeson . . . . .	6	1	12 " . . . . .	39 00
Hereward and Railway Station . . . . .	C. Campbell . . . . .	4½	6	12 " . . . . .	72 00
Heron Bay and Railway Station . . . . .	J. A. Higginson . . . . .	12	12	12 " . . . . .	75 00
Hewitt and Railway Station . . . . .	J. B. Hewitt . . . . .	½	6	12 " . . . . .	45 00
Hillsburgh and Railway Station . . . . .	J. Carmichael . . . . .	½	6	12 " . . . . .	80 44
Hillsdale and Hobart . . . . .	C. E. Smith . . . . .	7	3	12 " . . . . .	100 00
Hillsdale and Mount St. Louis . . . . .	J. Coulson . . . . .	4	3	12 " . . . . .	75 00
Hoath Head and Owen Sound . . . . .	D. Clark . . . . .	7	2	6 " (to Dec. 31, '98). . . . .	52 00
do do do . . . . .	J. Fisher . . . . .	7	2	6 " from " . . . . .	45 00
Hockley and Mono Centre . . . . .	A. Beatty . . . . .	11	6	12 " . . . . .	234 00
Holland Centre and Railway Station . . . . .	J. S. Price . . . . .	½	24	12 " . . . . .	148 97
Holland Landing and Railway Station . . . . .	W. Luck . . . . .	½	24	12 " . . . . .	75 12
Holstein and Murdoch . . . . .	G. Pollock . . . . .	4	3	12 " . . . . .	70 00
Holstein and Nenagh . . . . .	T. Stephenson . . . . .	8½	6	12 " . . . . .	158 00
Holstein and Railway Station . . . . .	A. Doupe . . . . .	½	12	12 " . . . . .	47 98
Holstein and Robb . . . . .	S. Robb . . . . .	5½	3	12 " . . . . .	48 00
Holt and Mount Albert . . . . .	P. Steeper . . . . .	3	6	12 " . . . . .	62 00
Honeywood and Railway Station . . . . .	J. Service, jr . . . . .	12	6	12 " . . . . .	274 00
Honora and Little Current . . . . .	W. Graham . . . . .	13	1	12 " . . . . .	40 00
Horning Mills and Shelburne . . . . .	R. Polley . . . . .			Special trips . . . . .	5 00

## APPENDIX B—Continued.

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.
Hotham and Nipissing.....	J. Steele.....	6	1	12 months.....	40 00
Humber and Weston.....	J. Colhoun.....	8	6	12 ".....	175 00
Humber Bay and Railway Station.....	C. W. Hughes.....	12	12	".....	150 00
Humberstone and Railway Station.....	C. Knoll.....	24	12	".....	124 80
Huntsville and Peninsula Lake.....	J. G. Henderson.....	10½	2	12 ".....	100 00
Huntsville and Railway Station.....	D. Kernaghan.....	10½	12	12 ".....	56 34
Huntsville and Ravenscliffe.....	H. Whinney.....	5½	2	12 ".....	65 00
Huntsville and Williamsport.....	H. N. Gerhart.....	10	1	12 ".....	50 00
Hutton House and Point Kaye.....	J. Hutton.....	2	3	Part of seasons 1898 and 1899.....	18 80
Inglewood and Railway Station.....	J. M. Scott.....	1	12	12 months.....	52 00
Inholmes and Orrville.....	A. Hurd.....	18	2	4 " (to Oct. 31, '98).....	66 66
do do.....	do.....	19	2	8 " from ".....	140 72
Innisfil and Stroud.....	G. Barclay.....	3	6	12 ".....	100 00
Irish Lake and Priceville.....	T. Sullivan.....	7½	2	6 " (from Jan. 1, '99).....	22 50
Iron Bridge and Thompson.....	R. Arnell.....	8	2	12 ".....	120 00
Islington and Railway Station.....	T. Musson.....	½	6	12 ".....	93 90
Ivy and Railway Station.....	W. Reid.....	4½	6	12 ".....	200 00
Jackfish and Railway Station.....	S. A. Eakins, jr.....	½	12	12 ".....	150 00
Jackon and Owen Sound.....	E. J. Ireton.....	6	6	12 ".....	148 00
Janetville and Pontypool.....	R. Morgan.....	29 rt.	6	12 ".....	301 80
Jarlsberg and Railway Station.....	J. Nelson.....	½	12	12 ".....	100 16
Jefferson and Railway Station.....	J. Fisher.....	10½	6	12 ".....	244 00
Jocelyn and Marksville.....	C. F. Cooper.....	12½	1	12 ".....	60 00
Jordan and Railway Station.....	A. S. Moyer.....	1½	12	12 ".....	95 00
Jordan and Vineland.....	do.....	1½	6	12 ".....	75 00
Juddhaven and Port Carling.....	A. Ennis.....	14	1	Part of seasons 1898 and 1899.....	40 00
Katrine and Orange Valley.....	R. White.....	6	1	12 months.....	40 00
Katrine and Railway Station.....	M. A. Mawhinney.....	1½	6	12 ".....	95 45
Kearney and Railway Station.....	R. McConkey.....	½	12	12 ".....	93 90
Keldon and Shelburne.....	W. F. McKee.....	9½	2	12 ".....	99 00
Kells and Powassan.....	H. Anderson.....	9	1	12 ".....	60 00
Kelso and Christie's Siding.....	D. Smith.....	½	6	12 ".....	50 00
Kemble and Wolsley.....	W. G. Vanstone.....	5	1	12 ".....	33 00
Keawick and Roachs Point.....	W. Kelly.....	3	6	6 " (to Dec. 31, '98).....	45 00
do do.....	D. Hamilton.....	3	6	6 " from ".....	45 00
Kilgorie and Whitfield.....	M. Lloyd.....	4½	2	12 ".....	60 00
Killarney and Little Current.....	J. Riddall.....	46	3 & 6	Part of seasons 1898 and 1899 (and arrears).....	452 57
Killeau and Railway Station.....	D. Ferguson.....	1½	6	12 months.....	93 90
Killyleagh and Thornton.....	W. Hicks.....	3	2	12 ".....	50 00
Kilmanagh and Mono Road Stn.....	M. Stonehouse.....	3	3	12 ".....	69 00
Kilworthy and Mail Changing Post.....	G. A. Lehmann.....	200 yds.	6	12 ".....	35 00
Kilworthy and Morrison Lake.....	N. McLean.....	8	1	12 ".....	60 00
Kilworthy and Sparrow Lake.....	A. Wiancko.....	4½	6 & 2	12 ".....	70 00
Kimbo and Adams Corners.....	W. Newnham.....	1	2	12 ".....	26 00
King and Railway Station.....	J. Montgomery.....	½	6	9 " (to Mar. 31, '98).....	40 50
do do.....	R. Kirbyson.....	½	6	3 " from ".....	16 00
King and Strange.....	E. Marshall.....	4½	6	3 " (to Sept. 30, '98).....	35 00
do do.....	do.....	4½	6	9 " from ".....	131 25
Kinghurst and Mooresburg.....	J. McGuire.....	5½	2	6 " (to Dec. 31, '98).....	27 50
do do.....	C. Mink.....	5½	2	6 " from ".....	27 50
Kinmount and Railway Station.....	G. Train.....	½	12	12 ".....	50 00
Kipling and Warren.....	J. Whalen.....	9	1	2 " (from May 1, '99).....	8 32
Kirkfield and Rohallion.....	J. McNabb.....	7½	2	12 ".....	68 72
Kirkwall and Rockton.....	G. W. Hendrie.....	17½ rt.	6	12 ".....	172 64

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Kleinburg and Railway Station	J. Cairns	1 $\frac{1}{2}$	12	12 months	150 00
Knatchbull and Speyside	J. Martin	9 $\frac{1}{2}$	2	12 "	126 00
Kolapore and Ravenna	S. A. Wilson	5	3	12 "	80 00
Lafontaine and Pentanguishene	F. B. Vallée	8	6	12 "	188 00
Laird and McLennan	C. Venn	4 $\frac{1}{2}$	2	12 "	78 75
Lake Charles and Oxenden	J. Davidson	5	1	12 "	40 00
L'Amaroux and Unionville	J. Robinson	22 rt.	6	12 "	227 00
Lambton Mills and Railway Station	W. Suggitt	$\frac{1}{4}$	18	6 " (to Dec. 31, '98).	77 50
do do	B. McBride	$\frac{1}{4}$	18	6 " (from "	67 50
Langstaff and Thornhill	H. Horne	1 $\frac{1}{2}$	6	12 "	100 00
Leaside Junction and Railway St'n.	J. H. Lea	300 yds.	12	12 "	12 00
Leaskdale and Railway Station	W. H. Oliver	13	6	12 "	271 00
Letaive's Corners and Mail Chang- ing Post	J. J. Rowat	1	3	12 "	40 00
Lefroy and Railway Station	J. G. Douse	$\frac{1}{8}$	12	12 "	31 30
Lennoxville and Stouffville	J. Storey	16 rt.	6	12 "	201 00
Leakard and Newcastle	M. Jackson	10	6	12 "	300 00
Leakard and New Park	R. Miller	4	2	12 "	47 48
Lily Lake and Manitowaning	S. T. Norton	7	1	12 "	50 00
Lindenwood and Presque' Isle	G. Shaw	5	1	12 "	40 00
Lindsay and Railway Station	W. W. Workman	$\frac{1}{2}$	48	12 "	195 00
Lindsay and Street Letter Boxes	A. D. Mallon	5 $\frac{1}{2}$	18	12 "	90 00
Lindsay and Wharf	J. E. Carlin	$\frac{1}{2}$	19	Part of seasons 1898-99	30 00
Linton and Railway Station	J. A. Simpson	13 $\frac{1}{2}$	6	3 months to Dec, 30, '98.	66 25
do do	D. Stewart	13 $\frac{1}{2}$	6	9 " from "	210 00
Lisgar and Railway Station	W. J. Marshall	1	6	12 "	85 00
Lisle and Railway Station	R. H. Little	$\frac{1}{8}$	6	12 "	25 00
Little Britain and Railway Station	W. E. Yerex	2	12	9 " (to Mar. 31, '99).	111 36
do do	J. J. Glass	2	18	3 " (from "	48 84
Little Britain and Valentia	D. J. Sharpe	5 $\frac{1}{2}$	6	9 " (to Mar. 31, '99).	66 00
do do	do	5 $\frac{1}{2}$	6	3 " (from "	31 25
Little Current and Railway Station	A. McEachern	26	6 & 3	Part of seasons 1898-99	400 00
Little Current and Shegundah	W. Caughill	8	3	Part of seasons 1898-99	60 00
Little Rapids and Thessalon	A. W. Kerr	4	4	12 months	88 00
Livingstone Creek and Thessalon	A. McKiggan	6	2	12 "	75 00
Locketon and Railway Station	W. C. Burrell	1 $\frac{1}{2}$	6	12 "	54 00
Long Branch and Railway Station	A. R. Buckles	$\frac{1}{4}$	12	Part of seasons 1898-99	12 00
Longford Mills and Railway Station	W. Thompson	$\frac{1}{8}$	12	12 months	50 00
Lorimer Lake and McKellar	W. C. Ferris	10	1	12 "	50 00
Loring and Stopping Place	R. W. Brooks	22	3	12 "	325 00
Lorne Park and Railway Station	F. Roper	$\frac{1}{2}$	12	Part of seasons 1898-99	12 00
Lorneville and Railway Station	S. Cameron	$\frac{1}{4}$	12	12 months	62 60
Lowbanks and Bolton Ditch Cross- ing	I. Michener	$\frac{3}{4}$	6	12 "	80 00
Lowville and Milton	W. Prudham	7	6	9 " (to Mar. 31, '99).	149 25
do do	J. Griffith	7	6	3 " (from "	49 75
MacLennan and Tarbutt Crossing	M. McLennan	4	3	3 " (to Sept. 30, '98).	37 50
do do	M. McLeod	4	3	9 " (from "	97 50
Macville and Railway Station	A. Hope	$\frac{1}{2}$	6	12 "	60 00
Magnetawan and Spence	T. Langford	7	3	9 " (to Mar. 31, '99).	72 00
do do	J. Lay	7	3	3 " (from "	24 00
Malta and Severn Bridge	T. Whyte, jr.	4	2	12 "	60 00
Malton and Nortonville	W. Rollings	22 rt.	6	12 "	260 00
Malvern and Scarboro' Junction	J. Gibson	22 rt.	6	12 "	330 00
Manchester and Railway Station	M. C. Fitchett	1 $\frac{1}{2}$	12	12 "	70 00
Manilla and Railway Station	S. Harper	1 $\frac{1}{2}$	12	12 "	143 98
Manitowaning and Providence Bay	A. Mitchell	42	2	12 "	400 00
Manitowaning and Wikwemikong	J. Algeo	6	2	Part of seasons 1898-99	55 00

APPENDIX B—Continued.

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.
Mansewood and Railway Station.	I. Wooding		6	12 months	50 00
Manvers Station and Railway St'n.	W. Porter		9	12 "	62 60
Maple and Railway Station.	J. Craddock		12	12 "	76 00
Maple and Vellore.	W. H. Wilson	11	6	12 "	150 00
Marden and Railway Station.	J. Burns		6	12 "	78 25
Markdale and Railway Station.	J. Chapman		24	12 "	50 08
Markdale and Traverston.	T. H. Smith	8 & 9	3 & 2	12 "	102 08
Markham and Railway Station.	W. Michael		24	12 "	124 80
Markstay and Railway Station.	A. S. Lefebvre	200 yds.	12	12 "	100 00
Markville and Tenby Bay	A. W. Gibbs	13	1	12 "	63 73
Marshville and Railway Station.	R. Haynes, jr.	3	12	12 "	125 00
Marsville and Railway Station.	J. Hanna	7	6	12 "	320 00
Massey Station and Railway St'n.	W. N. H. Bowers	20 rods.	12	12 "	75 12
Meadowvale and Railway Station.	C. W. Switzer	7	12	12 "	150 00
Meaford and Owen Sound.	W. J. Carnaghan	20	12	11 " (to May 31, '99).	330 00
do do	G. S. Price	20	12	1 " from "	30 00
Meaford and Railway Station.	J. Uffland	3	24	12 "	93 60
Meaford and Walters Falls.	J. Murray	22	3	12 "	224 00
Mecunoma and Rye.	W. Haufschild.	4	3	12 "	80 00
Melancthon and Mail Changing Post.	J. Brown		12	12 "	100 16
Melissa and Mail Changing Post.	I. McRoberts	1	3	12 "	46 80
Melville Cross and Railway Station.	H. Scott		6	12 "	43 82
Midland and Penetang Railway Station.	C. A. Hunter	5	6	6 " (to Dec. 31, '98).	74 56
do do	J. Hicks		24	6 " from "	50 00
Midland and Railway Station.	R. Barry		24	12 "	156 50
Midland and Vasey	B. D. Rachar	10	3	12 "	119 00
Midlothian and Royston	J. Russell	8	2	12 "	68 00
Millbrook and Mount Pleasant.	J. McLean	8	6	12 "	129 00
Millbrook and Railway Station.	W. Vance		30	12 "	156 50
Millington and Railway Station.	P. G. McDonald	3	3	12 "	74 00
Milton and Railway Station (C.P.).	T. W. Crozier		12	6 " (to Dec. 31, '98).	15 00
do do	T. Bradley		12	3 " (to March 31, '99).	7 50
do do	do		12	3 " from "	14 81
do do (G.T)	T. W. Crozier		18	6 " (to Dec. 31, '98).	20 00
do do	T. Bradley		18	3 " (to March 31, '99).	10 00
do do	do		18	3 " from "	17 25
Mimosa and Orton.	I. Cawthra	4	3	12 "	60 00
Minesing and Railway Station.	A. Ronald, jr.	2	6	12 "	71 99
Minesing and Russellton	G. Miller	6	3	12 "	79 00
Minett and Morinus.	W.D. McNaughton		6	Dec. Qr., season 1898.	27 00
Minett and Woodington.	F. Minett	1	2 & 3 & 6	22 trips.	6 60
Missanabie and Railway Station.	H. A. Fournier	50 ft.	12	12 months	25 00
Missanabie and Wa Wa.	J. E. Mackey	48	3	" "	18 00
Moltke and Neustadt.	F. J. Weigel	2	3	12 "	72 00
Mono Centre and Orangeville	J. J. White	24 1/2	6	12 "	445 40
Mono Mills and Railway Station.	W.C. Willoughby	9	6	12 "	190 00
Mono Road Station and Railway Station.	J. P. Judge	1	12	12 "	36 00
Mono Road Station and Sandhill.	J. White	2 1/2	6	12 "	75 00
Montrose and Port Robinson	L. Furry	5	3	12 "	104 00
Moore's Falls and Norland.	H. LeCraw	6	3	12 "	78 00
Morley and Woodford.	C. F. Johnson	7	2	Part of season 1899.	33 33
Mortimer's Point and Port Carling.	W. Mortimer	6	1	" 1898 and 1899	20 00
Morton Park and Roach's Point.	N. Morton	1 1/2	6	" 1898 and 1899	30 00
Mosborough and Railway Station.	J. I. Hobson		12	12 months	60 23
Moulton and Dodge Crossing.	A. Hoffman		6	12 "	40 00
Mount Albert and Railway Station.	P. Steeper		12	12 "	56 34
Mount Albion and Railway Station.	C. Stewart	2 1/2	6	12 "	96 00
Mount Dennis and Railway Station.	G. Marshall		6	12 "	30 00
Mount Horeb and Reaboro.	W. Elliott	5	3	12 "	100 00

SESSIONAL PAPER No. 12

APPENDIX B—Continued.

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.
Mulgrave and Ridgeway.....	C. J. Bitner.....	4	3	12 months.....	78 00
Murphy and Railway Station.....	J. E. Murphy.....	12	12	".....	25 04
Myrtle and Railway Station.....	D. Ashton.....	12	12	".....	44 00
Myrtle Station and Railway Station.....	W. G. Armour.....	12	12	".....	62 60
Nairn Centre and Railway Station.....	A. Dever.....	4	6	12 ".....	125 00
Nantye and Mail Changing Post.....	S. Spillet.....	6	6	12 ".....	60 00
Nepigon and Railway Station.....	J. Cowie.....	6	6	12 ".....	78 00
Netherby and Railway Station.....	J. Bauer.....	6	6	12 ".....	80 00
Neustadt and Railway Station.....	A. Dunemand.....	12	12	".....	93 90
Newcastle and Orono.....	M. Jackson.....	5	6	12 ".....	155 00
New Lowell and Railway Station.....	A. H. Carter.....	4	12	12 ".....	23 46
Newmarket and Pine Orchard.....	T. Somerville.....	4	3	12 ".....	89 00
Newmarket and Railway Station.....	T. Somerville.....	24	24	12 ".....	114 00
Newmarket and Sutton West.....	R. D. Morton.....	22	6	12 ".....	588 00
New Toronto and Railway Station.....	C. Lynn.....	12	12	12 ".....	88 00
Niagara and Niagara Falls.....	J. A. Slingerland.....	15	6	12 ".....	440 00
Niagara and Railway Station.....	R. Warren.....	12	12	".....	60 00
do do.....	do.....	12	12	Part of seasons 1898 and 1899.....	20 00
Niagara and St. Catharines.....	R. J. Allen.....	12	6	12 months.....	197 00
Niagara Falls and Railway Station.....	W. W. Woodruff.....	12	12	".....	52 00
do do.....	do.....	12	6	Part of seasons 1898 and 1899.....	8 67
Niagara Falls and Suspension Bridge, N. Y.....	W. W. Woodruff.....	3	6	12 months.....	84 00
Nipissing and Powassan.....	W. J. Armstrong.....	10	3	12 ".....	158 00
North Keppel and Owen Sound.....	J. Beattie.....	21	6	1 " (to July 31, '98).....	22 92
do do.....	do.....	21	6	11 " from ".....	595 83
Norval and Railway Station.....	J. Hewson.....	1 1/2	6	12 ".....	100 00
Nottawa and Railway Station.....	L. H. Currie.....	12	12	".....	100 00
Nottawa and Rob Roy.....	F. S. Freethy.....	10	3	12 ".....	144 00
Novar and Railway Station.....	H. Dafeo.....	4	12	12 ".....	62 60
Novar and Swindon.....	J. Large.....	5	2	12 ".....	65 00
Oakville and Trafalgar.....	E. Hillmer.....	4	6	12 ".....	60 00
Oakwood and Railway Station.....	W. H. McLaughlin.....	1 1/2	12	12 " and extra trips.....	150 23
Omemeo and Railway Station.....	D. N. Minnis.....	1 1/2	24	12 ".....	200 32
Ophir and Poplar Dale.....	W. Coward.....	5	1	12 ".....	39 00
Ophir and Rydal Bank.....	W. Hill, sr.....	9 1/2	1	12 ".....	78 00
Orangeville and Railway Station.....	J. Huston.....	42	42	12 ".....	158 83
Orangeville and Street Letter Boxes.....	J. Huston.....	12	12	".....	20 00
Orangeville and The Maples.....	W. Dedrick.....	5	2	12 ".....	88 00
Orillia and Railway Station.....	A. Fraser.....	42	42	12 " and extra trips.....	298 48
Orillia and Rugby.....	W. McL. Horne.....	7	6	12 ".....	160 00
Orillia and Sebright.....	W. J. McDermot.....	17 1/2	6	3 " (to Sept. 30, '98).....	81 25
do do.....	J. Heslin.....	17 1/2	6	9 " from ".....	243 75
Orillia and Street Letter Boxes.....	W. Jackson.....	3	18	12 ".....	150 00
Oro Station and Railway Station.....	W. Mitchell.....	6	6	12 ".....	40 00
Orrville and Railway Station.....	J. Nixon.....	12	3	" (to Sept. 30, '98).....	15 80
do do.....	W. J. Reid.....	12	9	" from ".....	46 80
Orton and Railway Station.....	W. Mooney.....	12	12	".....	48 18
Oshawa and Raglan.....	W. R. Derby.....	23 rt.	6	12 ".....	248 00
Oshawa and Railway Station.....	R. C. Carter.....	1 1/2	6	12 ".....	40 00
Oshawa and Street Letter Boxes.....	do.....	1	12	12 ".....	74 00
Owen Sound and Railway Station, (C.P.).....	J. D. Stoddart.....	1	24	12 ".....	189 03
do do (G.T.).....	do.....	1 1/2	18	6 " (to Dec. 31, '98).....	91 24
do do.....	T. Speirs.....	1 1/2	18	6 " from ".....	59 50

APPENDIX B—Continued.

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.
Owen Sound & Street Letter Boxes	W. Bridget	7½	18	12 months	119 00
Owen Sound and Tara	J. E. Grant	22¼	6	12 "	460 00
Oxenden and Wiarton	J. H. Trout	3	6	12 " (less fine)	79 00
Palermo and Railway Station	G. Sargent	3	12	6 " (to Dec. 31, '98)	99 00
do do	do	3	12	6 " from "	112 50
Parkersville & Mail Changing Post	H. Jacobs	2¾	6	12 " "	37 44
Parry Sound and Railway Station	F. Montgomery	2¾	12	12 " "	250 40
Parry Sound and Shebashekong	W. R. Hamilton	14	1	12 " "	100 00
Pearceley and Sundridge	I. T. Milsap	8	1	12 " "	65 00
Pelham Union and Tintern	A. H. Crosby	3	3	12 " "	60 00
Penetanguishene and Ry. Station	C. Hubert	¼	24	9 " (to Mar. 31, '99)	56 13
do do	H. Picotte	¼	24	3 " from "	18 71
Peninsula Harbour and Ry. Station	J. D. Mudge	¾	6	12 " "	75 00
Penville and Tottenham	T. Bruce	19 rt.	6	12 " "	189 00
Perm and Railway Station	J. J. Morrow	7½	6	12 " "	118 00
Phelpston and Railway Station	R. Shields	1½	6	12 " "	42 24
Pine Grove and Woodbridge	J. C. Elliston	1¼	6	12 " "	55 00
Pomona and Priceville	S. Kelly	7¾	2	5 " (to Nov. 31, '98)	18 75
do do	T. Sullivan	7½	2	1 " (to Dec. 31, '98)	3 75
Pontypool and Railway Station	T. Stanton	1½	18	12 " "	104 40
Port Cockburn and Railway Station	J. Sword	1	6	Part of seasons 1898-99.	77 25
Port Cockburn and Trout Lake	R. Lawson	2	2	" "	25 00
Port Colborne and Railway Station	D. Spears	¼	36	12 months	122 00
Port Coldwell and Railway Station	R. Jackson	20 ft.	12	12 " "	40 00
Port Credit and Railway Station	L. Hamilton	¾	6	12 " "	78 24
Port Dalhousie and Railway Station	F. W. Smith	¼	30	12 " "	200 00
Port Hope and Ry. Station (G.T.)	C. R. Adamson	¼	6	12 " "	25 00
do do (Mid.)	W. & C. A. Smith	¼	36	12 " "	140 00
Port Hope and Ross Mount	S. Lill	7	2	12 " "	70 00
Port Hope and Street Letter Boxes	R. Elliott	4½	12	12 " "	200 00
Port Lock and Railway Station	P. Stobie	1½	3	6 " (to Dec. 31, '98)	20 00
Port Maitland and Railway Station	H. Siddall	4	6	12 " "	184 67
Port Perry and Railway Station	W. Jamieson	¼	18	12 " "	54 00
Port Perry and Scoug	J. Jackson	7	2	12 " "	100 00
Port Perry and Shirley	J. Eapin	5	2	12 " "	80 00
Port Robinson and Ry. Station	C. B. Bennett	¼	24	12 " "	125 00
Port Severn and Waubashene	J. C. Cheetham	5	3	12 " "	138 84
Port Sydney and Railway Station	J. F. Chester	2¼	12	12 " "	229 00
Port Whitby and Railway Station	C. Fox	1	12	12 " "	25 00
Powassan and Railway Station	A. H. Porter	¼	12	12 " "	93 90
Powles Corners and Ry. Station	W. H. Powles	1	6	12 " "	75 12
Priceville and Railway Station	D. G. McLean	4	6	12 " "	89 97
Primrose and Whitfield	J. Bailey	4½	6	12 " "	98 00
Prince Albert and Ry. Station	C. Fallis	1	12	12 " "	80 00
Proton Station and Ry. Station	F. Freeman	1	12	12 " "	75 00
Proton Station and Wareham	J. T. Haney	9½	3	12 " "	156 00
Providence Bay and Spring Bay	B. Bock	6½	1	12 " "	40 00
Purbrook and Uffington	J. Crockford	6	2	12 " "	64 00
Puslinch and Railway Station	J. A. McDonald	¾	12	12 " "	40 07
Queensville and Ravenshoe	J. J. Fenton	6	6	12 " "	110 00
Rama and Railway Station	J. McPherson	1½	6	12 " "	80 00
Rama Mission and Mail Changing Post	S. B. Nanigish-king	1½	3	12 " "	37 48
Ravenshoe and Railway Station	W. Linstead	4	6	12 " "	150 00
Ravensworth and Railway Station	J. M. Garrioch	100 yds.	12	12 " "	15 65



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APPENDIX B—Continued.

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.
Reabors' and Railway Station	J. Greer	1 1/4	12	12 months	70 00
Renforth and Southcote	H. Smith	2	6	12 "	50 08
Richmond Hill and Ry. Station	W. K. Proctor	3 1/4	12	12 "	313 00
Ridgeway and Railway Station	P. W. Anthony	3 1/4	12	12 "	72 00
Riverview and Railway Station	J. Laing	3 1/4	6	12 "	120 00
Roach's Point and Lefroy Ry. Stat.	R. Colgan	3	6	2 " and 22 days to Sept. 22, '98, (and arrears)	51 45
Rock Hill and Seguin Falls	W. Robinson, jr.	12	3	12 "	200 00
Rockside and Terra Cotta	G. Davidson	3 1/2	2	12 "	52 00
Rosemount and Shelburne	P. Amess	12	6	12 "	295 00
Rosemount and Sheldon	T. J. Anderson	3 1/2	6	12 "	71 48
Rosseau and Maple Lake Station	J. Harvie	12	6	12 "	390 00
Rosseau and Rosseau Falls	P. Mutchener	4	3	Part of seasons 1898 and 99	36 00
Rosseau and Shannon Hall	G. Kellington	12 1/2	1	12 months	78 00
Rosseau and Stanley House	W. B. McLean	8	1	Part of seasons 1898 and 99	31 50
Rosport and Railway Station	J. A. Nichol	50 yds.	12	12 months	50 00
Rouge Hill and Toronto	E. Falconer	17	6	12 "	470 00
Royston and Sprucedale	W. Pearce	9 1/2	3	12 "	150 88
Ruskview and Terra Nova	J. W. Walker	2 1/4	3	12 "	40 00
St. Azilda and Rayside Siding	Z. Regimbal	1 1/2	3	12 "	100 00
St. Catharines and Railway Station	D. Walker	1	24	12 "	244 14
St. Catharines and Street Letter Boxes	M. Ireson	15	2 & 4	12 "	235 00
St. Patrick and Mail Changing Post	O. Pilon	1 1/2	3	12 "	39 00
Sadowa and Sebright	F. Grigg	5 1/2	2	12 "	40 00
Sault Ste. Marie and Ry. Station	A. Stephen	2	13	12 "	196 04
Sault Ste. Marie and Street Letter Boxes	W. Hussey	1 1/2	6	3 (from Apl. 1, '99)	21 00
Saurin and Mail Changing Post	T. McGrath	2 1/2	12	12 "	20 00
Schreiber and Railway Station	J. E. Walker	200 yds.	12	12 "	100 00
Scotch Block and Ry. Crossing	W. Hampshire	1 1/2	6	12 "	60 00
Scotia and Mail Changing Post	E. B. Clearwater	1 1/2	6	12 "	78 25
Seagrave and Railway Station	I. Johnson	2 1/2	6	12 "	60 00
Seguin Falls and Railway Station	W. Fry	30 yds.	12	12 "	50 08
Seyn Bridge and Railway Station	J. H. Jackson	1 1/2	24	12 "	120 00
Shallow Lake and Railway Station	T. Finlay	1 1/2	12	12 "	55 07
Shanty Bay and Railway Station	C. G. Arthur	1 1/2	12	12 "	78 25
Shelburne and Railway Station	C. Berwick	1 1/2	24	6 (to Dec. 31, '98)	63 20
do do	O. Rands	1 1/2	24	6 from "	43 82
Sheridan and Railway Station	W. H. Falconer	8	6	12 "	331 64
Sherkston and Railway Station	B. F. Smerk	400 ft.	12	12 "	40 00
Siloam and Uxbridge	J. Imrie	16	3	12 "	134 00
Silverdale and Tintern	J. J. Romp	3	3	12 "	60 00
Smithdale and Railway Station	D. Smith	1 1/4	6	12 "	25 04
Smithville and Welland Port	W. Cavers	9	6	12 "	200 00
Smoky Falls and Sturgeon Falls	A. Peno	8	1	5 (from Feb. 1, '99)	16 66
Snider's Corners and Trafalgar	R. Snider	7	3	12 "	100 00
Snyder and Railway Station	J. J. Willick	1 1/2	6	12 "	88 00
Sonya and Railway Station	A. Black	1 1/2	6	12 "	78 25
South Bay Mouth and Tehkummah	D. L. McPhail	19	1	12 "	96 00
South River and Railway Station	W. Holditch	1 1/8	12	12 "	93 60
South River and Wattenawyl	A. Egger	18	3	9 (to Mar. 31, '99)	210 00
do do	J. Maack	18	3	9 from "	56 25
Sowerby and Railway Station	W. Harris	6 1/2	2	12 "	102 00
Spanish River Station and Railway Station	W. W. Grant	1 1/4	12	12 "	100 00
Sprague and Railway Station	C. E. Smith	1 1/4	12	12 "	125 20
Sprucedale and Railway Station	W. Pearce	75 yds.	12	12 "	31 30

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Committee.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Stanleydale and Utterson.....	J. L. Hanes	15	3	12 months	234 00
Stanleydale and Yearleys.....	J. Middleton.....	24	3	"	38 48
Stayner and Railway Station.....	C. A. Sanders	24	24	"	96 00
Stayner and Sunnidale.....	A. McNabb	23	3	"	109 00
Stevensville and Railway Station.....	J. D. Gilmour	12	12	"	40 00
Stony Creek and Woodburn.....	M. Neil	15 rt.	6	"	280 00
Stouffville and Railway Station.....	M. F. Mertens.	1	30	"	78 00
Streetsville, Railway Station and Junction.....	J. Drennan	1 & 1/2	18	6 " (to Dec. 31, '98)..	100 00
do do	J. R. Maxwell.	1 & 1/2	18	6 " from " "	77 24
Stroud and Railway Station.....	R. G. McCraw.	1	12	12 " "	122 07
Sturgeon Bay and Railway Station.....	J. Playfair	1	12	12 " "	80 00
Sturgeon Falls and Railway Station.....	J. Hewis.	24	6	" (to Dec. 31, '98)..	85 32
do do	J. Lafferty.	24	6	" from " "	73 00
Sudbury and Railway Station.....	N. Bailey.	24	12	" "	200 00
Summersville and Railway Station.....	W. O'Brien	6	6	" (from Jan. 1, '99)	85 00
Sunderland and Railway Station.....	W. H. Oliver.....	24	12	" "	94 00
Sundridge and Railway Station.....	J. Carter.	12	12	" "	125 20
Sundridge and Vavasour.....	M. McL. Harkness	12	1	12 " "	94 00
Suspension Bridge Tolls.....	T. Reynolds	1	12	" "	40 00
Sutton West and Railway Station.....	S. E. Townley	1	12	6 " (to Dec. 31, '98)..	63 20
do do	A. Millard.	1	12	6 " from " "	28 16
Sutton West and Vachell.....	F. Daley	4	6	" "	78 00
Terra Cotta and Railway Station.....	I. Harber.	3	6	12 " "	39 00
Thessalon and Railway Station.....	W. Hetherington	3	12	12 " "	100 16
Thessalon and Wharncliffe.....	J. Lightle.....	19 1/2	1	7 days to July 7, '98.	2 00
do do	E. Ansley.....	19 1/2	1	11 mos. and 24 days from July 7, '98....	122 62
Thompson and Railway Station.....	R. Tyner.....	30 ft.	6	12 " "	30 00
Thompsonville and Railway Station.....	J. T. Schmitendorf	1 1/4	12	12 " "	110 00
Thornhill and Railway Station.....	J. H. Francis.....	3	12	12 " "	286 00
Thornhill and Toronto.....	do	12	6	12 " "	249 00
Thornton and Railway Station.....	W. H. Martin.	6	6	12 " "	23 32
Thorold and Railway Station.....	P. R. Warner.....	24	12	" "	172 15
Tioga and Railway Station.....	A. Lemon.....	12	12	" "	43 82
Toronto and Railway Station.....	J. Hendry	1	146	3 " (to Sept. 30, '98).	370 11
do do	G. W. Verral.	1	146	9 " (from " and extra trips)....	1,117 93
Toronto Sorting Rooms at Union Station.....	J. Hendrie.....	1	1	3 " (to Sept 30, '98)..	3 25
do do	A. Bailie.....	1	1	9 " from " "	9 75
Toronto and Branch Offices.....	J. Haffey.....	1	1	" (to July 31, '98).	207 50
do do	T. Bilton	1	11	" from " "	2,282 50
Toronto Letter Carriers Service.....	Toronto Street Railway Co.	1	12	" "	4,848 00
Toronto Junction and Ry. Station.....	H. Brown.....	1/2	36	12 " "	156 50
Toronto Junction and Toronto.....	J. Hendry	5	1	3 " (to Sept. 30, '98).	6 50
do do	G. W. Verral.	5	1	9 " from " "	19 50
Toronto Junction, Carleton and Royce Avenue Railway Station.....	H. Brown.....	1	18	12 " "	100 16
Toronto Special Parcel Delivery.....	T. A. Watson.	1	1	Special trips	4 00
Tottenham and Railway Station.....	C. Brown.....	24	9	9 mos. (to Mar. 31, '99)..	54 75
do do	S. Morrow.....	24	3	" from " "	12 25
Trout Creek and Railway Station.....	J. Corkery.....	12	12	" "	62 60
Trout Creek and Stopping Place.....	W. O'Shaughnessy	20	3	12 " "	345 00

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APPENDIX B—Continued.

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.
Uthoff and Railway Station	J. Lynes.	$\frac{1}{4}$	12	12 months	93 90
Ullswater and Utterson.	N. Hanes.	11	3	12 " (and arrears)	141 80
Unionville and Railway Station.	C. H. Neville.	$\frac{1}{4}$	24	12 "	66 00
Uphill and Victoria Road	M. McDonald	12	6	12 "	310 00
Uptergrove and Railway Station.	F. Naughton.	$\frac{1}{2}$	12	12 "	50 00
Utica and Uxbridge.	J. McPherson.	6 $\frac{1}{2}$	6	12 "	134 00
Utopia and Railway Station.	P. Connor	$\frac{1}{2}$	12	12 "	81 38
Uxbridge and Railway Station.	L. Simpson	$\frac{1}{4}$	24	12 "	100 16
Uxbridge and Victoria Corners	J. H. Wagg.	19 rt.	3	3 " (to Sept. 30, '98)	36 25
do do	do	7	3	9 " from "	80 13
Varney and Railway Station	C. Gadd	$\frac{1}{4}$	12	12 "	64 14
Verner and Railway Station.	C. J. Guenett.	$\frac{1}{4}$	24	12 "	175 00
Victoria Harbour and Ry. Station.	M. Vasey.	$\frac{1}{4}$	24	12 "	120 80
Vine and Mail Changing Post.	V. P. Kelcey.	$\frac{1}{4}$	12	12 "	56 34
Vivian and Railway Station.	C.W. McCormick	$\frac{1}{4}$	12	12 "	77 50
Wahnapiatae and Railway Station.	F. Hamel.	$\frac{1}{4}$	24	9 " (to Mar. 31, '98, less fine)	178 00
do do	D. Hamel	$\frac{1}{4}$	24	3 " from "	60 00
Waldenar and Railway Station	R. Jenkins	$\frac{1}{4}$	12	12 "	100 16
Walford Station and Ry. Station	A. G. Walford	$\frac{1}{4}$	6	12 "	46 95
Warren and Railway Station.	G. Warren	100 yds.	24	12 "	160 00
Washago and Railway Station.	I. C. Marshall.	$\frac{1}{4}$	12	12 "	50 08
Waterdown and Railway Station	G. F. Green.	3 $\frac{1}{2}$	12	12 "	220 00
Waubamick and Parry Sound Road	H. Noble.	1 $\frac{1}{2}$	2	12 "	30 00
Waubashene and Ry. Station	W. H. F. Russell	$\frac{1}{4}$	24	12 "	95 00
Waverley and Railway Station	J. Monteith	9	6	12 "	172 15
Webbwood and Railway Station.	D. McChesnie.	300 yds.	12	12 "	94 48
Welland and Railway Station (C.S.)	J. McQueen.	1 $\frac{1}{2}$	12	12 "	98 88
do do (G.T.)	O. H. Garner.	$\frac{1}{4}$	24	12 "	150 24
Welland and Railway Station	J. McQueen	$\frac{1}{4}$	18	12 "	70 00
Welland Port and Welland	C. E. Neale	15	6	12 "	339 48
Wesleyville and Railway Station.	W. Thorndyke.	1 $\frac{1}{2}$	6	12 "	93 90
Weston Street Letter Box and Railway Station.	R. J. Peijolas	250 yds.	18	12 "	40 00
Whitby and Railway Station	J. T. McGeary	1 $\frac{1}{2}$	6	12 "	60 00
do do	J. Scott.	$\frac{1}{2}$	18	3 " and 17 d. to Oct. 17, '98.	25 11
do do	do	$\frac{1}{4}$	12	8 " and 14 d. from "	39 60
Whitefish and Railway Station	J. D. Gemmell.	$\frac{1}{4}$	6	12 "	40 00
Whitehall and Railway Station	W. A. White.	$\frac{1}{4}$	12	12 "	78 25
White River and Ry. Station	W.H. McDougall	$\frac{1}{4}$	12	12 "	50 00
Woodbridge and Ry. Station	J. G. Elleston.	$\frac{1}{4}$	24	12 "	95 00
Woodville and Railway Station.	B. Ross.	$\frac{1}{4}$	29	12 "	68 86
Worthington and Ry. Station.	J. Dwyer.	$\frac{1}{4}$	12	12 "	62 60
Wyebriidge and Railway Station.	W. Edwards.	5	6	12 "	174 00
Wyevale and Railway Station.	W. T. Stewart.	1 $\frac{1}{2}$	6	12 "	29 72
Zephyr and Railway Station.	M. F. Clarke.	3	6	12 "	139 27
Zimmerman and Railway Station	D. Wilkins.	9	6	12 "	312 00
Transfer of Mails at Toronto	Grand Trunk Ry. Station		12	"	187 80
Total					\$107,752 95

R. M. COULTER,  
Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

APENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the year ended June 30, 1899.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Albion Harbour and Burk's Falls.	Muskoka and Georgian Bay Navigation Co.	40	6	Part of seasons 1898 and 1899.	720 00
Albion and Victoria.	Canadian Pacific Navigation Co.	212	Tri-monthly	12 months (to June 30, 1899).	763 20
Arrowhead and Nakusp.	Canadian Pacific Railway Co.	35	7	86 trips	3,416 00
Arrowhead and Robson.	do	122	6	12 months	41 50
Bell Ewart and Roach's Point.	T. Ellis.	21	6	Part of seasons 1898 and 1899	157 50
Bobaygeon and Lindsay (via Sturgeon Point)	Trent Valley Navigation Co.	2	12	"	100 80
Brooklyn and Robson.	Canadian Pacific Railway Co.	18	1	56 trips	10 50
Bruce's Landing and Okanagan Lake.	do	16	7	Season 1898.	75 00
Burleigh Falls and Lakefield.	J. J. Crowe.	18	7	Part of season 1899	16 66
Burton and Nakusp.	P. P. Young.	20	7	13 trips	26 00
Cape Scott and Victoria.	Canadian Pacific Railway Co.	375	Monthly.	1 month, from June 1, 1899.	37 50
Carillon and Lechine.	Canadian Pacific Navigation Co.	48	6	Part of seasons 1898 and 1899	348 00
Chicoutimi and Quebec.	Ottawa River Navigation Co.	234	2	"	3,500 00
Collingwood and Sault Ste. Marie.	Richelieu and Ontario Navigation Co.	485	2	Part of season 1898	1,285 73
do	North Shore Navigation Co.	485	2	Part of season 1899	571 43
Comox and Nanaimo.	Northern Navigation Co.	60	1	Part of season 1898	630 00
Cutler and Manitowaning.	Esquimaux and Nanaimo Railway Co.	77	4	12 months	1,065 00
Cutler and Manitowaning and Killarney, &c.	D. L. McKinnon.	85 and 112	6, 4 and 2	Part of season 1899	1,048 00
Desbarats and Martsville.	C. Noble.	9	6	"	130 00
Desbarats and Richard's Landing.	W. Archibald.	30	4	Part of season 1898	83 34
do	L. O. Armstrong.	30	4	"	371 66
do	A. Solomon.	8	6	Part of season 1899	91 00
Deseronto and Picton.	I. Saunderson.	14	6	12 months	939 00
Esquimaux Point and Quebec.	Deseronto Navigation Co.	400	Once in 10 days	Part of seasons 1898 and 1899.	3,690 00
Fire Valley and Nakusp.	A. Fraser & Co.	35	7 trips	7 trips	24 50
Fort Frances and Mine Centre.	Canadian Pacific Railway Co.	50	Fortnightly.	Part of seasons 1898 and 1899	250 00
Fort Frances and Rat Portage.	F. W. Coates.	160	2	"	1,241 00
	C. Lewis				

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150	2	Part of season 1898 (to Sept. 5) (\$140.62 additional paid by U.S.)	153 13
International Transportation Co.	6	Part of seasons 1898 and 1899	1,469 45
Star Line Steamship Co.	2 and 4	Part of season 1898 and arrears	888 65
North Shore Navigation Co.	2 and 6	Part of season 1899	228 57
Northern Navigation Co.	6	Part of seasons 1898 and 1899	175 00
Thousand Islands Railway Co.	Fortnightly.	" " (less fine)	1,090 00
J. Howell	6	" " "	2,598 75
Muskoka and Georgian Bay Navigation Co.	2	From June 14, 1899	61 93
Canada Atlantic and Plant Steamship Co.	3 trips	3 trips	280 96
Canada and Newfoundland Steamship Co.	1 trip	1 trip	25 00
R. H. Hall	6	12 months (less 3 trips)	1,395 00
International Navigation and Trading Co.	45	3 trips	13 50
Canadian Pacific Railway Co.	25	44 trips	11 25
do	6 and 12	12 months	1,200 00
M. H. Folger	24	Season 1898	200 00
Canadian Pacific Railway Co.	52	9 months (from Oct. 1, 1898)	488 80
W. Reynolds	1	16 days (to June 30, 1898)	12 50
Quebec and Lévis Ferry Co.	6	12 months	1,000 00
Ottawa River Navigation Co.	59	Part of season 1898 and 1899	556 50
J. Hebert	271	4 trips	400 00
Richelleu and Ontario Navigation Co.	6	Part of seasons 1898 and 1899	1,200 00
Union Steamship Co.	9	12 months	500 00
Canadian Pacific Navigation Co.	688 and 114	12 " "	2,800 00
Esquimaux and Nanaimo Railway Co.	40	12 " "	2,504 00
do	75	1 " "	780 00
R. H. Baker	20	6 " "	616 00
Canadian Pacific Navigation Co.	75	3 " " (less 3 trips)	3,923 08
Niagara Navigation Co.	36	12 " "	847 00
R. G. Reid	96	3 " "	12,590 33
Canadian Pacific Railway Co.	60	3 " "	912 00
J. A. Thibodeau	50	6 " "	66 68
P. Duggan	60	6 " "	17 00
Lake Ontario and Bay of Quinte Steamship Co.	60	6 " "	1,000 00
Union Steamship Co.	192	1 " "	998 40
Canadian Pacific Navigation Co.	300	12 " "	330 00
J. H. Dorton	25	Part of seasons 1898 and 1899	4,800 00
Canadian Pacific Railway Co.	43	12 months	1,332 50
Ainsworth and Ganley	35	2 " "	75 00
Deer Island and Campo Bello Steamship Co.	35	3 " "	975 00
H. Hayden	35	12 months	150 00
G. Marchant	80	6 " " (to Dec'31, 1898)	150 00
Canadian Pacific Navigation Co.	80	6 " " from "	8,000 00

APPENDIX B—Continued.

Detail of all payments for Mail Transportation in the Dominion of Canada made within the year ended June 30, 1899.

CONVEYANCE OF MAILS BY STEAMBOTS AND SAILING VESSELS—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Victoria and Port Townsend, U.S.	Puget Sound and Alaska Steamship Co.	40	6	12 months	\$ 2,900 00
Warton and Georgian Bay Ports	A. Macaulay	500	2	Part of seasons 1898 and 1899	4,75 00
Yarmouth and Boston	Dominion Atlantic Railway Steamship Co.	250	2	12 months	917 73
do	Yarmouth Steamship Co.	250	4	12 "	1,833 43
Hauling Newfoundland Mails from Trains to Steamer at Mulgrave	P. A. Grant			Deducted from account of R. G. Reid	20 00
Taking charge of Newfoundland Mails at Mulgrave	T. May			"	10 00
				Total	\$83,556 46

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1899.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway	Period.	Amount.
		\$ cts.
Alberta Railway and Coal Company.....	12 months (to June 30, 1899).....	416 29
Atlantic and Lake Superior Railway.....	12 months (to June 30, 1899—Less \$630.85 paid for special conveyance of mails during snow blockade).....	3,969 15
Bay of Quinté Railway.....	12 months (to June 30, 1899).....	7,009 68
Boston and Maine Railway.....	12 " ".....	1,971 90
British Columbia Electric Railway.....	12 " ".....	460 00
Brockville, Westport and Sault Ste. Marie Railway.....	12 " ".....	2,253 60
Canada Atlantic Railway.....	12 " ".....	9,194 52
Canada Coals and Railway Company.....	12 " ".....	300 48
Canada Eastern Railway.....	12 " ".....	3,981 36
Canadian Northern Railway.....	12 " ".....	2,344 54
Canadian Pacific Railway.....	12 " ".....	621,854 23
Caraget Railway.....	12 " ".....	1,975 79
Central Railway (N.B.).....	12 " ".....	1,118 44
Central Railway (N.S.).....	12 " ".....	1,852 96
Central Ontario Railway.....	12 " ".....	6,892 26
Central Vermont Railway.....	12 " ".....	6,150 24
Cumberland Railway and Coal Company.....	12 " ".....	895 18
Dominion Atlantic Railway.....	12 " ".....	13,346 32
Elgin and Havelock Railway.....	12 " ".....	676 08
Esquimalt and Nanaimo Railway.....	12 " ".....	2,929 68
Grand Trunk Railway.....	12 " ".....	366,152 95
Great North-west Central Railway.....	3 " 17 days (from Mar. 15, 1899).....	95 36
Hamilton, Grimsby and Beamsville Electric Railway.....	12 " (to June 30, 1899).....	438 00
Hull Electric Railway.....	12 " ".....	600 00
Intercolonial Railway.....	12 " ".....	152,362 02
Irondale, Bancroft and Ottawa Railway.....	12 " ".....	563 40
Kaslo and Slocan Railway.....	12 " ".....	1,550 00
Kent Northern Railway.....	12 " ".....	667 44
Kingston and Pembroke Railway.....	12 " ".....	7,208 98
Lake Erie and Detroit River Railway.....	12 " ".....	9,712 56
Maine Central Railway.....	12 " ".....	995 34
Manitoba and North-western Railway.....	12 " ".....	5,470 68
Michigan Central Railway.....	12 " ".....	40,975 08
Montfort Colonization Railway.....	12 " ".....	270 56
Nelson and Fort Shepherd Railway.....	12 " ".....	1,555 20
New Brunswick and Prince Edward Island Railway.....	12 " ".....	807 33
New Westminster and Southern Railway.....	12 " ".....	300 48
Northern Pacific Railway.....	12 " ".....	6,095 67
Nova Scotia Steel Company (Limited).....	12 " ".....	313 00
Orford Mountain Railway.....	12 " ".....	525 84
Ottawa, Arnprior and Parry Sound Railway.....	12 " ".....	7,143 91
Ottawa and Gatineau Railway.....	12 " ".....	2,444 10
Pontiac Pacific Junction Railway.....	12 " ".....	2,422 62
Prince Edward Island Railway.....	12 " ".....	19,396 90
Quebec Central Railway.....	12 " ".....	12,597 28
Quebec and Lake St. John Railway.....	12 " ".....	10,675 82
Quebec, Montmorency and Charlevoix Railway.....	12 " ".....	1,687 68
Red Mountain Railway.....	12 " ".....	259 20
St. John Bridge and Railway Extension Company.....	12 " ".....	500 00
St. Lawrence and Adirondack Railway.....	12 " ".....	2,767 36
Salisbury and Harvey Railway.....	12 " ".....	2,284 32
Shore Line Railway.....	12 " ".....	2,190 80
South Shore Railway.....	12 " ".....	1,295 82
Témiscouata Railway.....	12 " ".....	7,559 04
Thousand Islands Railway.....	12 " ".....	730 00
Toronto, Hamilton and Buffalo Railway.....	12 " ".....	450 72
United Counties Railway.....	12 " ".....	665 28
Victoria and Sydney Railway.....	12 " ".....	400 64
	Total.....	\$1,361,744 01

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Year ended June 30, 1899.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
Ottawa Supply Co.....	Mail bags, labels and repairs for the Post Office Department.	11,631 54
W. Willis & Son.....	Mail bags and satchels supplied and repaired for the Post Office Department.....	1,602 50
E. G. Shepherd.....	Steel ferrules, slip fasteners and label holders supplied and locks repaired for the Post Office Department.....	3,151 65
C. H. Hall.....	Repairing mail bags for the Post Office Department.....	1,419 60
M. Scarrow.....	" " " ".....	473 39
G. Lugsdin & Co.....	" " " ".....	454 08
Mrs. P. O'Donohue.....	" " " ".....	446 25
W. Christie.....	" " " ".....	445 23
Desmarais & Choquette.....	" " " ".....	298 12
C. Warner & Co.....	" " " ".....	295 54
H. L. Carson.....	" " " ".....	294 97
General Post Office (London, England).....	Canada's share of cost of Parcel Post receptacles for the Post Office Department.....	275 00
W. T. Ellmore & Son.....	Parcel Post hampers for the Post Office Department.....	110 96
L. Wolfers.....	" " " ".....	73 97
Geo. Bailey.....	Repairing mail locks, &c ".....	65 40
Jno. McKay.....	Lettering parcel post hampers ".....	29 00
The Pritchard-Andrews Co.....	Supplying and lettering wooden tags for mail bags, &c., for the Post Office Department.....	26 31
S. & H. Borbridge.....	Leather bags for the Post Office Department.....	12 00
T. H. Winter.....	Cartage of mail bags ".....	8 00
F. Gros. Louis.....	Repairing parcel post hampers ".....	3 00
D. Morgan.....	Case for despatching parcel post to England.....	50
Grand Trunk Railway.....	Erecting and repairing mail catching post at Beaconsville, Que., Glendinnings Crossing, Ont., Lisburn, Ont., Lynn Valley, Ont., Orwell, Ont., Voseburg, Ont. and Walker's Crossing, Que.....	99 30
Michigan Central Railway.....	Erecting mail catching post at Townsend Centre, Ont.....	17 49
Canadian Pacific Railway.....	Repairing " Kelso, Ont. and Laurel, Ont.....	7 63
R. Appleby, P.M.....	" " Katrine, Ont.....	1 25
	Total.....	\$21,243 68

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.



APPENDIX C

MONEY ORDER TRANSACTIONS



APPENDIX C.

MONEY ORDER TRANSACTIONS,

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended June 30, 1899.

	Number of Orders.	Amount.	Total.
		\$ cts.	\$ cts.
<b>Total number and amount of Money Orders issued in—</b>			
Ontario .....	541,363		6,717,324 96
Quebec .....	134,050		1,972,223 59
Nova Scotia .....	116,122		1,565,164 41
New Brunswick .....	61,074		840,046 99
Prince Edward Island ..	9,220		131,913 41
Manitoba ..	63,159		1,019,045 47
North-west Territories ..	38,623		589,134 72
British Columbia ..	97,762		1,633,143 86
<b>Total number and amount of Money Orders issued ..</b>	<b>1,061,373</b>		<b>14,467,997 41</b>
<b>Total number and amount of Money Orders paid in—</b>			
Ontario .....	576,333	7,521,333 31	
Quebec ..	148,163	2,219,514 19	
Nova Scotia ..	88,070	1,491,519 80	
New Brunswick ..	53,227	811,775 89	
Prince Edward Island ..	7,757	153,358 53	
Manitoba ..	45,958	981,172 47	
North-west Territories ..	13,468	286,986 15	
British Columbia ..	35,687	754,329 62	
<b>Total number and amount of Money Orders paid .....</b>	<b>968,663</b>		<b>14,219,989 96</b>
<b>Total amount of Money Orders issued and paid .....</b>			<b>28,687,987 37</b>

APPENDIX C—Continued.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867 to June 30, 1899.

Year ended June 30.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.	
	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.			389,796	87,437						
1869.			367,092	94,308						
1870.			415,393	110,585						
1871.			474,376	121,644						
1872.			577,443	142,301						
1873.			665,407	156,888						
1874.			661,501	171,487						
1875.			572,246	174,160						
1876.	212,135	156,134	491,363	194,680						
1877.	276,821	207,889	409,474	188,116						
1878.	328,264	246,586	383,808	189,082						
1879.	335,200	308,256	361,940	176,067						
1880.	420,966	494,637	397,589	181,561						
1881.	610,094	807,372	430,686	175,461						
1882.	781,167	1,003,079	550,150	170,304						
1883.	1,023,548	1,015,353	827,200	196,467						
1884.	1,190,852	959,691	862,822	257,738						
1885.	1,288,245	820,046	769,679	299,563	*8,724	*5,107	16,100	5,612	11,482	592
1886.	1,232,000	861,347	753,743	294,484	16,720	18,475	29,425	7,447	23,273	620
1887.	1,262,382	1,096,363	837,146	304,115	20,409	12,717	40,318	9,700	30,632	865
1888.	1,297,734	1,283,094	958,001	328,674	27,077	13,656	39,797	9,732	31,478	1,331
1889.	1,391,743	1,261,103	1,033,331	364,657	31,719	13,833	30,929	10,518	32,044	1,517
1890.	1,471,946	1,332,196	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,654
1891.	1,469,819	1,465,904	975,378	381,452	38,275	22,983	31,265	10,462	33,636	1,067
1892.	1,478,102	1,515,212	937,679	393,289	39,420	30,879	31,370	10,262	48,061	939
1893.	1,461,304	1,645,140	845,930	412,588	37,736	29,266	34,491	13,295	57,528	971
1894.	1,634,750	1,451,817	909,273	458,703	41,279	29,281	34,271	15,469	48,761	851
1895.	1,443,419	1,352,986	818,384	487,912	39,792	27,570	29,162	15,629	51,885	469
1896.	1,365,827	1,510,695	775,866	479,104	39,537	32,800	30,257	15,579	26,829	1,291
1897.	1,354,196	1,605,989	744,886	495,585	37,860	28,654	31,212	15,433	27,715	1,434
1898.	1,393,285	1,492,868	793,615	523,626	43,019	24,008	30,055	17,184	30,715	1,533
1899.	1,376,598	1,544,321	819,647	524,665	43,768	26,801	28,650	19,632	27,159	253
									29,807	1,323

\*Eight months' business only, from November 1, 1884.

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APPENDIX C—Continued.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—Continued.

Year ended June 30.	SWITZERLAND AND ROUMANIA.		BELGIUM.		NEWFOUNDLAND.		JAMAICA.		JAPAN.	
	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.					4,799	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	21,509				
1880.					3,570	22,452				
1881.					4,883	19,901				
1882.					4,309	20,644				
1883.					5,415	24,448				
1884.	3,804	696	*929	*1,295	5,291	29,150	777	4,039		
1885.	3,643	1,069	1,146	3,343	6,652	37,863	696	6,481		
1886.	3,702	1,356	2,113	4,550	6,467	40,092	718	8,557		
1887.	3,069	1,661	3,726	4,686	11,997	42,114	1,527	15,509		
1888.	3,920	2,007	7,305	3,812	22,177	51,482	1,035	18,462		
1889.	3,255	2,460	15,876	4,937	24,055	63,814	1,101	19,847		
1890.	4,247	3,523	15,764	4,743	26,942	73,555	1,712	10,450	†1,110	†384
1891.	5,090	2,963	11,474	8,654	28,265	73,545	1,722	5,344	5,069	699
1892.	6,088	3,075	15,303	9,260	22,247	88,124	1,827	10,781	8,707	1,103
1893.	5,025	705	12,753	11,358	21,949	127,389	1,404	5,952	8,997	507
1894.	5,251	2,342	18,357	13,223	19,208	220,234	1,166	6,207	19,203	1,108
1895.	4,921	1,668	11,957	13,734	20,306	123,070	1,315	6,034	31,764	1,812
1896.	4,089	2,691	8,966	11,387	16,795	38,770	1,511	5,674	61,704	932
1897.	4,316	1,627	8,311	13,470	18,811	43,397	1,743	8,899	54,619	930
1898.	4,623	1,554	15,792	10,482	27,960	43,761	1,677	17,750	75,870	1,627
1899.	5,878	1,957	11,436	14,445	33,612	44,924	1,684	11,711	93,592	1,386

\* Nine months' business only, from October 1, 1883.

† Nine months' business only, from October 1, 1889.

## APPENDIX C—Continued.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, &amp;c.—Continued.

Year ended June 30.	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.
1868	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1869	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1870	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1871	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1872	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1873	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1874	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1875	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1876	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1877	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1878	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1879	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1880	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1881	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1882	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1883	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1884	3,854	4,051	..	..	..	..	..	..	..	..	..	..	..	..
1885	5,110	4,521	..	..	..	..	..	..	..	..	..	..	..	..
1886	9,573	8,829	..	..	..	..	..	..	..	..	..	..	..	..
1887	6,069	7,477	..	..	..	..	..	..	..	..	..	..	..	..
1888	7,318	13,525	..	..	..	..	..	..	..	..	..	..	..	..
1889	9,448	14,121	..	..	..	..	..	..	..	..	..	..	..	..
1890	9,327	14,398	..	..	..	..	..	..	..	..	..	..	..	..
1891	9,708	11,118	..	..	..	..	..	..	..	..	..	..	..	..
1892	13,358	11,078	3,162	324	801	3,006	*2	*515	..	..	..	..	..	..
1893	13,989	12,153	3,888	731	952	3,078	398	4,672	+516	+411	+19	+1,531	..	..
1894	16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	1,208	105	1,840	+129	+233
1895	14,289	10,472	4,047	801	769	4,453	265	3,117	2,322	1,501	128	2,382	1,005	1,552
1896	..	..	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1897	..	..	3,712	572	1,334	5,777	649	2,863	1,343	2,701	276	2,466	1,263	1,663
1898	..	..	3,306	598	1,752	5,433	499	1,837	1,007	3,001	182	1,900	934	2,088
1899	..	..	1,749	629	1,570	5,524	679	2,573	1,260	3,376	238	1,901	1,012	1,856

\* Three months' business only, from April 1, 1892.

† Six months' business only, from January 1,

1894. ‡ Six months' business only, from January 1, 1894.

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APPENDIX C—Continued.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—Concluded.

Year ended June 30.	FIJI.		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														
1869														
1870														
1871														
1872														
1873														
1874														
1875														
1876														
1877														
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1891														
1892														
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
1897	31		3,956	3,862	2,728	3,425	528	2,173	2,866	3,790	342	450	687	396
1898	32	12	5,346	4,939	3,536	4,802	1,348	1,384	3,445	3,024	896	244	473	583
1899	125	36	5,501	2,434	4,061	4,380	1,197	2,295	3,199	2,769	888	371	612	2,067

APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1899.

Year ended June 30.	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, Compensation to Postmasters, Printers, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.							
				In Canada.												
				\$	cts.											
1868	515	90,163	3,352,881	40	2,959,762	80	383,118	60	90,579	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	32,504	17	3,169	99
1870	558	110,021	3,910,249	95	3,489,610	00	429,639	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	.....	.....
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	160,695	80	53,019	45	42,271	89	2,086	92
1874	662	179,851	6,757,427	17	6,090,172	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	253,962	6,856,821	13	6,164,825	99	691,945	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	05	702,202	24	505,833	69	55,008	42	47,222	93	147	00
1880	775	306,088	7,207,337	06	6,385,210	86	822,126	20	698,651	87	53,276	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	823	419,613	9,490,899	62	7,634,735	27	1,856,164	85	1,236,274	95	65,485	20	673,085	92	58	85



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1884	463,503	10,067,834	86	7,971,919	70	2,006,915	15	1,262,867	31	687,870	31	77,499	12	882	61
1885	499,243	10,384,210	99	8,254,003	12	2,130,207	87	1,185,750	92	73,592	86	683,211	35	4,295	59
1886	529,458	10,231,189	39	8,146,095	87	2,085,093	52	1,245,957	32	71,734	93	76,216	09	25	39
1887	574,899	10,328,984	51	8,093,886	92	2,235,097	59	1,495,673	58	79,325	86	76,845	15	1,179	14
1888	630,968	10,916,617	88	8,520,775	78	2,395,842	05	1,726,011	45	81,077	39	83,309	21	3,112	85
1889	673,813	11,265,919	95	8,692,418	91	2,573,501	04	1,756,944	74	92,047	98	*		*	
1890	780,503	11,997,861	62	9,359,434	48	2,638,427	14	1,851,058	76	96,067	40				
1891	855,619	12,478,178	46	9,854,052	46	2,624,126	00	1,984,360	46	100,066	80				
1892	919,996	12,825,701	12	10,210,099	00	2,615,602	12	2,077,886	85	102,462	61				
1893	967,866	12,902,975	61	10,404,857	08	2,498,118	53	2,269,635	20	103,927	84				
1894	1,042,410	13,245,990	19	10,487,279	72	2,758,710	47	2,224,343	66	108,024	13				
1895	1,092,052	13,187,321	66	10,736,647	43	2,450,674	23	2,055,984	14	107,084	82				
1896	1,131,152	13,081,860	62	10,726,661	04	2,355,199	58	2,124,553	44	106,543	67				
1897	1,162,209	12,987,230	88	10,680,835	19	2,306,395	69	2,245,467	05	105,332	57				
1898	1,164,857	14,518,480	22	12,082,658	34	2,435,821	88	2,162,971	34	109,163	94				
1899	1,061,373	14,467,997	41	12,001,224	59	2,466,772	82	2,221,385	44	107,143	34				

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 June 30, 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 system of accounts introduced July 1, 1888, these items cannot be given separately.

## APPENDIX C—Continued.

## MONEY ORDERS.

The number of money order offices in operation on June 30, 1899, was 1,779, an increase during the year of forty. The number of those offices situated in each of the several provinces of the Dominion on June 30 of the years 1897, 1898 and 1899 was as follows:—

	1897.	1898.	1899.
Ontario . . . . .	654	803	816
Quebec . . . . .	225	371	376
Nova Scotia . . . . .	174	203	206
New Brunswick . . . . .	110	127	129
Prince Edward Island . . . . .	15	17	18
Manitoba . . . . .	68	90	96
North-west Territories . . . . .	45	49	50
British Columbia . . . . .	58	79	88
Totals . . . . .	1,349	1,739	1,779

The total number of money orders issued during the fiscal year 1898-99 was 1,061,373, of the value of \$14,467,997.41, a decrease in number of 103,484, and in amount of \$50,482.81 compared with the year ended on June 30, 1898.

The number of money orders issued in each of the provinces during the past three years is shown in the following statement:—

	1896-97	1897-98.	1898-99.
Ontario . . . . .	653,724	627,498	541,363
Quebec . . . . .	127,095	136,090	134,050
Nova Scotia . . . . .	118,035	118,444	116,122
New Brunswick . . . . .	68,203	66,929	61,074
Prince Edward Island . . . . .	9,431	9,903	9,220
Manitoba . . . . .	66,866	70,015	63,159
North-west Territories . . . . .	40,864	45,304	38,623
British Columbia . . . . .	77,991	90,674	97,762
Totals . . . . .	1,162,209	1,164,857	1,061,373

The total sums received in each province for money orders issued during the same three years are shown as follows:—

	1896-97.	1897-98.	1898-99.
Ontario . . . . .	\$ 6,262,718 03	\$ 6,897,243 57	\$ 6,717,324 96
Quebec . . . . .	1,608,768 88	1,889,382 16	1,972,223 59
Nova Scotia . . . . .	1,507,576 59	1,580,243 66	1,565,164 41
New Brunswick . . . . .	868,230 70	883,675 91	840,046 99
P. E. Island . . . . .	125,125 08	130,911 52	131,913 41
Manitoba . . . . .	921,364 05	1,074,554 44	1,019,045 47
N. W. Territories . . . . .	550,473 95	665,864 27	589,134 72
British Columbia . . . . .	1,142,973 60	1,396,604 69	1,633,143 86
Total . . . . .	\$12,987,230 88	\$14,518,480 22	\$14,467,997 41

The gross sum received from the public for commissions on the 1,061,373 money orders issued during the past year was \$107,143.34, being \$2,020.60 less than the sum received from the same source during the previous year.

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APPENDIX C—*Continued.*

The sum of \$34,912.21 was allowed to postmasters of other than city post offices for their moiety of commission, namely, one quarter of one per cent on the amount of money orders issued by them, and a similar allowance for payment of money orders issued abroad.

The commission earned by this class of postmasters was \$368.24 in excess of their allowance for the year 1897-98.

The net commission accruing to the department was \$72,231.13, being \$2,388.84 less than the previous year, and \$2,444.49 less than the year 1896-97.

810,162 of the money orders issued during the year, amounting to \$12,001,224.59, were payable within the Dominion, showing in comparison with 1897-98 a decrease in number of 114,453 in this class of money orders, and \$81,433.75 in amount.

The number of money orders drawn on other countries was 251,211, of the value of \$2,466,772.82, showing an increase of 10,969 in number, and \$30,950.94 in amount over the previous year.

161,423 money orders, amounting to \$2,221,385.44, were issued abroad, payable in Canada, being an increase of 12,064 in number, and \$58,404.10 in amount.

The total money order transactions between Canada and other countries during the past year amounted to \$4,688,158.26.

The interchange of money orders between Canada and other countries for the years 1897-98 and 1898-99 is shown on the following page.

APPENDIX C—Continued.

The interchange of Money Orders between Canada and other Countries and Colonies for the Years 1897-98 and 1898-99, was as follows:—

	ISSUED IN CANADA.			PAYABLE IN CANADA.		
	Number.	Amount.	Amount.	Number.	Amount.	Amount.
	1898.	1898.	1899.	1898.	1898.	1899.
United States.....	155,718	1,393,285 03	1,376,598 17	108,815	1,492,868 13	1,544,321 38
*United Kingdom.....	68,811	793,615 28	819,647 44	33,118	523,626 93	524,645 67
France.....	4,846	43,019 53	43,768 14	1,433	24,008 29	26,801 46
Germany.....	2,162	30,065 73	28,680 20	630	17,184 98	19,632 91
Japan.....	2,557	75,870 35	93,593 19	76	1,627 00	1,386 78
Newfoundland.....	2,168	27,960 59	33,612 00	2,627	43,761 80	44,924 67
Italy.....	1,299	27,159 62	29,807 01	30	253 30	1,323 44
Belgium.....	1,875	15,792 57	11,436 92	373	10,482 81	14,445 61
†Switzerland.....	512	4,623 15	5,878 20	94	1,554 93	1,957 09
New South Wales.....	236	5,346 96	5,501 16	195	4,939 86	2,434 17
Hong Kong.....	124	3,306 49	1,749 64	58	598 16	629 05
Victoria (Australia).....	188	3,435 81	3,199 94	163	3,024 50	2,769 18
New Zealand.....	165	3,536 12	4,061 79	229	4,802 71	4,380 03
Jamaica.....	98	1,677 07	1,684 81	575	17,750 95	11,711 13
Bermuda.....	90	1,007 38	1,260 54	234	3,376 16	3,376 16
Barbados.....	143	1,752 52	1,570 44	269	3,001 97	3,524 08
Hawaii.....	49	934 21	1,012 88	127	5,443 94	1,856 31
Tasmania.....	79	896 91	888 79	13	244 38	371 35
Leeward Islands.....	53	499 30	679 49	78	1,837 17	2,573 21
Queensland.....	45	1,348 34	1,197 72	110	1,384 52	2,295 52
South Australia.....	75	473 94	612 03	74	583 99	2,067 50
British Guiana.....	48	182 57	238 28	24	1,901 85	1,901 97
Fiji.....	22	32 16	125 04	119	1,12 93	36 77
2	8			1		
Total.....	240,242	2,435,821 88	2,466,772 82	149,389	2,162,981 34	2,221,385 44

\* Including all British Possessions and Foreign Countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange of Money Orders.

† Including Roumania, Servia and Bulgaria.

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## APPENDIX C—Continued.

On April 1, 1897, a new scale of fees or charges on local money orders was adopted, resulting in an increase since that date of the average value of money orders issued and of the average commission received thereon, as shown in the following statement embracing the past five years:—

	Average Value of Orders Issued.	Average Commission Received.
1895 .....	\$12 07	9·80 cents.
1896 .....	11 56	9·42 "
1897 .....	11 17	9·063 "
1898 .....	12 46	9·371 "
1899 .....	13 63	10·095 "

On the introduction of the postal note system in August, 1898, it being believed that this simple and convenient means of remitting small sums would be readily appreciated and adopted by the public, it was estimated that fully 400,000 of these notes would be sold during the current year, probably causing a decrease of ten per cent during the same period in the number of money orders issued for small sums payable in Canada.

The result shows that up to July 1, 1899, 471,407 postal notes, amounting to \$771,489.28 were paid, and that there had been a decrease of 114,453, or 12·38 per cent in the number of local money orders in comparison with the year 1897-98.

The annual cost of the money order system during the year ended June 30, 1899, is estimated at \$118,899.36, exceeding by \$11,756.02 the gross sum (\$107,143.34) received for commissions on money orders issued.

The expenditure is grouped as follows:—

Salaries at the head office, Ottawa.....	\$ 34,700 68
Approximate cost of clerical force employed at money order duties in city post offices.....	39,000 00
Commission paid postmasters at country offices.....	34,912 31
Printing and binding for head office .....	481 13
Stationery for head office .....	378 71
Financial papers and journals .....	17 00
Type for date stamps and miscellaneous expenses.....	4 75
Stamps and pads for outside service.....	123 25
Printing, forms, envelopes, and money order books for outside service.....	9,281 53
<b>Total .....</b>	<b>\$118,899 36</b>

APPENDIX C—Continued.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.		
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.		\$	cts.		\$	cts.
Aberfeldy	609	02	106	1,831	88	12	39	57	07	1	50	0	65	4	61	100	00			
Aberfoyle	156	61	131	1,083	71	10	31	588	93	37	97	0	32	4	25	80	00			
Actinolite	229	73	274	3,010	25	20	90	595	73	17	00	0	39	7	58	92	00	8	00	
Acton	1,999	62	1,456	16,281	36	114	67	5,292	68	510	59	3	35	42	67	740	00	6	00	
Adgison	163	47	213	3,273	25	20	26	552	32	18	95	0	22	8	18	76	00			
Adolphustown	158	43	257	4,085	89	24	42	411	76	57	50	0	48	10	25	66	00	10	00	
Ailsa Craig	1,080	23	803	9,433	11	65	31	2,482	69	148	34	2	38	24	75	400	00	10	00	
Alexandria	2,329	33	822	12,521	75	83	17	13,094	89	352	98	3	02	37	85	780	00	80	00	
Alfred	627	52	44	1,530	39	8	20	668	53	5	75	0	70	4	61	225	00	15	00	
Algona Mills	222	25	119	1,680	95	10	65	316	35	49	36	0	70	3	51	90	00			
Algonquin	178	65	69	1,382	63	8	02	104	40	31	70			26	32	380	00		40	00
Algonquin Park	1,172	08	898	10,767	47	67	83	282	17	15	15	1	01	19	70	424	00	18	00	
Allandale	1,121	14	540	7,459	95	48	46	3,019	08	162	25	1	37	14	67	170	00	30	00	
Allensford	406	62	386	5,396	82	32	19	1,554	25	60	39	0	25	14	87	170	00			
Allensville	121	37	138	1,601	44	10	43	465	16	6	50			4	85	70	00			
Althiston	2,403	94	1,205	14,906	13	100	09	6,755	99	621	80			38	27	840	00	8	00	
Alma	411	08	289	3,277	94	21	66	742	89	79	65	0	79	8	27	190	00	10	00	
Almonte	4,338	70	2,042	21,451	23	162	29	10,855	64	747	43	2	99	58	23	*1,287	75	36	00	
Alton	537	58	337	4,562	70	30	22	1,490	03	167	24	2	20	12	06	220	00			
Alvinston	1,519	09	1,108	10,631	06	80	31	2,109	47	190	57	1	60	27	56	42	55	500	00	
Amherstburg	2,233	40	986	13,823	64	94	20	5,774	84	396	34	1	99	40	51	*795	87	10	00	
Ancaster	595	84	604	7,770	33	52	37	1,622	01	140	71			20	44	260	00			
Angus	404	60	234	2,789	39	17	42	960	21	39	65	0	68	7	18	220	00	4	00	
Appin	406	60	333	4,606	67	31	00	920	74	71	71	0	75	12	02	188	00	12	00	
Apple Hill	381	30	70	917	64	6	37	417	24	8	45	0	25	2	29	140	00			
Apsey	273	55	428	4,606	26	44	31	423	88	60	27	1	96	21	05	136	00	6	00	
Arden	406	92	154	2,313	40	13	91	443	45	48	20			5	79	180	00	4	00	

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	1,206	10,822 95	3,470 77	251 00	1 08	29 40	16 20	370 00	40 00
Arkona.....	164 16	4,300 20	4,461 04	53 74	0 33	10 89	16 20	370 00	40 00
Arkwright.....	1,875	21,426 83	10,425 41	613 52	7 48	56 74	34 22	70 00	4 00
Arnprior.....	1,375	20,545 46	6,866 04	450 38	3 41	54 80	116 00	*1,295 86	50 00
Arva.....	123	2,108 66	195 21	7 10	0 36	5 94		60 00	32 00
Ashworth.....	86	1,087 61	688 53		0 31	3 62	1 23	45 00	
Athens.....	734	10,131 76	4,354 15	344 79	3 70	26 58	4 96	580 00	24 00
Atwood.....	123	2,380 41	1,533 90	169 12	1 28	6 04		324 00	24 00
Atwood.....	688	15,330 37	1,663 44	64 02	1 05	39 16		176 00	40 00
Aultsville.....	572	11,077 29	2,377 50	133 04	2 96	28 36	10 82	290 00	8 00
Aurora.....	841	11,946 60	14,179 26	639 93	6 18	32 18	21 65	890 00	105 00
Aurora.....	218 00	3,057 68	468 50		0 55	7 68		140 00	
Avening.....	275	2,342 32	735 30	25 63	0 62	5 84		270 00	
Avonmore.....	1,090	12,584 41	11,757 80	644 63	9 08	34 71	8 58	1,200 00	60 00
Aylmer (West).....	633	6,668 71	5,900 15	230 04	2 31	17 67	2 41	540 00	14 00
Ayr.....	333	5,691 85	3,865 65	138 06	2 06	15 11	59 43	340 00	40 00
Ayton.....	354	5,543 20	2,052 97	181 75	1 34	14 20	23 24	510 00	40 00
Baden.....	298	4,166 80	518 45	23 85	0 57	10 56		130 00	
Baileboro'.....	126	2,394 47	265 11	7 09	0 31	6 02		120 00	2 00
Bainsville.....	173	5,400 70	2,132 11	82 64	0 70	14 87		130 00	16 00
Bala.....	187	2,466 74	327 48	9 02	0 51	6 20		100 00	
Baltimore.....	545	5,829 97	3,236 14	152 65	1 38	15 23	6 29	310 00	12 00
Bancroft.....	1,309	13,712 11	403 76	240 51	5 08	34 28	1 58	100 00	
Bank Street.....	1,987	22,586 34	38,287 90	2,885 77	9 96	69 45	51 91	*2,650 48	60 00
Barrie.....	29	1,200 19	271 90	10 90	0 32	2 99		170 00	10 00
Barry's Bay.....	648	11,279 67	1,972 41	125 25	1 32	29 98	9 73	220 00	60 00
Bath.....	2,014	21,494 71	11,427 00	617 98	2 97	58 75	62 22	600 00	60 00
Bathurst Street (Toronto).....	861	12,297 11	3,214 30	67 70	0 40	32 13	32 42	252 00	
Bayfield.....	438	5,864 52	1,025 54	91 60	0 84	15 21		110 00	12 00
Bayville.....	265	4,039 63	526 20	27 50	0 66	10 23	5 09	286 00	
Beachburg.....	365	5,168 27	1,418 64	111 48	0 41	13 34	1 82	160 00	
Beachville.....	1,123	13,218 98	4,331 96	337 24	2 62	35 57	24 19	480 00	36 00
Beausville.....	1,728 40	10,442 74	5,519 50	330 80	3 17	27 23	10 40	550 00	80 00
Beaverton.....	145	2,388 34	222 10	6 57	0 12	6 02		70 00	
Becher.....	597	6,053 35	2,663 10	195 39	1 60	15 41		480 00	60 00
Beeton.....	214	2,416 91	654 44	13 29	0 44	6 28	21 98	145 00	
Belfountain.....	239	3,421 65	579 27	48 84	1 21	8 55		250 00	10 00
Belgrave.....	347	5,924 01	681 89	34 20	0 33	15 30	2 46	120 00	
Belhaven.....	270	4,451 31	907 54	36 21		11 39	21 66	200 00	2 00
Belle River.....	2,571	33,322 35	52,231 66	4,032 60				4,300 00	
Bellefleur.....	200	1,730 25	256 77		0 11	4 32	4 01	280 00	
Bellefleur Station.....	110	2,202 88	195 49	3 75	0 43	5 66		56 00	
Bell's Corners.....	412	6,703 99	697 52	44 35	0 71	17 19		230 00	
Belmont.....	457	6,763 06	2,325 19	78 15	0 69	17 13	4 90	260 00	13 00
Belwood.....	35	470 83	64 75	2 20	0 11	1 17		50 00	
+Benmiller.....	161 10	440 27	165 43	8 10	0 87	1 10		120 00	4 00
Berkeley.....	2,920	22,778 69	37,985 94	2,650 81				3,594 64	
Berlin.....	137	2,469 73	37,985 94	2,650 81	0 83	6 17		132 00	
Berris.....	173	2,695 75	1,309 93	32 70	0 18	6 76	1 98	180 00	
Bethany.....	447 12								

\* Including commission on box rents.

+ Accounting from May 1, 1899.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compen- sation paid to Post- masters on P. N. business.	Compen- sation paid to Post- masters on S. B. business.	Salary.	Forward Allow- ance.	Allow- ance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.		\$ cts.	\$ cts.			
Biscotasing.....	352 02	95	1,579 48	9 46	10	220 50	20 05	0 83	3 95	140 00		
Bishop's Mills.....	252 58	282	5,630 70	31 80	58	835 13	30 25	0 51	14 51	112 00		
Blackstock.....	401 61	149	1,781 56	11 95	33	524 85	46 25	0 40	4 45	184 00	4 00	
Blair.....	382 70	14	153 64	1 05	9	118 40	17 10	0 39	0 37	156 00		
Blecker St. (Toronto).....	4,200 45	878	7,692 21	81 21	273	3,664 66	286 70	0 76	19 83	300 00	80 00	120 00
Blenheim.....	2,258 47	1,188	12,036 65	95 88	441	4,397 46	428 65	3 24	35 08	750 00		
Blind River.....	499 09	185	3,292 03	20 07	12	524 91	9 66	2 11	8 23	200 00		
Bloomfield.....	518 65	250	2,803 51	20 77	76	895 47	49 30	1 38	7 81	300 00		
Bloor Street (Toronto).....	3,194 08	991	8,811 79	89 04	293	3,902 90	261 48	1 64	23 20	300 00		
Bluevale.....	1,375 90	285	3,530 59	21 65	55	826 40	87 00	0 63	8 89	500 00	12 00	60 00
Blyth.....	1,342 92	782	7,684 61	58 07	301	4,064 04	364 91	2 08	19 94	96 00	4 00	
Blytheswood.....	205 08	390	3,414 14	26 75	19	173 91	20 90	2 07	8 53	500 00	4 00	60 00
Bobcaygeon.....	1,374 15	1,163	21,194 81	125 15	219	3,998 95	181 90	1 79	32 23	500 00	20 00	60 00
Bolton.....	1,269 71	490	12,574 28	66 43	301	4,847 38	364 81	0 87	2 93	230 00		
Bonfield.....	556 85	83	1,181 63	7 31	41	1,259 10	100 12	1 38	18 08	150 00		
Bonhead.....	311 78	333	7,185 58	38 64	95	1,259 10	100 12	1 38	18 08	150 00		
Bornholm.....	227 54	92	1,876 83	10 96	9	110 00	20 90	0 25	4 68	120 00	9 00	
Bothwell.....	1,796 94	1,408	17,471 54	118 65	363	4,671 73	212 13	2 08	46 18	620 00	90 00	100 00
Bothmanville.....	4,339 04	1,055	9,876 35	81 89	991	12,446 07	888 21	8 09	28 43	1,359 98	84 00	270 00
Bracebridge.....	3,614 51	2,199	28,089 39	189 47	923	11,547 24	1,093 50	10 74	74 39	1,000 00	100 00	160 00
Bradford.....	1,739 40	605	8,411 74	54 44	401	6,487 88	357 51	3 43	22 78	600 00		80 00
Braeside.....	698 98	56	465 73	4 99	11	194 93	17 50	0 44	1 15	300 00		
Brampton.....	5,122 29	792	11,443 04	79 72	1,579	19,921 20	1,637 82	5 97	33 93	1,530 85	20 00	
Bramford.....	25,104 12	2,952	26,247 00	247 83	7,976	145,626 30	4,813 66	10 75	69 41	4,598 65	380 00	
Breslin.....	492 07	438	6,741 29	40 53	61	1,318 12	36 40	1 50	16 98	230 00	13 00	40 00
Bridgeburg.....	2,373 86	411	4,593 24	33 08	155	1,913 06	119 41	1 08	12 59	33 83	360 00	40 00
Bridgen.....	1,086 13	745	7,866 33	57 37	269	4,969 63	222 58	3 28	21 11	5 20	16 00	40 00
Bright.....	696 09	340	4,254 35	29 30	128	1,250 35	185 85	2 10	10 73	20 17	284 00	100 00
Brighton.....	1,913 88	1,402	13,533 21	102 57	587	7,106 02	520 43	4 31	38 00	3 41	640 00	
Broadview Ave. (Toronto).....	1,727 73	449	5,046 65	44 84	202	1,969 47	248 21	0 93	12 86	7 61	200 00	
Brookton.....	1,850 71	589	5,239 22	50 40	200	2,207 47	176 04	1 04	14 17	300 00		
Brookville.....	21,282 06	2,825	24,459 99	218 29	4,378	73,465 89	3,270 15	2 26	1 56	4,500 00		
Bronte.....	251 32	106	884 67	7 92	55	900 33	75 60			100 00		



SESSIONAL PAPER No. 12

	843 72	852	11,871 31	73 97	224	2,157 85	126 18	0 55	30 61	7 29	340 00	40 00
Brooklin	..	11,871 31	73 97	224	2,157 85	126 18	0 55	30 61	7 29	340 00	40 00	
Broomsdale	85 24	95	2,380 84	13 16	205 00	2 31	0 56	5 94	0 02	55 00		
Brougham	311 69	229	2,884 91	20 71	331 75	57 39	0 56	7 29	0 01	100 00	24 00	
Brown's Nurseries	2,224 06	1,081	6,419 13	57 63	14,337 66	400 12	1 78	16 11		400 00		
Brownsville	365 12	246	3,435 44	21 15	1,279 32	53 60	0 52	9 09		180 00		
Bruisefield	356 58	168	3,061 85	18 45	7,64 02	32 59	0 25	7 67		180 00	18 00	
Brussels	2,029 45	1,361	18,798 88	120 77	3,655 53	393 82	6 25	49 68	30 68	700 00	70 00	160 00
Burford	803 89	674	11,628 38	69 73	7,114 01	178 41	2 52	31 43	2 79	315 00	18 00	20 00
Burgessville	416 16	276	4,944 24	29 46	867 82	78 73	4 33	12 63		192 00	20 00	80 00
Burk's Falls	1,485 63	903	3,974 54	69 49	4,849 73	387 61	4 30	26 36	10 37	560 00	60 00	80 00
Burlington	1,848 24	547	4,896 46	39 72	4,379 41	239 39	1 12	14 37	7 04	460 00	12 00	60 00
Burritt's Rapids	346 83	143	1,429 17	10 54	441 07	31 13	1 29	34 90	12 10	176 00	2 00	
Byng Inlet	441 76	662	13,934 27	95 60	1,353 44	19 92	0 33	3 87	1 52	190 00		
Cache Bay	408 71	108	1,005 26	7 53	741 67	7 30		1 02		204 00		
Caico	203 23	31	1,429 62	2 56	32 70	8 00		2 87		90 00		
Caistorville	112 91	112	1,467 82	9 76	324 04	11 90	0 17	3 80		50 00		
Calabogre	479 13	73	1,636 19	9 43	1,040 71	31 02	0 59	4 25		200 00	2 00	
Calabon	314 06	406	4,841 99	31 42	996 33	63 85	0 73	12 28		144 00	6 00	
Caledon East	476 88	45	711 44	3 98	755 55	72 07	1 53	1 79		240 00		
Caledonia	1,557 57	1,144	15,788 11	99 19	5,294 11	258 91	2 02	41 52	23 03	500 00	45 00	60 00
Caledonia Springs	368 81	13	1,483 98	1 37	234 48	6 70	0 23	00 42		170 00		
Callender	468 37	246	1,942 60	17 50	3,959 58	68 96	1 28	5 05	2 26	220 00	15 00	
Cambray	240 78	404	5,838 24	35 37	806 48	47 86	0 60	14 97	1 91	128 00		
Camden East	372 41	259	3,410 54	22 50	1,000 05	82 49	1 29	3 66		170 00	10 00	
Camelchie	370 47	121	1,417 24	9 55	449 77	50 04	1 35	3 66		170 00	5 00	
Campbellford	3,130 14	1,910	23,633 88	166 57	9,855 04	560 72	8 45	64 10	19 72	950 00	6 00	140 00
Campbellville	287 19	183	3,108 75	18 22	1,073 51	45 00	1 30	7 87	0 94	130 00		
Canfield	577 37	322	3,952 56	24 37	570 54	30 55	0 94	10 04	6 94	230 00	41 00	
Cannington	1,786 47	782	10,077 76	68 19	7,322 75	362 93	5 10	26 27	1 66	590 00	40 00	80 00
Cardinal	3,073 46	1,542	31,261 94	216 84	2,800 35	97 05	5 10	79 85	71 32	780 00	24 00	80 00
Cardigan	424 69	424	4,817 60	33 06	1,510 67	35 30	0 67	12 48	6 77	180 00		
Carleton Place	4,767 88	1,863	22,653 64	161 17	14,470 79	683 95	6 40	61 10	62 75	*1,480 81	24 00	
Carlsruhe	110 13	168	2,798 99	17 37	149 84		0 11	7 04		60 00		
*Carleton St., (Toronto)	9,350 93	2,108	20,040 01	207 42	7,389 65	1,166 37	3 93	50 40	42 45	500 00		
Carlton West	1,136 72	34	2,444 01	3 28	389 52	28 80	0 22	79		140 00		
Carp	667 35	366	6,326 19	35 71	1,188 60	65 30	0 83	15 83		280 00	12 00	
Cartier	182 88	3	69 58		144 00	24 96		17		136 30		
*Casselman	629 89	490	11,588 89	60 95	1,166 42	26 88	1 02	29 67	1 05	260 00	19 00	
Castleton	462 67	780	10,808 89	67 02	1,069 53	30 65	1 36	27 79		188 00		
Cayuga	1,471 05	1,009	11,848 82	82 74	5,810 32	423 75	5 06	32 45	9 22	*555 37	18 00	
Cedar Dale	379 58	139	1,130 85	11 27	212 32	26 78	0 16	2 96		190 00		
Centralia	285 53	74	1,387 22	6 56	237 17	21 60	0 58	2 47		120 00	6 00	
Centreville	211 77	63	1,908 65	9 28	274 88	15 60		4 80		100 00		
*Ceylon	324 91	61	1,112 31	6 71	347 31	14 15	0 73	2 79		140 00	16 00	
Chalk River	233 41	165	2,062 09	12 76	237 13	25 49	0 68	5 38		115 00		
Chapleau	1,051 10	610	7,845 36	53 04	1,279 97	94 00	0 86	20 44	28 81	340 00		40 00
Charing Cross	210 67	158	2,013 66	13 58	284 54	17 50		5 39		116 00	6 00	
Chatham	16,654 50	2,672	28,151 66	239 08	73,517 25	3,688 32	14 23	88 09	71 12	*3,960 09	240 00	

\*Late St. Joseph street.

†Late Fleisherton Station.

‡Late South Casselman.

§Accounting from April 1, 1899.

\*Accounting from October 1, 1898.  
\*Including commission on box rents.

APPENDIX C—Continued. STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Money Orders issued.	Total Commission received from Pub. Lic.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. O. on business.		Compensation paid to Post-masters on M. O. on business.		Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
								\$	cts.	\$	cts.				
Chatsworth.....	718 84	656	5,974 24	46 04	171	2,853 04	162 07	2 40	15 25	11 63	320 00	59 65			
Cheapside.....	278 55	23	4,580 48	3 04	39	1,747 10	44 85	1 09	1 41		160 00				
Chelmsford.....	511 14	333	4,665 99	30 23	57	1,849 03	23 50	0 64	11 94		216 00				
Cheltenham.....	189 35	89	1,363 07	8 51	23	467 50	20 95	1 23	3 45		100 00				
Chesley.....	2,813 02	1,302	12,130 96	100 36	756	11,925 64	505 27	4 48	32 65	7 19	850 00	14 00	120 00		
Chesterville.....	1,026 48	659	8,887 93	63 63	160	3,303 52	182 31	5 26	24 25	53 95	520 00	60 00	80 00		
Chippawa.....	386 43	156	1,051 28	9 62	73	764 98	18 45	0 62	3 40	11 04	120 00				
Clandeboye.....	281 37	134	1,627 37	10 38	43	330 47	21 20	0 57	4 12		120 00				
Clarendon.....	473 82	338	7,690 68	41 94	148	1,329 15	197 45	1 87	19 52	6 45	220 00				
Clarence.....	352 15	108	1,443 50	11 12	40	1,720 68	21 78	0 11	4 61	34 55	160 00				
Clarence Creek.....	469 49	48	1,403 43	6 75	47	1,466 81	8 44	0 93	3 55		220 00	6 00			
Clarke.....	251 98	258	2,539 68	18 08	47	791 18	21 80	0 31	7 20		110 00	20 00			
Clarksburg.....	814 62	946	10,743 99	76 51	227	4,527 30	193 01	2 53	28 10	52 85	330 00	52 00	40 00		
Clayton.....	198 55	218	3,480 62	20 58	33	376 33	5 31	0 31	8 85	0 91	80 00	12 00			
Clearville.....	117 72	174	2,732 96	15 48	14	201 25	3 40		6 96		80 00				
Clifford.....	863 81	632	5,986 49	44 46	232	3,966 48	175 22	0 85	16 63	9 36	360 00	20 00	40 00		
Clinton.....	4,578 70	1,227	14,423 36	106 88	934	16,059 79	800 20	3 78	41 18	112 71	1,300 00	120 00	200 00		
Clinton St., (Toronto).....	1,904 81	379	5,813 81	50 34	213	2,867 35	135 15	0 30	16 05	8 47	200 00				
Cloyne.....	212 04	277	2,730 95	18 92	27	637 33	20 50	0 20	7 22		90 00	27 00			
Cobden.....	1,345 10	341	4,994 73	32 43	162	2,258 34	117 68	2 92	12 88	61 65	430 00	20 00	60 00		
Cobocook.....	620 92	65	458 85	3 69	52	890 89	37 30	0 20	1 44		300 00	24 00			
Cobourg.....	6,701 72	1,527	17,389 37	132 57	1,244	6,967 52	901 46	3 52	52 93	17 18	*1,976 15	156 00			
Coe Hill Mines.....	375 87	217	2,053 85	17 00	41	476 41	28 70	0 28	6 74	0 01	170 00	22 00			
Colborne.....	3,676 65	1,750	18,478 40	130 88	1,275	19,055 78	805 84	3 87	49 46	8 37	1,050 00	144 00	160 00		
Coldwater.....	1,286 50	898	12,614 72	78 40	253	3,311 39	200 12	2 78	32 35	18 93	420 00	36 00	60 00		
Coleman.....	482 52	146	1,862 69	13 47	55	627 93	52 72	0 23	5 28	4 81	160 00				
Collingwood.....	7,147 04	1,922	20,058 16	156 12	1,672	27,421 27	1,556 95	7 43	59 53	39 21	1,900 00	157 50	300 00		
Collin's Bay.....	366 82	29	415 01	2 51	33	1,819 29	30 50		1 03		140 00				
Colpoys's Bay.....	1,346 02	183	1,346 02	11 41	39	545 87	18 20		3 36		88 00	8 00			
Columbus.....	258 44	201	3,380 14	10 40	131	2,038 90	108 90		0 59		144 00				
Comber.....	929 50	923	10,760 22	73 28	194	2,649 53	204 44	2 26	27 31	6 39	380 00	3 00	40 00		
Combermere.....	350 20	41	606 77	4 52	8	420 53	8 81	0 68	1 51		170 00	4 00			
Conestogo.....	217 05	226	2,577 92	18 44	26	431 01	11 34	0 73	6 64		90 00				

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	489 58)	469	5,940 00)	40 73)	84)	1,591 57)	187 24)	2 91)	15 15)	8 70)	210 00)	9 00)
Consecon.....	1,055 18	397	8,903 01)	49 28)	206	2,387 29)	175 65)	4 94)	23 12)	50 51)	400 00)	40 00
Cookstown.....	1,866	186	3,719 26)	20 82)	50	684 70)	66 05)	0 65)	9 66)		176 00)	
Copper Cliff.....	890 05	920	14,183 97)	113 83)	85	1,356 57)	34 83)	0 70)	34 03)		270 00)	
Corinth.....	282 58	218	2,156 40)	20 06)	41	1,006 29)	20 15)	1 27)	7 74)		120 00)	
Cornwall.....	8,479 46	2,589	27,586 54)	225 41)	1,065	29,000 54)	1,302 17)	4 12)	79 98)	83 29)	*2,357 91)	100 00
Cornwall.....	493 33	178	1,872 98)	14 17)	80	1,105 07)	19 02)	0 49)	6 04)		160 00)	
Courtnald.....	428 42	157	2,740 94)	16 19)	30	383 70)	32 04)	0 50)	6 84)		190 00)	4 00
Courtnight.....	575 56	537	5,271 94)	38 87)	116	3,185 46)	89 55)	0 75)	14 60)	3 87)	260 00)	24 00
Craiburst.....	179 90	100	1,749 09)	11 02)	24	203 12)	20 50)	0 13)	4 40)		68 00)	
Craiburst.....	206 44	229	3,520 36)	20 62)	24	297 91)	10 48)	0 48)	8 80)		123 00)	
Credition.....	616 61	265	6,243 62)	35 23)	116	1,409 01)	94 36)	1 21)	16 30)	29 33)	270 00)	
Crestmore.....	1,356 05	1,291	19,789 94)	117 37)	566	7,018 39)	479 43)	3 09)	51 17)	45 83)	480 00)	24 00
Crysler.....	467 22	533	18,681 51)	92 40)	62	1,629 00)	46 47)	1 21)	47 72)		190 00)	
Cumberland.....	463 21	314	5,271 03)	32 00)	85	1,682 06)	40 34)	0 50)	13 89)	7 62)	236 00)	
Cutler.....	114 53	41	583 36)	3 81)	10	145 32)	12 05)	0 92)	1 47)		72 00)	
Darling Road.....	972 67	93	840 75)	6 39)	4	31 25)	13 14)		2 09)		70 00)	
Dashwood.....	193 09	117	1,614 95)	13 21)	36	629 00)	25 80)	1 26)	4 13)		200 00)	6 00
Davenport.....	571 83	62	413 08)	4 62)	42	562 59)	22 00)	0 15)	1 29)		210 00)	6 00
Deerpark.....	839 13	266	2,933 60)	26 19)	241	3,304 78)	184 99)	0 43)	8 99)	14 27)	300 00)	
Delaware.....	465 47	516	7,789 22)	53 62)	116	1,775 37)	61 73)	0 80)	19 92)	5 53)	200 00)	
Delhi.....	1,441 21	971	9,229 42)	71 44)	243	2,273 27)	249 64)	2 06)	23 73)	8 58)	500 00)	4 00
Delta.....	614 44	380	3,738 39)	27 73)	118	1,761 13)	73 64)	0 58)	9 63)	7 79)	310 00)	
Denbigh.....	212 95	70	1,202 99)	7 56)	26	292 16)	36 70)	0 23)	3 17)		90 00)	2 00
Desboro.....	368 87	456	10,825 81)	57 30)	38	414 65)	53 65)	1 35)	27 56)		180 00)	
Deseronto.....	5,326 22	1,683	16,172 36)	126 96)	1,053	8,840 24)	624 81)	5 59)	43 26)	12 15)	1,500 00)	220 00
Deux Rivieres.....	360 71	62	651 12)	4 37)	13	113 02)	12 55)	0 44)	1 36)		170 00)	24 00
Dickinson's Landing.....	253 31	85	1,089 76)	7 42)	81	615 18)	57 20)	0 51)	3 43)		120 00)	
Dobbinston.....	351 76	44	798 55)	3 88)	21	246 29)	13 29)	1 02)	1 99)		140 00)	10 00
Dobcaster.....	486 82	1	6 70)	0 10)	15	180 90)	13 00)	0 20)	0 30)		140 00)	
Doon.....	634 39	29	510 95)	3 62)	104	787 58)	143 35)	0 42)	1 27)		320 00)	
Dorchester Station.....	502 12	178	2,425 39)	17 05)	106	1,309 90)	65 64)	0 71)	6 22)		200 00)	
Dorset.....	403 91	311	3,307 23)	24 08)	113	1,632 90)	39 97)	1 48)	9 17)		150 00)	
Drayton.....	701 43	141	1,420 79)	10 74)	40	772 65)	23 97)	0 41)	3 64)		280 00)	4 00
Drayton.....	1,310 70	507	6,980 89)	46 58)	350	3,296 20)	342 94)	2 61)	18 43)	3 58)	500 00)	30 00
Dresden.....	2,040 00	1,050	14,194 47)	94 46)	651	7,776 32)	541 08)	4 30)	38 42)	28 26)	650 00)	43 50
Dresden.....	220 15	181	2,098 0)	14 73)	81	708 61)	14 30)	1 15)	6 22)		120 00)	
Dromore.....	838 54	458	4,155 02)	33 33)	155	2,176 26)	179 00)	0 77)	10 65)	25 39)	348 00)	25 00
Duart.....	273 03	341	5,703 00)	33 40)	43	461 31)	60 72)	0 96)	14 49)		14 00)	14 00
Duquoin.....	616 68	159	3,586 87)	20 74)	56	747 49)	17 15)	0 39)	9 20)		270 00)	80 00
Dunbarton.....	192 19	112	2,259 56)	13 64)	47	623 07)	55 20)	0 99)	5 83)	3 93)	80 00)	
Dunbrurch.....	401 13	297	4,075 36)	25 52)	65	1,172 34)	97 82)	0 96)	10 87)		190 00)	10 00
Dundalk.....	1,414 46	981	15,142 06)	90 87)	364	5,234 11)	318 32)	6 67)	39 59)	11 07)	520 00)	40 00
Dundas.....	4,614 69	1,272	12,682 37)	99 45)	810	9,619 03)	847 51)	2 69)	35 96)	46 11)	*1,314 53)	84 00
Dundas Street (Toronto).....	4,553 74	1,966	17,935 92)	163 99)	551	7,261 08)	496 91)	0 93)	47 50)	47 06)	300 00)	2 00
Dunnville.....	3,254 16	1,651	13,749 14)	72 29)	139	1,711 65)	119 71)	1 08)	34 75)	16 31)	270 00)	90 00
Dunrobin.....	372 82	460	15,900 20)	132 83)	598	9,058 61)	493 21)	7 56)	45 92)	12 02)	980 00)	140 00
Dunrobin.....	273 00)	340	8,912 23)	48 57)	48	676 97)	69 90)	0 47)	22 41)		190 00)	
Dunrobin.....			6,421 60)	35 56)	52	2,629 46)	20 17)	0 16)	16 30)		108 00)	

\*Including Commission on Box Rents.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. business.		Compensation paid to Post-masters on M. O. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
								\$	cts.	\$	cts.			
Durham.....	1,852 80	1,300	16,943 97	107 29	475	7,212 79	638 95	3 74	44 67	16 23	750 00	110 00	100 00	
Dutton.....	1,566 25	1,875	20,247 80	146 50	518	4,553 24	399 64	1 84	51 12	47 76	500 00	12 00	60 00	
Eagle.....	319 71	212	2,242 80	15 75	9	104 27	14 30	0 36	5 64	.....	136 00	.....	.....	
Ealing.....	759 01	196	1,629 18	14 52	11	130 69	13 65	0 37	4 06	.....	170 00	.....	.....	
Eastman's Springs	482 68	2	43 28	0 25	8	176 49	11 50	.....	0 26	.....	100 00	4 00	.....	
Easton's Corners	345 06	161	2,894 54	16 87	44	485 64	67 35	0 52	7 13	.....	168 00	3 00	.....	
East Toronto.....	546 69	201	2,028 00	17 53	100	1,237 11	79 71	0 59	5 93	.....	210 00	.....	.....	
Eganville.....	1,648 53	701	10,738 69	68 75	376	4,940 98	184 00	1 90	29 04	49 41	610 00	20 00	100 00	
Elgin.....	634 92	88	2,830 01	15 12	37	535 69	39 44	1 90	7 20	.....	300 00	4 00	.....	
Elmira.....	1,284 16	807	9,650 51	72 41	231	3,251 61	277 25	1 99	25 16	12 54	480 00	40 00	60 00	
Elm Street (Toronto)	7,799 33	2,657	26,245 71	268 55	854	11,274 82	1,142 58	2 71	67 59	104 81	600 00	.....	.....	
Elmira.....	1,356 35	563	6,662 56	45 54	250	3,328 71	206 04	2 83	17 20	13 33	460 00	14 00	60 00	
Elmwood.....	510 25	512	8,045 08	43 93	92	1,280 81	89 75	1 31	20 57	5 92	230 00	24 00	.....	
Elmwood.....	2,250 95	1,102	11,633 35	84 73	544	8,383 53	325 47	2 91	33 58	80 79	720 00	32 00	100 00	
Elora.....	959 40	733	10,178 90	71 17	302	4,262 40	251 55	1 92	26 47	10 78	360 00	50 00	40 00	
Embro.....	363 55	229	6,932 74	34 12	18	362 24	2 73	0 93	16 74	.....	130 00	.....	.....	
Embrun.....	637 04	188	2,492 48	15 79	188	2,636 97	95 12	1 78	7 67	9 67	370 00	16 00	40 00	
Ensdale.....	515 21	306	5,231 41	30 22	62	998 30	46 71	1 52	13 90	26 48	210 00	12 00	.....	
Enterprise.....	849 42	543	9,321 89	52 61	170	2,166 50	113 86	1 08	23 97	17 50	360 00	12 00	40 00	
Erin.....	2,389 42	1,495	16,063 52	110 18	600	9,112 24	430 82	2 73	42 28	29 26	600 00	60 00	120 00	
Essex.....	436 23	278	5,032 26	30 65	50	798 66	59 76	1 35	22 61	.....	224 00	.....	.....	
Ethel.....	463 00	357	5,086 35	29 05	36	482 49	29 45	0 52	12 82	.....	172 00	.....	.....	
Everett.....	181 71	72	1,449 95	10 04	14	215 77	6 25	0 26	3 61	.....	76 00	.....	.....	
Everton.....	2,293 07	1,353	15,496 89	108 39	541	9,570 04	407 86	.....	42 58	41 88	700 00	84 00	100 00	
Exeter.....	1,874 60	1,486	20,913 44	133 10	438	6,442 53	329 72	4 66	54 51	45 05	660 00	13 00	100 00	
Fenelon Falls.....	431 55	198	2,688 32	17 98	49	846 72	55 09	0 49	7 28	.....	150 00	.....	.....	
Ferwick.....	2,855 73	1,375	14,408 54	104 66	951	11,534 89	822 03	2 25	39 64	36 28	890 00	106 50	120 00	
Fergus.....	299 19	191	2,551 79	16 51	22	284 34	16 13	0 58	7 13	.....	160 00	4 00	.....	
Feversham.....	590 94	227	3,146 79	21 44	91	1,075 66	83 10	0 31	7 93	2 92	270 00	6 00	.....	
Fingal.....	198 47	341	6,304 78	35 81	36	521 63	2 00	0 61	15 76	.....	110 00	16 00	.....	
Fitzroy Harbour	1,320 79	862	9,428 22	65 72	325	4,753 49	283 60	1 37	25 83	.....	440 00	70 00	60 00	
Fleishton.....	324 75	241	3,477 43	20 86	69	874 63	36 60	0 37	8 74	.....	140 00	.....	.....	
Flinton.....	692 81	924	13,306 04	84 28	221	3,333 51	142 98	1 89	33 75	26 01	300 00	.....	.....	

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Table with columns: Name, 588 85, 379, 4,512 85, 34 89, 148, 1,369 40, 104 97, 1 68, 11 44, 6 91, 250 00, 310 00, 20 00, 120 00.

\*Including Commission on box rents. †Salary, &c., entered in Auditor General's Report. ‡Money Order business discontinued Feb. 13, 1899. ††Accounting from April 1, 1899.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Orders Paid.	Total Amount of Postal Notes paid.	Compen- sation paid to Post- master on P. N. business.	Compen- sation paid to Post- masters on M. O. business.	Compen- sation paid to Post- masters on S. B. business.	Salary.	Forward Allow- ance.	Allow- ance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
Harrowmith	366 94	328	4,371 18	27 44	37	700 09	37 20	0 74	11 03	7 03	160 00	160 00	
Hastings	1,611 02	931	12,966 21	83 71	360	4,671 03	306 57	1 37	33 32	10 56	540 00	22 68	80 00
Havelock	1,171 87	738	10,533 30	67 35	179	2,733 76	141 43	1 93	27 70	27 02	400 00	36 00	40 00
Hawkesbury	1,802 01	866	9,643 65	69 43	194	4,131 57	157 90	1 31	25 24	16 77	560 00		80 00
Hawkestone	287 86	94	987 76	7 20	77	1,186 50	30 90	0 64	2 53		110 00		
Hawkesville	323 16	243	3,765 52	24 11	84	2,401 10	24 15	1 27	9 64		140 00		
Heathcote	261 79	438	4,291 40	31 62	119	1,327 57	76 11	1 04	10 81	47 85	430 00	8 00	
Hensall	1,206 04	748	9,040 41	63 45	161	2,923 29	181 17	1 29	13 37		220 00	18 00	40 00
Hepworth	403 41	366	5,217 06	31 73	101	1,340 16	97 06	1 20	10 08		220 00		
Hepworth Station	492 92	236	4,024 92	23 22	19	502 42	6 75	2 83	20 56	46 39	900 00		
Hesperle	3,186 63	1,234	10,191 43	86 56	384	4,033 92	245 53	1 70	26 76	2 53	300 00	4 00	
Highgate	776 82	609	8,242 20	51 48	100	1,341 57	134 40	1 19	4 27		60 00		
Highland Creek	108 18	98	1,617 13	9 90	76	265 59	19 40	0 13	14 65		300 00	6 00	
Hillsdale	742 56	439	5,476 24	36 09	209	3,124 66	225 32	0 99	23 43	5 34	190 00	16 00	
Hillsdale	440 65	604	9,287 59	56 51	118	1,569 94	102 00	0 39	0 62		130 00		
Hilton	248 29	34	256 50	2 07	5	39 96	1 20		4 35		190 00		
Hintonburg	537 66	83	1,473 57	9 95	96	1,006 53	66 96	0 24	3 68		166 00	16 00	
Holland Centre	288 50	105	1,349 72	8 21	49	1,057 96	20 70		3 26		80 00		
Holland Landing	182 51	86	1,030 66	6 84	32	480 51	8 50	0 19	3 40		72 00		
Hollen	136 79	86	1,339 57	7 66	8	169 74	24 00		16 22	1 16	210 00	60 00	
Holstein	518 35	470	6,321 47	39 86	88	1,245 09	44 38	0 78	10 22		70 00		
Honeywood	168 02	331	6,932 66	37 10	26	500 41	51 30	0 71	16 81		260 00	30 00	
Horning's Mills	613 19	423	6,553 52	39 75	98	1,589 04	93 27	0 60	9 48	2 47	364 00		40 00
Humberstone	702 74	450	3,616 40	29 62	60	915 79	23 00	4 17	67 54	48 55	920 00	36 00	140 00
Huntsville	3,090 00	2,177	24,367 51	170 33	657	9,156 08	666 79	0 73	9 42		170 00	8 00	360 00
Ilderton	327 47	226	3,697 44	22 67	28	336 18	33 13	6 85	68 63	45 30	2,650 00	250 00	
Ingersoll	10,893 47	2,147	20,095 47	169 25	4,615	96,188 15	2,115 90	1 13	7 72		180 00		
Inglewood	484 59	310	3,079 76	21 48	37	468 04	123 65	0 28	9 17		200 00		
Innerkip	463 50	273	3,603 40	24 97	68	1,043 80	68 55	0 13	5 24	2 76	70 00		
Inverary	148 27	132	2,067 93	14 41	26	484 15	33 10	0 13	5 00		77 00		
Invermay	146 26	120	2,147 23	12 02	38	343 51	30 20	1 74	5 40		184 00	2 00	
Inwaddy	483 79	149	2,101 51	13 94	48	501 86	46 00	0 13	5 43		100 00		
Iona	182 37	221	2,119 89	16 96	30	458 94	17 40	0 13	5 43				

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Iron Dale	276 94	1	6 80	0 06	471	6,083 62	1 25	5 75	91 02	93 18	90 00
Iroquois	3,069 92	2,071	34,659 24	265 19	471	6,083 62	225 70	5 75	91 02	93 18	780 00
James Street (Hamilton)	3,145 90	917	8,667 59	84 64	28	227 22	55 51	1 10	21 80	16 20	100 00
Jarvis	1,069 33	689	7,214 83	53 59	226	2,574 05	251 42	1 90	19 14	5 23	16 00
Jasper	447 08	184	3,049 83	18 19	22	302 55	21 70	0 39	7 64		40 00
Jordon	396 23	294	4,635 81	30 38	59	819 52	27 13		12 17		10 00
+Kegawong	272 46	101	1,798 49	10 24	3	65 68	1 60		4 49		130 00
Kars	425 86	149	2,704 81	14 88	22	249 55	68 65	0 62	6 75		170 00
Kealy	212 14	89	1,539 12	8 86	19	377 52	12 00	0 68	3 85		130 00
Kearney	438 91	603	7,415 72	47 89	62	1,107 20	34 40	0 86	20 14		3 00
Keene	434 13	293	4,427 75	26 45	73	1,784 58	49 43	1 21	11 63	9 82	180 00
Keewatin	1,008 12	909	10,262 72	76 45	69	1,000 71	79 04	1 24	25 93		40 00
Kenpville	2,459 18	1,881	18,046 45	137 22	590	7,506 01	701 89	3 25	43 62	33 37	780 00
Kerrwood	336 84	223	3,282 45	20 03	58	441 10	19 95	0 31	8 20		148 00
Keewick	474 97	137	2,690 67	17 16	54	683 49	64 00		6 72		220 00
Kettleby	297 89	195	4,106 63	22 39	40	644 78	31 94	0 64	10 36	6 69	132 00
Killey	193 42	120	1,858 04	11 80	22	437 04	61 98	0 88	4 68		140 00
Kimberley	205 60	194	3,943 65	20 27	52	515 66	22 65	0 29	10 07		92 00
Kimburn	339 77	332	7,868 41	41 03	17	329 65	4 05	0 50	19 75		156 00
Kincardine	3,373 75	1,389	13,087 37	100 25	860	13,193 19	564 05		37 38	35 48	1,100 00
King	600 46	298	5,008 37	30 48	116	2,276 96	138 14	1 36	12 88	13 92	270 00
Kingston	27,020 98	3,469	33,949 03	319 25	8,394	117,447 63	6,528 39	* 4 48			66 50
King Street (Ottawa)	275 30	230	2,680 80	19 74	5	63 21	11 00		6 71	10 64	60 00
Kingsville	1,803 08	1,377	13,268 31	106 64	381	4,254 87	300 43	1 94	34 21	30 46	580 00
Kimnour	254 10	686	9,351 48	59 70	223	3,642 52	121 56	2 56	24 13	10 46	340 00
Kippure	368 03	149	2,583 44	16 10	15	209 14	27 05	0 55	6 43		120 00
Kippen	698 75	383	5,644 41	34 88	57	1,836 11	15 60	0 63	7 42	5 81	140 00
Kirkfield	380 35	198	3,382 26	24 41	114	2,348 67	107 13	0 87	15 24	11 36	340 00
Kirkton	249 17	222	2,377 66	16 54	33	571 48	61 25	1 41	8 63		160 00
Kleinburg	313 57	107	1,588 70	12 10	33	33 15	20 70	0 22	3 97	9 81	108 00
Klock	255 70	141	1,362 54	10 84	53	2,275 66	20 70	0 13	3 49		108 00
Lakefield	1,597 36	756	9,224 01	66 09	331	6,031 42	349 91	5 15	28 40	25 06	560 00
Lakeport	260 10	115	573 55	5 87	23	319 82	0 65	0 14	1 47		125 00
L'Amable	191 76	88	1,515 88	8 88	33	459 12	18 82		4 11		100 00
Lambeth	441 20	51	1,678 11	4 97	29	340 03	65 70	0 28	2 01		260 00
Lambton Mills	313 76	178	1,654 21	14 11	75	1,000 37	51 75	0 53	4 54	3 92	160 00
Lanark	1,349 21	1,773	24,697 08	156 89	245	3,849 31	187 69	2 97	62 56	48 83	490 00
Lancaster	1,451 07	1,254	18,035 27	116 25	144	2,543 68	118 82	3 23	47 08	24 00	510 00
Langton	387 49	197	3,281 08	20 84	35	418 65	55 07	1 10	8 20		188 00
Lausdowne	850 85	414	5,692 78	36 10	110	1,485 72	60 55	0 51	14 63	27 56	330 00
Laurel	251 05	57	1,038 93	6 20	21	226 78	26 33	0 71	2 38		110 00
Leamington	3,180 07	1,670	14,928 39	120 29	700	7,952 29	447 20	3 03	40 00	13 08	900 00
Le Breton Flats	257 53	374	4,179 23	33 00	2	12 92	71 30	0 46	10 45		400 00
Leifvare	342 06	208	4,587 23	23 78	8	232 52	10 35	0 32	5 43		120 00
+Leury	94 11	9	135 17	0 89	1	1,132 31	87 00	1 47	11 68		160 00
Lindsay	9,322 69	2,362	28,690 04	197 00	2,373	3,677	38,230 96	2,562 91	78 08	29 92	2,087 90

\*Commission to non-Accounting Offices, &c.

†Accounting from April 1, 1899.

‡Late Klock's Mills.

§Salary, &c., entered in Auditor General's Report.

††Accounting commission on box rents.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario.—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Linwood.....	532 85	65	1,476 64	8 01	40	585 62	33 40	0 94	3 79	.....	250 00	.....	.....
Lion's Head.....	544 07	604	8,231 84	49 89	68	1,380 31	61 48	1 16	29 57	.....	250 00	14 00	.....
Listle.....	375 29	244	8,976 16	40 96	37	1,580 75	17 80	0 18	22 44	.....	184 00	.....	.....
Listowel.....	4,223 20	1,644	16,117 61	134 21	977	14,669 33	882 80	8 83	43 43	8 84	1,230 00	75 00	180 00
Little Britain.....	663 44	382	8,528 67	47 44	104	1,450 46	78 64	2 89	21 83	16 86	310 00	10 00	.....
Little Current.....	831 35	1,130	21,253 42	123 08	260	6,220 44	139 59	2 99	54 99	27 10	400 00	31 00	40 00
Lloydtown.....	254 01	121	1,493 93	11 34	53	754 54	68 41	0 61	3 79	.....	110 00	.....	.....
Londesborough.....	406 78	265	4,418 06	26 19	53	760 72	83 35	1 27	11 05	.....	164 00	.....	.....
London.....	69,772 80	6,800	62,009 79	584 40	32,526	436,188 51	27,601 34	*2 78	.....	.....	.....	.....	.....
London East.....	4,087 12	1,937	16,395 77	147 44	310	2,667 65	219 48	0 51	43 84	38 32	600 00	.....	100 00
London Junction.....	293 60	187	1,965 62	18 93	15	280 31	4 00	0 33	5 13	3 41	152 00	.....	.....
London South.....	903 11	149	1,329 58	12 19	52	573 96	14 05	0 99	3 62	.....	156 00	.....	.....
London West.....	375 90	185	1,915 28	13 97	100	1,118 18	49 45	0 20	6 05	0 30	120 00	.....	.....
Longford Mills.....	364 53	49	632 19	4 21	43	952 41	18 58	0 80	1 59	.....	120 00	.....	.....
L'Orignal.....	908 62	643	8,872 04	58 14	257	4,234 35	236 70	0 97	23 07	11 98	380 00	8 00	40 00
Loring.....	297 11	189	3,176 95	17 19	7	1,048 27	16 84	1 33	7 99	.....	116 00	.....	.....
Lucan.....	1,272 58	366	4,180 00	35 11	220	2,481 96	227 24	2 96	12 52	3 05	480 00	10 00	60 00
Lucanow.....	2,352 52	1,298	16,268 18	115 63	524	8,273 43	423 49	3 43	47 44	22 69	802 60	90 00	120 00
Lunenburg.....	343 63	95	1,025 18	8 33	15	277 01	10 60	0 75	2 79	.....	140 00	.....	.....
Lynn.....	623 47	283	2,767 00	22 93	120	2,653 68	181 69	2 28	7 40	12 46	280 00	.....	.....
Lynden.....	399 36	117	1,552 37	10 69	60	845 58	42 90	0 47	3 93	.....	180 00	30 00	.....
Lynedoch.....	475 28	447	6,144 59	39 45	30	254 57	53 40	0 45	15 44	.....	180 00	.....	.....
Lyndoch.....	281 35	368	6,411 67	38 12	51	816 41	101 66	1 44	16 11	.....	152 00	.....	.....
McDonald's Corners.....	257 62	127	3,001 79	15 47	37	773 33	26 95	0 63	7 49	.....	120 00	.....	.....
McKellar.....	176 92	187	2,495 12	15 52	4	448 42	32 50	0 91	6 27	.....	90 00	4 00	.....
McLaren's Depot.....	87 88	155	3,672 24	18 08	4	33 70	5 20	0 25	9 19	0 25	52 00	.....	.....
Maberly.....	411 07	54	835 86	4 49	10	321 72	80	0 52	2 08	.....	140 00	4 00	.....
Madoc.....	2,883 76	1,404	12,839 50	102 99	612	11,488 25	606 85	3 49	35 32	11 06	800 00	80 00	120 00
Magalloway.....	491 28	534	6,060 93	43 35	112	2,414 39	114 50	0 81	16 39	10 85	230 00	8 00	.....
Magallowaytown.....	411 36	408	5,802 20	35 44	36	579 17	141 50	0 57	14 73	.....	190 00	120 00	.....
Manilla.....	312 21	220	3,089 82	18 73	64	968 70	122 08	0 87	8 31	.....	150 00	.....	.....
Manitowaning.....	814 90	1,046	24,197 82	128 99	229	5,402 95	83 07	2 45	63 67	5 81	366 00	48 00	40 00
Manotick.....	619 35	692	16,441 30	86 45	285	2,750 45	217 20	1 15	41 15	42 73	220 00	.....	.....





APPENDIX C—Continued.  
 STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	(Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mount Forest.	3,879 42	1,967	23,413 19	165 79	1,226	18,410 94	888 07	9 75	65 66	30 35	1,200 00	48 00	180 00
Nanticoke.	240 75	178	2,624 11	15 29	33	351 74	30 70	0 27	6 62		100 00		
Napanee.	5,828 80	1,558	16,693 90	124 56	1,583	20,255 76	1,217 75	7 94	47 83	58 86	*1,765 95	160 00	
Napanee Mills.	599 89	102	9,900 48	8 73	19	206 96	42 60	0 74	2 49	4 88	170 00		
Napier.	164 64	123	1,434 69	9 88	26	661 11	19 75	0 12	3 69		80 00	4 00	
Naassagaweya.	384 26	233	3,890 49	24 45	53	364 24	21 46	0 43	9 86	3 37	140 00		
Nepigon.	405 65	130	2,813 97	19 33	11	143 26	28 40	1 62	7 21		130 00		
Neustadt.	618 76	385	6,431 63	40 33	89	1,117 81	40 45	0 36	16 72	26 16	300 00	6 00	
Newboro.	714 63	344	6,808 12	39 40	94	1,300 93	69 45	0 84	17 84	22 08	340 00	47 00	40 00
Newburgh.	925 63	357	3,835 04	28 28	234	3,466 47	210 73	1 87	10 27	14 67	350 00	9 00	40 00
Newbury.	622 26	620	7,327 96	49 85	137	1,551 13	119 69	0 99	18 66	19 59	280 00	10 00	
Newcastle.	969 35	678	6,202 10	49 00	206	2,988 41	147 01	1 45	17 61	3 86	445 00	108 00	40 00
New Dundee.	486 73	261	2,573 00	23 30	51	1,112 36	61 52	0 58	7 13	2 56	220 00		
New Edinburgh.	808 43	165	1,365 72	14 60	13	141 61	7 55	0 40	3 70	4 41	140 00		
New Germany.	112 80	183	3,405 18	21 68	53	367 51	46 82	0 29	8 61		56 00		
New Hamburg.	1,944 03	421	7,143 65	49 60	425	6,737 54	368 46	4 24	19 63	9 84	630 00	24 00	100 00
Newington.	438 79	120	2,466 34	14 92	50	687 89	52 65	2 36	6 15		180 00		
New Lowell.	461 76	320	4,713 43	27 00	83	822 39	96 58	1 13	11 80		212 00		
Newmarket.	3,267 06	1,264	13,734 57	100 37	882	11,621 15	851 15	6 70	37 45	35 36	980 00	132 00	140 00
Newton.	312 26	435	6,761 82	40 12	51	703 78	45 39	1 64	17 22	6 83	600 00	40 00	
Niagara.	2,350 96	1,341	11,065 96	82 70	331	4,697 36	199 14	1 27	33 06	19 46	280 00	56 66	100 00
Niagara Falls.	5,076 02	1,341	12,858 89	105 70	1,012	9,965 92	649 10	1 94	40 07	59 40	*1,561 88	360 00	
Niagara Falls (Centre).	1,422 29	108	1,571 67	10 95	38	653 22	23 50		4 37		260 00		
Niagara Falls (South).	1,922 10	1,023	11,687 60	85 78	281	3,606 84	292 80	1 04	30 25	26 63	480 00	4 00	60 00
Nobleton.	421 03	195	4,085 34	24 75	60	527 91	9 00	0 23	10 21	19 97	100 00		
Norland.	244 15	48	865 53	4 72	34	499 78	29 95	0 60	2 13		100 00		
Norman.	418 06	295	3,980 98	27 78	16	372 67	20 06	0 15	10 00		294 00		20 00
North Augusta.	491 79	762	14,572 93	78 01	1,044	1,627 11	92 46	1 29	37 19	26 21	220 00		
North Bay.	3,335 35	1,240	13,885 95	165 51	711	9,577 49	996 07	6 61	36 25	22 63	1,048 00	50 00	160 00
North Gore.	619 86	478	7,366 11	47 38	98	3,213 89	46 93	0 76	21 00	61 42	266 00	20 00	
North Lancaster.	319 69	312	8,809 18	45 15	26	302 10	3 86	0 91	22 08		130 00		
North Toronto (Toronto).	1,825 44	347	3,262 74	31 63	175	2,421 12	186 50	0 72	9 38		200 00		
North Williamsburg.	340 67	214	2,608 69	19 23	21	343 81	46 55	0 65	6 51		150 00		

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Norval	492 08	237	2,548 93	19 01	128	2,040 81	40 34	0 60	6 63	190 00
Norwich	2,770 28	2,849	2,156 55	169 01	685	7,268 14	536 10	2 55	53 53	840 00
Norwood	2,042 43	802	9,601 11	65 22	433	6,219 11	339 78	2 87	25 50	670 00
Notawa	266 01	314	3,607 02	32 87	46	878 57	39 25	1 18	9 13	165 00
Novar	572 50	393	5,007 23	25 18	72	922 38	73 84	12 86	12 86	256 00
Oakland	123 71	114	1,928 60	11 17	45	327 24	56 66	0 11	5 01	56 00
Oakville	2,553 98	794	10,519 80	76 03	493	8,143 00	330 79	2 45	31 81	790 00
Oakwood	568 48	426	6,974 71	40 96	107	1,491 94	89 42	1 49	17 82	220 00
Odessa	451 11	695	12,305 81	67 87	180	2,870 68	107 75	1 03	31 36	200 00
Ohawaken	114 02	47	1,105 84	5 68	11	101 10	38 65	2 77	14 04	40 00
Oil City	353 09	163	1,871 61	12 34	20	232 62	50 45	0 78	4 67	160 00
Oil Springs	1,123 99	947	13,889 97	85 48	237	4,042 39	191 41	1 36	38 08	430 00
Omagh	103 61	61	1,261 11	6 95	2	26 00	2 20	0 63	3 20	54 00
Onnence	1,207 80	676	13,614 21	74 14	179	3,716 28	156 99	3 48	34 45	440 00
Orangeville	4,344 79	722	11,236 73	69 73	1,132	1,346 63	33 63	3 97	31 00	1,383 00
Orillia	9,543 32	1,810	22,667 33	162 55	2,467	38,208 95	2,462 19	13 90	68 53	*1,383 00
Orono	890 56	957	12,515 56	79 60	212	2,641 27	175 75	1 59	32 52	*2,671 76
Orrville	221 86	186	1,679 03	13 36	23	378 02	34 12	0 19	4 32	144 00
Orwell	112 44	165	1,146 13	7 90	7	457 83	8 56	2 94	2 94	50 00
Oscella	404 23	123	2,459 65	13 11	15	145 75	5 50	0 10	6 13	160 00
Osgoode Station	331 41	1,344	1,08 34	1 03	13	185 86	10 10	0 25	0 25	175 00
Oshawa	6,827 76	1,300	12,991 80	109 48	2,118	39,543 65	1,177 48	4 81	38 28	1,840 00
Ōtonabee	211 63	21	439 76	2 53	..	..	5 00	..	1 10	60 00
Ottawa	76,773 57	10,571	141,843 25	1,274 28	14,560	220,048 24	12,257 28	110 90	..	..
Otterville	980 31	354	2,934 93	25 84	227	2,037 24	200 14	1 33	8 43	360 00
Owen Sound	11,079 21	4,005	44,102 47	339 82	5,252	57,971 04	5,022 49	..	..	3,865 00
Oxford Mills	331 64	439	4,116 82	29 21	29	399 04	26 30	0 55	10 20	190 00
Ornebruck Centre	347 09	225	5,456 16	28 35	30	482 12	48 86	0 88	13 64	170 00
Paisley	2,208 64	1,525	18,383 16	121 77	522	7,902 12	380 61	2 53	49 09	860 00
Pakenham	1,030 93	960	9,645 15	70 06	116	2,137 87	60 39	0 94	25 00	7 76
Palermo	246 18	373	5,332 96	32 81	64	1,136 90	36 85	0 35	13 87	96 00
Palgrave	431 42	48	507 83	3 62	20	364 62	10 28	..	1 26	150 00
Palmerston	2,526 56	1,291	12,125 61	92 66	711	10,176 02	618 81	5 54	31 83	800 00
Pape Avenue (Toronto)	984 04	167	1,199 23	15 01	160	810 43	59 61	0 18	3 21	75 00
Paris	4,275 92	1,455	10,289 86	97 14	1,113	10,881 33	887 25	3 43	31 42	1,200 00
Paris Station	839 23	324	2,955 93	23 65	140	1,517 46	48 20	0 60	8 31	372 00
Parkdale	9,041 33	2,037	19,755 71	183 68	1,066	15,098 63	1,303 66	2 18	57 30	88 61
Parkerville	48 67	65	472 59	3 97	25	637 99	15 81	0 15	1 31	28 00
Park Hill	2,333 64	1,593	14,472 64	113 63	627	8,639 79	389 43	2 51	40 26	800 00
Parliament St., (Toronto)	5,821 31	1,170	11,048 34	118 98	622	9,763 47	868 18	1 79	29 22	35 32
Perry Harbour	442 87	324	5,676 57	32 87	19	225 89	44 45	0 25	14 19	3 78
Perry Sound	3,062 37	1,758	24,416 32	162 46	691	8,425 44	620 00	7 45	63 68	21 80
Pearl Street (Hamilton)	1,265 90	334	2,037 94	27 07	13	66 56	13 45	0 40	5 10	240 00
Pelée Island	292 86	691	13,144 93	81 07	83	1,623 73	38 25	0 36	33 22	100 00
Pembroke	6,764 79	1,360	23,109 94	170 21	1,911	27,321 62	1,827 20	2 04	63 49	113 04
Pendleton	250 49	94	2,285 91	11 84	19	423 12	21 95	0 85	6 08	50 00
Penetanguishene	2,303 77	1,163	12,554 73	91 50	510	8,146 95	482 20	6 84	34 98	27 07
Perth	5,391 12	2,143	20,170 35	163 11	1,214	19,429 98	1,083 28	6 46	55 24	53 22

Accounting from

Salary, &c., entered in Auditor General's Report.

Commission to Non-Accounting Offices, &c.

Including commission on box rents.

April 1, 1899.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. business.			Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.							\$ cts.	\$ cts.	\$ cts.				
Peterboro	18,763 12	4,589	45,318 25	383 93	4,845	79,446 78	3,638 35	2 49	52 05	1 43	4,504 00			
Peter Street (Toronto)	5,962 30	2,084	20,391 92	203 87	640	7,457 62	943 69	3 06	107 13	0 79	600 00	16 00		
Petrolia	7,440 18	3,068	30,887 61	240 43	1,256	22,199 51	644 57	0 79	5 53	1 42	*2,324 61	24 00		
Phelpsston	2,292 42	206	2,169 35	15 20	34	378 57	77 91		2 73		120 00			
Phillipsville	307 34	52	1,691 30	6 17	13	223 74	7 98		21 90	6 82	110 00			40 00
Pickering	861 48	662	8,600 48	55 87	190	2,901 83	229 43	7 96	36 86	13 24	1,750 00	270 00		260 00
Pickton	6,218 34	919	10,617 79	84 71	1,195	14,006 87	1,034 04		5 17		144 00	10 00		
Pinkerton	396 49	92	1,977 64	10 71	29	922 50	9 03	0 41	20 40	35 68	340 00	48 00		40 00
Pinkton	844 25	860	7,149 84	42 29	106	2,467 11	58 90	1 79	19 77	51 80	460 00	40 00		60 00
Plantagenet	1,465 31	601	7,810 28	52 71	132	1,949 36	164 25		4 35	0 59	80 00			
Plattsville	199 36	147	1,647 21	11 85	21	621 59	9 17	0 58	9 97		350 00			40 00
Point Edward	775 34	362	3,488 49	34 97	188	1 910 24	48 20	0 38	5 17		320 00	54 00		40 00
Pontypool	779 30	124	2,065 91	11 45	47	825 31	162 35	8 34	79 15		317 45			
Port Arthur	4,630 83	728	30,489 19	242 65	421	6,898 18	512 88	2 05	38 72	11 56	*1,414 00	30 00		80 00
Port Burwell	614 76	396	14,705 73	82 20	135	1,925 54	159 55	1 65	13 46	4 80	220 00	25 00		100 00
Port Carling	1,976 21	811	4,890 03	33 18	169	4,870 80	117 87	2 12	23 63	16 79	*654 29	20 00		
Port Colborne	630 83	288	8,320 69	64 39	307	4,049 72	219 93	0 56	9 62	5 64	280 00			
Port Credit	751 67	243	3,810 87	24 85	92	1,082 42	144 74	2 76	45 90	11 77	230 00			
Port Dalhousie	666 61	358	4,305 31	29 69	165	1,937 90	203 51	0 51	12 20	23 83	570 00	10 00		80 00
Port Dover	1,699 67	1,406	16,793 26	115 90	301	4,551 89	196 99	2 42	43 57	7 19	*740 00	58 00		100 00
Port Elgin	2,234 63	1,469	16,445 72	116 73	519	7,284 62	379 35	11 04	56 33	60 68	*2,426 23	200 00		
Port Hope	7,619 45	1,905	18,205 22	157 98	1,627	25,632 62	1,466 86	0 32	18 27		140 00			
Port Lambton	313 41	453	6,709 29	38 86	58	1,184 06	41 50	1 09	5 72		160 00			
Portland	418 84	151	2,172 50	15 72	44	826 69	91 80	3 99	27 61	12 59	820 00	14 00		120 00
Port Perry	2,698 76	1,000	9,898 80	75 25	1,149	10,838 78	513 15	0 89	2 50		140 00			
Port Robinson	424 40	72	949 65	6 21	55	1,085 34	44 53	1 29	33 82	17 77	460 00	60 00		60 00
Port Rowan	1,219 35	1,233	12,411 49	93 70	153	2,876 01	203 41		0 42	0 99	210 00			
Port Ryerse	80 50	81	774 35	6 29	11	302 13	12 00	0 80	0 99		320 00			40 00
Portsmouth	777 75	34	376 22	2 86	25	434 27	47 91	0 80	17 38	6 51	400 00	4 00		40 00
Port Stanley	865 97	533	6,538 73	44 64	107	1,306 18	11 75	1 04	12 12	4 25	130 00			40 00
Port Sydney	287 37	340	3,869 94	26 84	107	2,398 15	49 20	1 49	20 83	5 49	330 00	12 00		40 00
Powassan	840 89	670	8,047 36	53 63	138	2,929 87	139 21		39 90		229 28*	460 00		
Prescott	5,121 36	1,277	13,670 86	104 70	850	11,728 48	650 68	2 72			1,633 15			

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Preston.....	1,046	8,895 07	76 30	580	8,727 27	381 39	1 27	24 32	34 54	870 00	8 00	130 00
Pricville.....	403	5,275 75	33 22	145	2,889 96	37 70	1 29	17 97	7 50	200 00	6 00	
Princeon.....	600 74	9,206 39	51 17	121	1,511 18	111 95	2 11	24 43	3 37	277 00	9 00	
Puslunch.....	123	1,772 36	11 01	19	259 51	8 57	1 12	4 54		60 00		
Queensborough.....	92	1,028 25	6 90	10	242 24	1 60	0 37	2 57		120 00		
Queenston.....	146	1,562 95	11 47	96	2,932 30	14 15	0 21	4 13		170 00		
Queen Street East (Tor- onto).....	4,097 49	14,664 45	157 91	337	4,037 84	324 53	1 30	39 07	63 93	300 00		
Queensville.....	363	5,022 83	31 41	60	454 03	52 22	0 18	12 58		130 00	10 00	
Ratho.....	78	1,353 71	7 80	14	231 66	0 90	0 27	3 38		40 00		
Rat Portage.....	4,097	54,518 24	423 18	859	15,579 27	620 89	3 96	146 45	48 22	2,200 00	42 00	300 00
Renfrew.....	1,526	16,480 79	120 32	902	17,165 45	844 23	5 14	45 38	61 93	1,350 00	100 00	220 00
Renwick.....	50	751 89	4 90	17	175 86	34 35	0 60	1 87		140 00		
Riceville.....	101	2,284 76	12 64	19	248 11	8 80		5 74	8 54	166 00		
Richards Landing.....	363	7,042 99	38 46	95	2,033 49	19 33	1 36	17 84		228 00	4 00	
Richmond (West).....	593	11,721 06	65 59	100	4,430 39	61 75	0 65	30 26	31 94	250 00		
Richmond Hill.....	374	8,382 90	48 06	217	4,352 03	161 00	1 24	22 31	29 49	360 00		40 00
Richwood.....	44	1,014 88	5 63	15	221 65	11 50		2 54		160 00		
Ridgetown.....	1,602	14,105 12	118 09	790	9,605 94	778 27	4 88	37 01	6 70	1,000 00	8 00	160 00
Ridgeway.....	586	6,925 97	52 39	514	3,062 52	365 75	1 00	18 96	41 96	400 00	4 00	40 00
Ripley.....	542	3,824 64	44 07	230	3,963 24	128 28	1 19	18 32	20 54	412 00	20 00	40 00
Riversdale.....	120	2,950 52	17 96	26	627 69	10 70		8 09		80 00		200 00
Riverside.....	506	4,691 15	54 81	184	2,051 42	1,863 40	5 82	12 25	29 16	400 00		
Rockingham.....	180	3,775 84	23 33	18	532 87	23 55	0 12	9 76	6 93	100 00	16 00	60 00
Rockland.....	512	8,979 16	57 26	78	1,502 60	19 27	0 47	22 60	16 21	500 00		
Rockliffe.....	1	5 00	0 04	5	89 85	4 50				90 00		
Rockton.....	166	2,213 94	14 91	33	574 81	65 30	0 45	5 61		88 00	20 00	
Rockwood.....	508	5,108 17	38 31	226	2,044 65	173 85	2 22	13 39	5 50	270 00		
Rodney.....	991	12,213 57	78 10	225	3,508 59	171 93	4 08	31 50	51 77	460 00	10 00	60 00
Rosemont.....	283	5,428 34	29 58	61	912 90	27 31	1 91	14 60	2 42	200 00	30 00	
Roseneath.....	288	5,790 34	32 31	25	485 36	7 20	1 00	14 63		180 00		
Roseau.....	515	6,875 17	45 63	172	3,580 96	122 95	1 15	19 34	6 72	270 00	80 00	
Routhay.....	271	4,164 65	24 76	92	1,437 35	62 95	1 46	10 42		130 00	10 00	
Ruscom Station.....	354	7,338 10	40 05	31	301 33	5 00	0 31	18 60		80 00		
Rushoune Rd. (Toronto).....	521	5,641 68	51 29	169	1,889 57	190 60	0 81	13 36	18 80	300 00		
Russell.....	414	9,579 04	52 19	142	1,879 68	152 10	0 88	24 93	33 13	240 00	6 00	
Rutherford.....	609 90	1,615 04	10 51	18	408 76	11 70	0 35	4 09		120 00		
Ruthven.....	129	1,615 04	43 69	101	938 96	84 72	1 61	16 70	4 32	130 00	12 00	
St. Ann's.....	452	6,982 08	16 08	29	396 52	18 50	0 38	6 05		50 00		
St. Catharines.....	2,284	24,521 88	218 87	4,130	51,645 48	3,453 90	16 44	84 76	180 86*	4,425 82	36 00	
St. Clements.....	2,114	2,336 13	14 12	31	505 04	37 32	0 52	5 52		100 00		
St. Eugene.....	271	2,190 52	14 26	36	608 20	10 80	0 26	14 48		230 00		
St. George, Brant.....	533	5,963 06	41 26	398	422 23	20 83	1 66	15 34	8 65	450 00		60 00
St. Isidore de Prescott.....	15	614 49	3 04	24	447 86	10 00		1 52		180 00		
St. Jacob's.....	253	2,903 04	23 07	67	1,049 08	55 75	0 38	7 68	8 32	220 00	20 00	
St. Mary's.....	1,855	14,531 83	123 70	1,201	19,689 80	903 11	3 38	41 81	29 34	1,540 00	66 00	220 00
St. Thomas (West).....	4,044	36,616 67	315 06	15,283	120,223 03	9,702 89				4,784 00		
St. Williams.....	453	6,000 20	37 82	51	979 04	45 38	0 65	15 50		160 00		
Sand Point.....	46	842 41	4 64	9	288 00	5 42	0 51	2 10		92 00		

\*Accounting from October 1, 1898. †Money Order business closed February 21, 1899.

†Including commission on box rents.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
			\$	cts.			\$	cts.		%	cts.	%	cts.		%	\$	
Sandwich	664 86	184	2,474 71	23 32	466	4,219 73	299 85	0 96	9 40	0 05	260 00			260 00			
Sarnia.	10,288 67	2,859	22,067 40	199 62	2,614	45,311 35	1,806 42	9 86	67 55	79 90	2,550 00			2,550 00			360 00
Sault Ste. Marie.	5,438 53	2,820	28,151 46	220 34	987	14,642 90	984 68	4 42	77 41	19 21	1,500 00			1,500 00			220 00
Scarboro.	101 17	46	765 63	4 43	20	350 76	8 80	0 10	2 06	1 49	48 00			48 00			
Schomberg.	726 71	162	3,145 52	21 93	98	1,747 87	103 53	1 80	8 15	39 19	310 00			310 00			40 00
Schreiber.	683 62	335	5,016 59	35 33	54	1,935 97	25 77	1 04	12 72	4 73	328 00			328 00			
Seaforth.	341 04	488	7,050 65	45 29	63	637 28	87 45	0 72	18 14	6 93	150 00			150 00			
Seaforth	4,247 63	924	10,635 76	80 12	1,294	14,794 69	1,035 21	6 48	31 76	86 13	1,374 00			1,374 00			200 00
Sebringville.	469 03	276	3,712 40	24 18	58	795 09	22 80	0 29	9 43		240 00			240 00			
Seeley's Bay.	450 88	570	10,400 01	59 32	55	863 67	43 45	1 05	26 49		180 00			180 00			
Seguin Falls.	201 03	108	2,410 62	13 11	12	92 35	12 20	0 66	6 02		130 00			130 00			
Selkirk.	509 97	622	13,361 95	79 29	133	1,794 76	66 85	1 26	33 73		220 00			220 00			
Seyern Bridge.	473 29	304	4,019 17	25 45	86	1,904 40	79 86	1 36	10 88		200 00			200 00			
Shakespeare.	567 84	258	3,654 21	24 40	111	1,963 82	80 70	1 90	9 97	4 00	250 00			250 00			
Shallow Lake.	368 45	588	10,201 90	58 35	35	716 27	41 50	0 93	25 49	2 06	138 00			138 00			4 00
Shannonville.	595 86	550	9,508 35	53 76	205	1,440 12	100 30	0 36	24 32	0 64	200 00			200 00			24 00
Sharon Lake.	454 19	185	2,378 81	15 39	34	438 91	62 17	0 77	5 98		210 00			210 00			1 50
Sharon.	292 17	86	1,144 81	7 35	26	333 87	15 25	0 31	3 25		80 00			80 00			
Shedden.	330 94	59	809 47	5 07	51	609 59	83 35	0 91	2 01		170 00			170 00			
Shelburne.	2,531 50	1,280	17,797 92	112 18	708	9,531 35	662 46	4 38	46 60	34 76	800 00			800 00			120 00
Simcoe.	5,705 38	1,343	12,275 35	103 79	1,411	15,608 93	1,432 94	6 52	36 83	10 14	1,660 00			1,660 00			240 00
Singhampton.	333 70	407	6,383 28	37 40	62	785 17	64 93	0 65	16 66		155 00			155 00			
Smith's Falls.	7,227 88	2,022	27,816 45	196 78	2,173	32,727 52	1,403 30	14 94	73 00	75 22	2,060 00			2,060 00			40 00
Smithville.	763 66	1,077	14,178 23	89 06	180	2,785 12	157 52	2 36	36 30	75 11	360 00			360 00			16 00
Sombra.	420 08	457	6,510 16	41 42	153	2,627 28	40 67	1 16	17 75		150 00			150 00			20 00
Southampton.	1,586 77	762	10,247 21	67 97	291	3,695 98	223 76	1 26	27 13	14 85	560 00			560 00			60 00
South Finch.	762 94	519	6,049 15	36 20	45	898 33	58 45	0 52	15 01		330 00			330 00			40 00
South Indian.	302 65	301	4,030 98	24 22	50	1,076 66	38 01	0 37	11 47		157 00			157 00			6 00
South Mountain.	538 72	488	1,034 52	7 08	51	385 99	82 96	0 72	2 58		220 00			220 00			
South River.	497 04	485	3,946 96	32 05	96	1,795 00	82 19	1 72	13 44	6 31	210 00			210 00			16 00
South Woodlee.	392 36	808	3,946 96	103 26	57	637 48	30 45	0 75	50 84		180 00			180 00			
Spadina Ave. (Toronto).	13,120 31	2,820	20,245 06	278 86	1,433	20,986 39	2,312 89	6 41	78 88	87 12	600 00			600 00			250 00
Sparta.	350 41	407	5,651 40	38 45	73	824 95	25 60	0 45	15 20		144 00			144 00			4 00

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	491 65	502	9,043 69	52 79	337	2,072 54	240 33	2 26	23 54	42 54	270 00	8 00
	207 54	56	1,214 85	6 63	4	8 20	32 22	1 06	3 03		238 00	
Spencerville	265 16	542	10,125 69	56 06	31	383 96	33 30	0 98	25 36		116 00	
Spring Brook	621 09	568	6,431 30	45 51	96	1,466 74	86 76	2 20	16 74	3 52	250 00	2 00
Springfield	220 66	102	2,901 07	9 84	50	1,648 52	37 34	0 45	4 62		108 00	
Springfield-on-the-Credit	352 70	125	2,591 37	15 20	52	828 18	38 20	1 22	6 95		180 00	
Sprucecote	622 61	406	6,389 18	40 23	59	915 38	49 30	0 99	16 32		220 00	6 00
Staples	273 06	451	4,896 10	35 28	46	546 55	21 20	0 52	12 38		124 00	
Stayner	1,888 47	942	10,854 43	75 39	469	6,486 02	293 25	1 78	30 64	28 94	600 00	
Stella	250 55	276	6,107 74	34 24	60	1,305 72	17 60	0 76	17 43	3 19	112 00	80 00
Steven Street (Hamilton)	795 47	520	3,691 55	37 36	5	1,28 23	21 90	0 12	9 22	1 89	240 00	
Stevensville	373 65	479	7,802 00	46 82	148	1,732 44	72 10	1 19	21 93	14 28	160 00	6 00
Stirling	1,466 10	1,442	17,434 64	121 55	310	4,388 98	142 22	2 50	44 50	15 76	490 00	50 00
Stirling	92 13	85	1,232 85	7 58	11	199 78	12 40	0 10	3 08		46 00	
Stottsville	312 03	121	2,108 31	13 86	21	1,492 13	45 18	0 79	5 27		155 00	18 00
Stony Creek	444 34	315	4,610 11	32 91	112	1,492 13	45 18	0 30	12 19	2 57	170 00	24 00
Stouffville	2,089 83	872	10,603 09	76 67	389	7,422 04	617 86	4 05	28 86	6 33	620 00	100 00
Strathairn	112 98	75	1,207 51	7 91	17	307 80	8 12		3 15		60 00	
Strathairn	9,064 58	794	9,136 41	77 31	198	2,387 94	187 02	3 08	22 87	11 95	400 00	
Stratford	13,946 34	4,007	35,892 65	303 42	3,662	46,692 96	3,338 31	12 02	105 48	79 77	3,697 17	296 00
Strathroy	5,054 97	1,570	14,822 88	119 18	909	12,840 61	659 49	6 96	42 57	24 75	1,357 17	72 00
Streetsville	771 02	492	7,178 88	49 81	313	3,845 02	243 58	1 51	19 82	34 17	336 00	40 00
Stroud	273 34	185	2,180 77	19 50	280	423 39	17 36	1 15	5 45		140 00	
Strurgeon Falls	1,173 23	256	3,339 21	20 65	251	4,222 74	112 90	1 55	9 07	6 36	418 00	40 00
Sudbury	3,736 94	2,109	27,857 03	199 01	532	7,011 16	425 45	4 65	70 64	68 90	1,128 00	30 00
Sunderland	617	617	8,050 59	51 89	137	2,615 17	171 09	1 22	20 72	5 32	350 00	16 00
Sundridge	890 21	1,371	15,316 00	108 02	243	3,308 46	216 31	1 91	42 40	11 68	360 00	8 00
Sutton (West)	1,030 50	935	15,045 67	89 16	266	3,935 87	258 82	1 76	39 14	30 70	404 00	36 00
Sydenham	584 92	585	9,329 93	53 64	94	1,782 95	90 41	0 75	24 30	37 25	250 00	
Tamworth	971 25	494	9,072 71	53 21	153	1,698 16	141 72	1 90	23 58	6 42	400 00	8 00
Tara	1,480 88	943	12,617 07	77 81	362	4,621 53	310 06	3 54	32 15	10 35	520 00	40 00
Tavistock	1,227 55	482	5,615 33	37 57	249	5,617 22	139 81	1 94	15 18	6 37	480 00	60 00
Teeswater	1,676 16	861	10,225 02	71 35	493	3,753 44	255 69	3 20	37 20	33 20	380 00	12 00
Thamesford	673 10	498	9,100 90	30 28	183	1,779 80	93 43	1 71	13 53	30 76	590 00	60 00
Thamesville	1,570 86	946	11,506 98	78 44	276	4,426 68	264 32	1 98	30 70	35 11	560 00	45 00
The Brook	363 72	27	1,383 05	5 99	10	106 38	6 65	0 57	3 45		150 00	
Theford	975 57	672	6,005 85	45 88	202	2,467 35	175 72	1 05	15 43	7 15	360 00	50 00
Theesalon	2,093 06	535	6,215 69	45 49	225	4,042 56	473 63	2 39	17 28	6 17	650 00	14 00
Thistletown	140 35	89	1,417 94	7 57	14	501 72	6 70		3 54		59 00	
Thornbury	139 74	238	6,450 54	32 74	39	703 81	26 23	0 60	16 47		75 00	
Thornbury	1,293 20	1,356	17,146 13	111 77	325	4,252 92	230 56	3 08	44 14	46 78	482 00	60 00
Thornedale	445 03	502	7,657 65	48 09	86	1,217 67	35 55	1 10	19 51	1 23	180 00	10 00
Thornhill	1,482 16	174	3,767 36	21 55	77	1,378 23	50 65	0 39	9 78	15 98	500 00	42 00
Thornton	423 10	358	4,009 10	27 31	73	1,150 40	50 07	0 70	10 04		180 00	4 00
Thorold	2,111 65	739	8,089 88	62 65	491	7,581 48	301 85	3 53	23 61	16 18	690 00	100 00
Tilbury	1,780 95	898	9,419 90	67 31	327	4,707 94	312 01	3 29	25 64	5 41	620 00	80 00
Tilsonburg	4,267 36	1,034	10,219 15	77 30	1,180	12,824 82	1,219 01	7 00	31 52	6 16	1,280 00	24 00
Tiverton	687 19	723	11,842 63	72 79	216	4,724 60	144 00	1 75	29 80	26 46	330 00	200 00
Toledo	376 79	411	7,034 19	41 19	76	1,273 73	69 10	1 24	18 03	4 74	170 00	12 00

\*Including commission on box rents.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto	417,444 68	19,467	211,415 45	2,094 46	227,610	2,593,996 80	225,850 86	\$25 34		†		
Toronto Junction	4,645 17	1,449	11,743 87	112 27	1,004	12,714 54	1,034 90	2 58	33 54	1,150 00	6 00	160 00
Tory Hill	1,08 66	61	854 18	5 81	25	346 27	8 00	0 55	2 20	52 00		
Tottenham	1,053 10	665	8,332 54	53 43	331	3,131 83	236 10	2 31	21 19	420 00	55 00	40 00
Trenton	4,374 06	1,069	12,251 90	89 16	1,149	13,643 13	921 06	4 81	35 61	1,572 05	160 00	
Trout Creek	669 66	244	2,725 10	19 30	55	1,078 93	113 42	1 09	7 18	290 00	30 00	
Tullamore	75 25	64	586 75	4 50	6	118 30	11 50		1 48	30 00		
Tupperville	393 25	141	2,553 31	14 93	23	235 28	23 55	0 94	6 45	150 00		
Tweed	1,633 70	360	5,619 80	33 52	297	4,794 21	287 60	1 23	15 14	500 00	60 00	60 00
Uffington	185 25	100	1,856 24	10 43	40	4,477 23	44 38	0 41	4 88	85 00	14 00	
Underwood	350 18	748	14,190 87	78 01	116	1,889 63	116 50	1 16	36 68	110 00		
Union	253 61	184	2,370 17	15 15	35	324 06	36 26	0 12	6 20	100 00		
Unionville	451 71	170	1,912 47	13 73	115	1,431 70	129 00	0 79	5 10	200 00	90 00	
Uphill	154 92	165	2,570 49	14 77	14	214 98	17 04	0 48	6 54	110 00		
Utterson	288 50	180	2,041 83	13 31	33	468 12	23 10	0 47	5 15	116 00	50 00	140 00
Utterson	3,169 88	1,318	16,246 46	114 39	632	8,424 85	630 02	6 33	42 65	960 00	66 00	120 00
Vankleek Hill	2,506 29	724	12,366 23	82 93	435	9,376 43	238 08	3 61	35 73	770 00	2 00	
Varna	418 96	164	2,320 25	14 37	22	481 22	46 75		5 80	170 00		
Vars	437 82	109	1,074 29	9 47	19	279 41	95 75		2 68	180 00		
Ventnor	211 55	143	1,945 73	12 63	12	166 17	12 31	0 55	6 78	90 00		
Vernon	319 27	261	3,207 33	23 10	27	756 82	21 80	0 56	8 07	110 00		
Victoria Harbour	617 18	683	7,109 72	47 50	83	1,072 77	81 73	0 71	18 12	260 00		
Vienna	723 74	392	6,242 56	39 23	111	1,256 82	94 90	2 25	16 11	270 00		
†Virginia	205 57	44	1,542 56	7 12	18	3,809 63	79 33	0 48	3 86	80 00		
Victoria	487 99	443	4,562 97	32 79	147	2,255 40	39 85	0 53	11 85	190 00	16 00	40 00
Wabigoon	818 85	373	4,930 09	33 18	49	1,018 68	9 60	0 27	11 94	356 25	15 00	
Wahnapitae	590 41	294	4,773 59	30 26	38	775 69	9 60		9 85	250 00		
Wales	471 17	247	3,764 06	22 89	59	822 77	56 62	1 51	9 85	250 00	180 00	
Walkerton	5,284 25	1,490	12,729 81	101 77	1,667	18,879 33	1,418 85	4 52	36 49	23 44	1,520 52	100 00
Walkerville	5,496 11	1,048	1,385 53	86 68	1,138	20,995 41	574 73	2 78	25 11	6 88	1,280 00	180 00
Walkerville	3,414 80	1,276	15,677 39	113 93	596	7,226 60	477 58	2 92	42 20	17 47	1,000 00	16 00
Wallaceburg	358 56	481	7,064 44	43 63	54	806 47	36 47	1 27	17 02	156 00	14 00	
Wallaceburg	323 30	193	3,984 66	21 78	31	351 01	4 65	0 83	10 92	200 00	12 00	
Walsingham Centre	216 33	163	2,326 36	13 37	33	423 81	70 55	0 84	5 97	110 00		



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Table with columns for location names (e.g., Walton, Warkworth, Warkworth, etc.), numerical values, and various percentages (0.13%, 7.01%, 7.01%, 0.13%, 13.00%, 13.00%, etc.).

\*Including commission on box rents. †Accounting from October 1, 1898. ‡Salary, &c., entered in Auditor General's Report. §Commission to non-accounting offices, &c.

APPENDIX C—Continued.  
 STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. business.	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.	\$ cts.	\$ cts.
York	286 31	242	4,618 33	24 31	162	1,295 46	112 86	0 56	11 65	8 75	130 00		
York Street (Toronto)	16,991 23	1,684	17,453 48	192 46	707	7,950 33	478 84	5 70	43 74	21 94	900 00		
Yorkville	10,125 57	2,069	20,583 50	209 46	1,001	13,410 04	2,057 51	3 76	54 51	131 07	600 00		220 00
Zephyr	307 02	114	2,191 48	12 66	22	581 92	70 46	2 03	5 47		148 00		
Zurich	724 28	483	9,797 71	63 52	179	3,643 21	80 89	0 99	25 28	29 90	330 00	6 00	
Non-accounting Post Offices	200,837 32									88,246 23	1,839 62		
	2,105,605 32												
Less—Value of Postage Stamps affixed to Postal Notes	1,149 75												
Totals	2,104,455 57	541,363	6,717,324 56	48,826 98	576,333	7,521,333 31	514,801 27	1,452 97	15,962 15	10 617 61	444,158 62	19,767 80	24,830 00

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APPENDIX C--Continued.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.		Compensation paid to Postmasters on S.B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.			
†Abbotsford	336	90	118	1,540	71	11 11	26	413	61	10 75	0 68	3 84	144	00	8 00		
Abercorn	352	76	57	800	94	5 88	64	544	22	31 73	0 28	2 32	130	00			
Acton Vale	771	06	122	2,624	00	16 79	253	4,707	02	76 66	0 71	12 30	350	00	150 00	40 00	
Agnes	1,081	81	342	4,918	75	33 58	123	1,709	89	104 53	2 03	14 99	300	00	6 00		
Amqui	563	14	49	1,621	76	8 98	20	1,696	83	180 60	0 32	4 04	230	00			
Arthabaskville	1,370	28	512	8,362	76	65 49	314	5,523	73	300 08	2 68	26 50	520	00	80 00		
Asbestos	672	59	100	2,159	01	11 67	3	34	55	4 21	0 30	5 39	260	00	10 00		60 00
Ayer's Flat	384	22	47	1,591	24	7 98	4	34	67	5 60	0 74	3 97	170	00			
Aylmer (East)	1,102	26	693	9,564	72	67 64	195	4,122	49	150 70	1 03	29 64	*494	75			
Aylwin	260	80	47	1,134	82	5 53	12	375	44	40 53	0 68	2 83	150	00			
Bagotville	237	52	302	5,040	90	39 78	20	628	21	2 43	0 43	13 64	166	00	7 50		
Batican	427	53	93	950	69	6 63	39	386	95	18 46	0 35	2 85	214	00	80 00		
Beauharnois	1,799	22	1,095	15,206	51	94 95	327	5,180	56	255 24	2 09	40 18	560	00	28 00	80 00	
Becancour	440	53	45	1,473	04	8 19	63	1,275	76	70 04	0 33	4 97	190	00	65 00		
Bedford	1,345	61	324	2,907	94	24 56	453	5,573	47	206 46		11 26	490	00	20 00	60 00	
Beebe Plain	315	75	179	2,022	36	13 31	135	2,061	63	104 99		5 15	120	00			
Bellerive (Montreal)	1,989	82	320	3,799	61	38 24	18	142	23	12 50	0 17	9 65	250	00			
Beloeil Village	563	29	96	2,152	44	12 99	28	447	90	23 13	0 17	5 53	180	00			
Bergerville	377	29	47	318	98	4 53	25	178	33	62 90	0 66	0 80	180	00	6 00		
Berthier (en haut)	1,260	60	614	7,945	59	54 30	383	5,251	64	218 40	1 73	24 30	450	00	13 35	50 00	
Bic	858	59	95	2,022	68	14 73	59	973	10	53 22	0 56	5 59	370	00	8 00	40 00	
Bishop's Crossing	517	06	207	2,054	85	15 11	12	235	28	3 75	0 46	5 12	210	00			
Black Cape	249	39	171	2,966	81	18 30	35	677	82	14 59	0 35	8 55	120	00	2 00		
Black Lake	443	20	134	1,285	68	9 52	12	252	95	15 57		3 33	290	00	12 00		
Blue Bonnets	501	32	36	1,515	02	4 22	77	619	23	131 75	0 32	1 28	130	00			
Bolton Centre	178	44	71	1,136	49	8 03	23	507	94	26 10	0 77	3 62	120	00	30 00		

\*Including commission on box rents.

†According from October 1, 1898.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to masters on P. N. business.	Compensation paid to masters on M. O. business.	Compensation paid to masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bristol	238 86	178	2,027 42	16 88	43	783 46	51 87	0 73	6 67		150 00		
Brome	368 94	124	2,212 28	14 26	22	211 96	39 09	0 74	5 60		170 00		
Broughton Station	342 74	15	212 68	1 21	8	71 42	10 23		0 50		148 00		
Bryson	625 23	301	4,062 59	26 10	168	2,777 63	226 96	0 90	10 98	15 06	270 00	2 00	
Buckingham	2,514 15	1,091	14,267 27	100 38	352	5,321 60	280 69	2 15	40 56	27 05	824 00	72 00	120 00
Cacouna	1,085 35	145	3,017 15	17 91	155	3,740 21	27 57		8 87	5 35	370 00	60 00	40 00
Cahumet	555 47	32	342 64	2 39	20	355 10	13 10	0 22	0 79		220 00		
Campbell's Bay	348 64	28	625 14	3 38	23	741 70	20 24	0 38	1 62		140 00	10 00	
Cape Cove	226 10	60	877 66	6 71	5	115 03	11 45	0 34	2 19		140 00		
Caspelton	410 61	234	2,876 41	26 87	92	1,841 30	18 80	0 56	8 25	10 76	190 00	20 00	
Cap St. Ignace	381 93	33	1,683 52	6 00	43	657 78	64 90	0 29	2 68		170 00	2 00	
Cap Sante	279 84	129	5,572 12	30 16	102	1,894 13	125 55	1 01	14 99		120 00		
Carleton	351 71	184	2,801 21	17 22	55	1,210 63	50 66	0 70	7 00		172 00		
Cedars	2129 69	457	10,130 26	80 81	22	236 37	3 02		25 84		200 00		
Chaiboillez Sq. (Montreal)	5,279 41	356	3,250 10	1 56	19	627 03	21 70	0 28	8 91		240 00		
Chambly Basin	469 28	11	155 83	1 56	31	355 05	27 70		0 40		180 00		
Chambly Canton	595 33	321	3,975 78	29 71	121	1,723 38	37 38		11 39	18 09	230 00		
Champlain	521 80	48	1,431 24	6 78	18	456 73	24 92	0 32	3 60		200 00		
Chapleau	284 58	238	3,620 42	20 92	38	767 45	31 00	0 34	9 38		130 00	8 00	
Chelsea	194 54	145	2,197 40	15 47	45	388 46	43 42	0 49	5 91	0 21	132 00		
Chenille	302 42	199	2,459 51	18 85	96	2,385 34	95 22	0 74	10 98	8 25	152 00	30 00	
Cherrier St. (Montreal)	2,991 60	233	3,115 87	24 13	9	177 56	17 00		7 96		240 00		
Chicoutimi	1,876 18	456	8,783 66	60 12	378	5,476 50	399 73	2 33	25 82	0 55	536 00	41 00	80 00
Clarenceville	3,320 69	1,850	18,414 80	100 07	471	7,053 30	382 96	4 15	51 64	19 84	260 00	16 00	
Coaticook	1,566 55	221	4,131 71	25 87	70	1,020 71	96 44	1 73	17 39	23 08	1,154 30	100 00	40 00
Compton	1,946 50	505	6,434 53	53 60	169	2,835 78	71 94	1 73	17 39	2 35	380 00	48 00	40 00
Cookshire	1,594 69	728	8,362 53	62 37	225	4,025 16	194 02	2 97	24 68	14 75	570 00	154 00	80 00
Coteau du Lac	660 66	243	6,010 47	43 99	80	1,969 33	17 81		15 15		240 00		
Coteau du Lac	888 37	769	15,188 72	95 17	84	1,362 99	40 80	0 20	38 84		330 00	32 00	40 00
Cowansville	2,162 97	665	6,029 93	53 45	337	5,885 13	387 87	1 66	16 88	2 92	750 00	100 00	100 00
Danville	2,349 34	1,003	11,349 34	92 56	407	6,537 12	280 05	3 68	34 65		780 00	100 00	120 00
Danville	2,379 40	1,003	11,349 34	92 56	407	6,537 12	280 05	3 68	34 65		780 00	100 00	120 00
Danville	2,470 18	218	4,883 42	25 87	67	1,207 66	36 35	0 36	12 12		190 00		40 00
Deschambault	346 48	18	4,883 42	25 87	67	1,207 66	36 35	0 36	12 12		190 00		40 00
Dixville	844 99	51	1,096 63	6 65	4	560 19	27 10	0 79	2 74		380 00	24 00	40 00
Dixville	191 68	188	2,714 54	17 47	4	36 78	5 09	0 58	6 79		96 00		
Drummondville (East)	1,045 37	574	7,362 61	51 84	218	4,163 51	210 56	1 95	22 22	10 42	450 00	34 50	60 00

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Dunham.....	724 42/	62 45/	142/	3,175 01/	61 26/	0 42/	22 24/	6 79/	280 00/	12 00/	60 00
East Angus.....	1,058 04/	19 11/	53	776 13/	14 80/	1 44/	7 24/	3 69/	340 00/		40 00
East Farnham.....	208 54/	8 30/	18	326 14/	8 30/	0 28/	3 65/		90 00/		
Eastman.....	545 78	19 27/	77/	1,236 07	86 33/	0 90/	7 98/	1 26/	280 00/	9 00/	
East Sherbrooke (Sher- brooke).....	2,085 77	14 30/	16	398 01	29 28/	0 22/	6 90/		460 00/		60 00
Écoubéin.....	575 47/	33 75/	45	1,269 55/	96 40/	0 13/	16 09/		320 00/	12 00/	
Farnham.....	1,108	103 17/	475	6,939 77/	355 96/	3 30/	44 88/	62 55/	*842 17/	24 00/	
Fitch Bay.....	2,443 35/	29 12/	36	410 30/	45 90/	0 81/	8 10/		160 00/		
Forestville.....	52	4 18/	30	23 12/	10 21/	0 50/	1 57/		136 00/	2 50/	40 00
Fort Coulonge.....	213 38/	16 50/	3	487 50/	15 35/	0 47/	6 61/		374 00/	4 00/	
Franklin Centre.....	832 75/	16 50/	30	871 79/	53 28/		14 59/		120 00/		
Freghsburg.....	309	33 91/	38	2,857 94/	26 45/	0 86/	16 30/	18 45/	286 00/	13 00/	
Garby Station.....	563 91/	43 47/	116	231 85/	32 17/		3 63/		200 00/		
Gaepé Basin.....	856 56/	10 66/	16	5,087 47/	60 20/	1 40/	48 84/	16 70/	410 00/	120 00/	
Gentilly.....	946 44/	123 56/	205	1,076 04/	32 50/	0 65/	17 14/		220 00/		40 00
Georgéville.....	475 85/	35 40/	28	1,880 37/	39 67/	0 38/	3 46/		250 00/	10 00/	
Gracéfeld.....	633 87/	11 95/	71	880 37/	39 67/	0 38/	3 46/		150 00/		
Grand-Méris.....	1,171 61/	8 18/	13	437 82/	13 67/	0 11/	69 22/	7 60/	1,000 00/	36 00/	140 00
Grand Rivier.....	205	8 18/	13	9,042 17/	604 07/	3 63/	13 29/		136 00/	20 00/	
Grenville.....	1,057 52/	159 52/	593	9,042 17/	604 07/	3 63/	13 29/		1,000 00/	36 00/	140 00
Grindstone Island.....	191	5,315 16/	10	185 73/	26 77/	0 37/	13 29/		92 00/	10 00/	
Gusay.....	472 46/	7 56/	10	394 75/	4 50/		1 40/		144 00/		40 00
Grandes Piles.....	265 40/	21 67/	4	53 85/	1 28/		7 62/		400 00/		
Grand-Méris.....	1,731 66/	3,027 74/	48	1,242 84/	107 95/		7 69/	0 87/	240 00/		
Grand Rivier.....	384 57/	8 65/	16	2,865 96/	9 41/	0 47/	3 60/		194 00/		
Grenville.....	364 34/	20 46/	26	1,082 07/	11 80/	0 60/	8 86/		184 00/		
Grindstone Island.....	1,057 52/	60 05/	127	2,152 72/	40 80/	0 19/	28 97/	11 92/	370 00/	24 00/	40 00
Gusay.....	175 26/	28 23/	10	185 73/	26 77/	0 37/	13 29/		92 00/	10 00/	
Habley.....	472 46/	7 56/	10	394 75/	4 50/		1 40/		144 00/		40 00
Hemmingford.....	401 19/	18 55/	66	1,086 27/	53 95/	0 76/	7 69/	0 87/	240 00/		
Henryville.....	786 32/	22 85/	81	3,622 51/	27 30/	1 25/	13 76/		320 00/	60 00/	40 00
Hochelaga.....	324 72/	11 77/	119	2,282 86/	39 75/	0 42/	5 88/	57 73/	161 00/		
House Harbour.....	3,373 91/	56 73/	339	1,064 08/	18 80/	0 10/	5 29/		672 00/		100 00
Howick.....	88 71/	30 18/	3	2,239 90/	14 00/	1 06/	21 40/	13 57/	672 00/		3 00
Hull.....	1,452	14 56/	51	90 25/	32 00/	0 80/	16 17/	3 09/	48 00/		
Huntingdon.....	4,592 71/	2,769 72/	145	1,165 04/	32 00/	1 01/	7 35/	37 69/	270 00/		
Iberville.....	2,641 90/	156 37/	24	524 13/	7 90/		7 35/	1 00/	110 00/		
Inverness.....	785 55/	660	758	12,039 10/	508 55/	3 70/	46 52/	51 49/	385 51/	3 00/	
Joliette.....	772 74/	63 24/	337	8,046 33/	238 02/	1 94/	26 37/	96 14/	780 00/	76 00/	120 00
Kamouraska.....	2,912 05/	36 53/	134	2,903 01/	95 25/	0 50/	7 26/		350 00/		40 00
Kingsbury.....	307 14/	21 15/	26	2,805 56/	133 04/	0 87/	17 10/	16 32/	300 00/		
Kingsé Falls.....	488 60/	95 54/	808	14,799 64/	441 83/	2 17/	6 41/	3 59/	290 00/	84 00/	
Kinnear's Mills.....	283 80/	6 74/	308	2,162 83/	48 32/	1 61/	10 46/		258 00/	7 00/	
Knowlton.....	1,502 31/	40 13/	368	1,003 89/	34 10/	0 65/	3 12/	20 61/	120 00/		80 00
La Beauce.....	458 25/	2 53/	36	2,941 15/	327 84/	2 60/	16 19/	25 60/	560 00/	24 00/	
La Belle.....	1,447 73/	0 90/	62	715 35/	28 13/	0 27/	0 51/		284 00/	36 00/	60 00
Lachine.....	1,601 10/	47 29/	189	996 17/	104 15/	0 59/	10 93/		480 00/	22 00/	60 00
	407	22 40/	41	1,038 20/	46 50/	0 38/	15 17/	33 82/	188 00/	36 00/	
		47 49/		3,432 64/	117 15/				*499 50/		

\*Including commission on box rents.

APPENDIX C—Continued. STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Locks.....	1,021 83	189	3,901 48	28 52	29	536 81	25 90	0 66	9 98	0	360 00	360 00	40 00
Lachine.....	2,120 15	820	9,876 10	73 73	436	9,694 08	280 75	1 19	30 14	117 98	660 00	120 00	100 00
Lachine Mills.....	508 10	148	1,123 04	9 80	9	113 13	8 70	0 82	2 88		240 00		
Lac Matapedia.....	593 60	101	1,596 05	12 00	10	214 25	12 85	0 83	3 99	0 29	150 00		
Lacolle.....	741 88	408	5,061 98	35 88	93	1,825 69	52 58		13 66	34 33	320 00	18 00	40 00
Lake Megantic.....	917 39	337	6,416 60	34 45	91	1,543 86	71 57	0 51	16 24		420 00		40 00
Lake Temiscamingue.....	585 30	129	2,523 35	14 16	32	1,651 28	5 21	0 18	7 80		170 00	72 00	
Lambton.....	528 94	26	669 37	4 52	28	570 17	8 20		1 78		220 00	22 50	
Lanoraie.....	217 17	65	1,537 28	8 96	27	898 90	3 20	0 12	3 85		124 00	12 00	
La Patrie.....	390 75	228	4,248 54	25 11	10	383 48	26 03	0 45	10 60	5 77	150 00		
Laprairie.....	734 51	166	2,463 90	16 54	132	2,167 47	90 12		6 94		313 65		
L'Assomption.....	943 71	315	4,272 19	29 80	164	3,166 66	77 76	0 98	13 16		380 00	7 50	40 00
Laurentides.....	939 62	378	5,371 94	32 78	85	1,456 41	11 40	0 35	14 03	0 76	360 00	8 00	40 00
Lauson.....	640 67	189	2,441 98	19 18	105	2,321 03	41 42	0 14	7 72		200 00	10 00	
L'Avenir.....	414 24	222	2,757 79	19 25	54	1,294 38	43 20	0 68	8 22	18 17	180 00		
Leeds Village.....	412 11	421	6,433 19	41 67	123	1,812 87	30 05	0 80	17 75		170 00	16 00	
Lennoxville.....	1,653 07	638	6,617 32	63 08	301	3,946 11	941 30	1 96	19 45	8 23	660 00	53 32	80 00
L'Epiphanie.....	487 41	49	626 69	4 06	76	1,807 74	59 70	0 41	3 24		212 00	130 00	
Les Ebois.....	283 86	298	5,083 45	28 20	172	4,740 48	58 56	0 38	18 40		162 00	20 00	
Les Ebois.....	2,023 53	507	6,992 34	57 19	767	13,686 01	619 12	1 23	29 57	4 56	580 00	200 00	80 00
L'Evangeliste.....	209 10	9	90 98	0 77	5	1 80			0 20		113 00		
L'Isle.....	574 86	335	7,418 58	41 77	106	3,192 92	36 76	0 77	21 48		280 00		
Little Cascapedia.....	419 45	198	3,128 90	16 27	19	437 79	13 00		7 86		190 00		
Little Metis.....	680 04	325	5,399 08	34 57	221	7,835 02	80 17	0 71	19 37	17 20	308 00	48 00	
Long Point.....	507 71	92	1,048 95	8 99	29	490 50	7 25		2 63		200 00		
Longueuil.....	675 85	112	1,646 31	11 51	198	2,682 98	114 05	0 18	6 02		360 00		80 00
Lorrie.....	198 44	10	206 21	1 45	1	17 00			0 57		130 00		
Loisbourg.....	346 53	331	6,649 86	40 84	76	1,774 67	31 20	1 18	18 10		150 00	110 00	
Louisville.....	974 47	411	7,173 99	42 37	298	5,812 94	129 03	2 22	22 59		440 00	72 00	60 00
Low.....	203 28	4	32 60	0 31	2	13 75	15 45	0 10	0 11		128 00	4 00	
Macindoe.....	404 52	154	2,557 46	16 94	8	521 69	9 81	6 32	7 39	5 06	188 00		
Magdalen Island.....	138 81	151	5,463 35	25 91	14	723 61	7 18		13 65	14 11	64 01	12 00	
Magog.....	2,889 23	105	9,715 94	87 95	289	5,607 30	272 25	5 51	29 95		840 00	8 50	120 00
Maisonneuve.....	812 20	696	1,740 81	13 26	28	284 48	64 50	0 27	4 43		250 00		
Mamivaki.....	549 40	107	2,516 71	14 48	20	435 44	8 30	1 14	6 51		240 00	6 00	

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Mansonville	624 71	220	2,976 70	21 71	73	1,493 09	80 60	0 53	7 76	260 00	10 00
Marbleton	489 06	169	2,377 50	15 97	14	152 20	27 45	0 30	5 94	230 00	8 00
Martville	978 29	132	1,973 55	14 36	139	2,796 96	87 81	1 18	7 36	360 00	40 00
Massawippi	256 07	122	2,022 68	13 75	22	358 07	6 60	0 76	5 25	112 00	
Masson	410 47	186	2,436 04	16 68	35	562 31	21 51	0 33	6 14	200 00	
Matane	843 75	81	1,607 37	13 36	53	1,484 53	110 57	1 93	4 16	350 00	40 00
Matapedia	695 75	166	3,111 75	18 15	51	910 20	20 80		8 14	336 00	20 00
Melbourne	406 39	277	3,347 36	26 32	79	1,163 74	23 25	0 73	8 37	276 00	101 00
Metabetchouan	467 31	8	276 77	1 34	4	102 91	2 50	0 26	0 85	180 00	2 00
Mile End	742 57	37	377 45	3 67	34	679 53	25 65	0 14	0 94	200 00	
Monte Bello	622 90	284	5,910 07	31 21	87	1,508 83	128 25	2 06	14 76	260 00	16 00
Montnaguy	1,581 12	788	16,997 30	100 51	289	6,484 21	176 33	2 96	46 56	500 00	12 00
Montreal	327,458 45	18,214	241,387 15	2,411 12	92,134	1,194,601 66	75,500 12	12 53		+	46 66
Mount Royal Avenue (Montreal)	901 20	158	1,225 17	12 53	18	286 29	17 00		3 40	240 00	
Murray Bay	683 02	889	18,516 23	101 96	229	6,562 78	180 13	1 47	47 70	280 00	150 00
Napierville	434 87	351	8,789 39	51 97	90	2,255 71	36 93	0 38	25 09	250 00	2 00
New Carlisle	873 50	344	8,076 61	45 68	132	2,297 99	36 50	1 21	22 86	380 00	40 00
New Liverpool	100 60	13	477 50	2 64	6	128 86	0 20	0 12	1 19	102 00	
Nicolet	1,554 53	872	13,954 85	84 46	378	6,544 45	295 36	0 71	43 49	544 00	80 00
North Coaticook	590 52	751	585 44	5 79	3	78 11	5 05	0 33	1 36	75 00	
North Hatley	817 81	208	1,933 86	18 25	62	1,048 77	25 80		6 71	280 00	10 00
North Nation Mills	270 22	54	480 64	4 25	16	99 67	19 72	0 81	1 22	130 00	
North Wakefield	214 71	70	2,183 83	10 84	32	902 53	14 70		6 30	84 00	20 00
Notre Dame de Grâce	339 53	2	14 15	0 26	6	289 84				170 00	
Notre Dame de la Salette	166 29	99	2,639 76	13 34	13	210 36	17 70	0 50	6 53	89 00	
Notre Dame de Lévis	1,116 94	328	4,269 21	32 12	79	1,171 56	44 50	0 17	12 26	444 00	12 00
Notre Dame de Québec	904 35	29	222 65	1 92	1	40 57			0 55	160 00	
Notre Dame de Stan- bridge	168 91	224	5,146 35	32 21	29	302 60	31 43	0 27	13 20	120 00	
Notre Dame du Lac	498 03	23	983 93	4 53	9	178 95	14 10	0 20	2 51	140 00	
Notre Dame du Sac	230 89	19	529 45	2 68	2	10 10				96 00	12 50
Notre Dame Street West (Montreal)	8,946 29	962	12,401 08	117 38	36	395 40	58 34	1 37	31 69	360 00	300 00
Ontario Street (Montreal)	1,493 52	481	7,806 79	59 12	41	500 18	46 00	0 28	20 25	400 00	
Ornostown	1,199 90	182	3,408 12	22 13	198	4,185 64	105 70	1 43	9 92	430 00	6 00
Papineauville	744 00	408	3,871 28	27 38	117	2,111 35	205 34	1 35	10 55	340 00	40 00
Paspébiac	774 93	356	8,538 16	49 04	114	2,803 48	55 45	0 26	23 98	325 00	220 00
Peel Street (Montreal)	2,478 41	523	4,285 45	52 72	24	652 68	27 50	0 12	11 56	50 00	
Perce	463 75	438	7,197 80	46 80	120	2,177 00	66 76	1 48	20 45	266 00	70 00
Pierreville	790 81	401	8,015 57	54 25	151	3,000 60	37 90	0 67	25 30	330 00	36 00
Plessisville	1,859 73	373	6,410 35	40 03	291	6,496 48	176 82	1 28	19 23	560 00	60 00
Pointe à Pic	795 02	214	3,015 62	19 63	125	3,485 23	23 80	0 41	9 28	380 00	100 00
Pointe aux Trembles (Laval)	230 08	28	347 36	2 66	16	300 03	14 50		1 32	100 00	4 00
Pointe aux Trembles (Portneuf)	390 68	92	1,587 90	12 57	24	608 03	11 02	0 58	4 19	142 00	
Pointe Claire	297 11	55	528 02	4 68	27	507 36	23 45	0 58	1 37	120 00	
Pointe Gatineau	297 08	27	518 43	3 04	6	165 60	15 40		1 28	140 00	2 00

\*Including commission on box rents. †Commission to Non-accounting Offices, &c. ‡Salary, &c., entered in Auditor (General's) Report. §Accounting from Jan. 1, 1899.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. on 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.	\$ cts.
Point Fortune	285 30	81	810 66	5 84	33	621 75	4 60	0 19	2 13	192 00	24 00	
Point St. Charles	5,928 21	1,458	14,359 03	173 97	421	5,432 81	124 70	0 27	41 07	1,100 00		140 00
Pont de Maackinong	547 67	416	5,750 12	35 76	37	581 21	13 01	0 27	14 43	160 00	40 00	
Pont Etchemin	332 80	109	1,694 36	10 66	1	3 57	0 70	0 58	4 23	130 00		
Pont Rouge	360 75	30	560 65	3 20	31	306 87	33 36	0 45	1 57	160 00		
Portage du Fort	816 94	241	3,524 92	21 73	77	1,787 26	71 62	0 88	9 16	300 00	2 00	
Port Daniel East	124 23	58	1,406 95	7 16	52	2,163 03	23 50			72 00		
Portneuf	442 89	204	2,869 88	17 44	43	831 58	5 75	0 40	7 33	200 00		
Portneuf Station	235 40	60	659 38	4 45	5	242 84		0 21	1 67	110 00	6 00	
Prince Arthur Street (Montreal)	4,537 99	809	8,191 17	87 56	91	979 46	114 17	0 90	22 03	240 00		
Quebec	41,718 76	5,943	74,798 06	688 60	10,810	208,531 46	9,187 80	*2 36				
Quyon	832 86	569	14,386 08	78 68	137	3,526 95	124 70	2 25	37 17	360 00		40 00
Richmond (East)	3,136 96	973	12,720 24	98 40	633	8,078 02	573 37	4 98	38 29	30 10	1,352 35	
Rigaud	905 34	284	4,528 63	28 27	160	3,165 48	135 18	2 86	12 64	360 00	11 50	40 00
Rimouski	1,718 37	720	11,504 08	80 22	886	13,776 73	946 18	2 86	38 73	680 62	16 00	
River Beaudette	379 01	151	1,591 50	10 73	31	534 69	4 26	0 60	4 44	170 00		
River Desert	687 16	3	1,155 43	0 68	5	131 98	0 25	0 28	0 38	280 00		
Riviere du Loup (en bas)	2,128 96	879	10,434 87	80 72	578	10,117 91	360 88	1 19	30 32	789 77	46 00	
Riviere du Loup (en haut)	1,369 27	488	8,495 36	55 47	90	1,630 55	91 03	1 03	22 64	500 00		60 00
Riviere Ouelle	286 05	67	1,065 44	5 92	8	299 20	31 00		2 66	137 00	8 00	
Robertson's Station	373 09	77	1,612 98	8 65	9	240 56	2 50	0 35	4 02	120 00	36 00	40 00
Roberval	1,852 16	106	1,797 15	12 40	111	3,855 38	90 20	0 58	7 22	420 00	10 00	
Robinson	666 86	345	3,656 09	28 21	79	1,003 09	74 15	0 48	10 04	290 00	12 50	
Rock Island	1,001 21	411	5,101 39	33 26	415	5,163 14	365 30	0 93	12 83	260 00		40 00
Roxton Falls	753 13	147	3,133 74	21 79	155	2,664 28	97 50	1 47	12 44	330 00	6 00	
Roxton Pond	282 72	158	3,830 62	21 66	111	1,35 97	13 62	0 13	9 57	140 00		
St. Adèle	428 49	206	3,555 42	20 00	39	782 21	18 10	0 22	8 80	300 00		
St. Agathe des Monts	876 06	404	6,855 76	40 50	208	4,811 40	49 25	0 59	17 33	200 00	16 00	
St. Aimé	428 92	123	1,570 62	10 47	42	1,325 42	10 75	0 22	3 92	300 00	44 00	
St. Alban	303 41	29	1,164 98	6 72	12	388 52	12 10	0 52	2 91	130 00		
St. Alexandre d'Iberville	243 50	140	2,888 70	17 99	18	420 42			7 26	124 00		
St. Alexandre de Kamouraska	361 91	173	2,723 44	17 31	42	1,057 62	43 10	0 65	6 88	190 00	10 00	



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Office Name	484 11/	26/	596 22/	3 96/	5/	114 08/	8 10/	0 23/	1 47/	220 00/	2 00/
St. Anastasie	303 32	35	529 44	4 58	4	57 19	11 41	0 32	1 32	124 00	70 00
St. Anastasie Station	498 46	155	2,004 72	12 96	42	950 79	62 69	1 25	5 00	232 00	4 00
St. André Aveillon	295 82	47	503 16	3 80	58	1,652 79	18 33	0 68	1 33	132 00	
St. Andrews de Kamouraska	869 60	567	8,693 72	55 41	146	3,010 71	43 80	1 56	23 50	380 00	16 00
St. Anne	382 31	45	1,215 00	7 58	594	3,945 78	432 25	1 53	7 63	200 00	4 00
St. Anne de Beauport	777 47	250	3,959 08	25 06	45	724 94	101 98	0 84	10 10	240 00	20 00
St. Anne de Bellevue	1,011 46	297	3,705 65	24 37	146	2,630 24	135 20	0 84	11 17	350 00	40 00
St. Anne de la Perade	1,128 96	269	3,284 45	25 58	134	2,537 07	40 16	0 51	10 55	410 00	10 00
St. Anne de la Pocatière	215 65	92	2,426 78	12 82	19	466 73	16 22	0 83	6 87	116 00	34 00
St. Anne des Monts	499 98	18	446 12	2 53	18	434 50	2 00		1 12	180 00	
St. Anne des Plaines	670 24	60	329 05	3 01	14	131 03	2 30	0 55	0 81	260 00	
St. Anselme	174 53	56	1,462 88	10 76	48	2,014 52	7 32	0 61	5 55	76 00	3 00
St. Antoine (Lotbinière)											
St. Antoine, River Riche											
lieu	358 00	8	177 52	1 25	11	284 91	9 50	0 12	0 41	170 00	
St. Aubert	274 87	1	1 18	0 03	8	85 29	6 50			150 00	40 00
St. Augustin (Portneuf)	96 12	50	1,397 60	7 29	7	88 60	11 45	0 22	3 50	50 00	
St. Barthélemi	647 96	549	9,060 91	53 97	81	1,535 76	20 94	0 42	25 40	252 00	2 00
St. Benoît	281 92	56	1,262 77	6 81	1	2 00	11 15	0 12	3 16	120 00	
St. Camille	303 02	22	521 39	2 93	13	336 67	6 50		1 30	133 00	
St. Casimir	1,035 21	124	3,935 19	23 06	124	3,361 61	18 60	0 44	15 79	360 00	30 00
St. Catherine St., Centre (Montreal)	23,284 55	5,615	55,733 35	660 73	563	9,831 13	1,301 62	4 30	144 46	800 00	
St. Catherine St., West (Montreal)	5,172 42	1,134	10,375 17	123 87	102	2,291 31	130 80	1 07	26 90	240 00	
St. Celestin	405 22	27	519 45	2 86	1	6 25	1 80	0 11	1 30	124 00	
St. Cesaire	807 14	343	3,036 40	24 24	412	4,448 19	114 12		13 40	372 00	40 00
St. Charles, River Boyer	497 06	70	1,852 61	9 89	33	836 12	40 31	0 52	4 88	190 00	
St. Charles, River Riche											
lieu	1,042 47	90	1,573 48	9 84	43	814 54	23 10	1 31	5 29	464 00	40 00
St. Chrysostôme	535 33	323	8,661 38	52 71	85	1,975 13	38 36	1 54	23 11	250 00	10 00
St. Claire	355 77	95	2,608 16	14 17	9	146 88	13 50	0 50	6 57	130 00	4 00
St. Constant	206 13	37	460 02	2 77	2	52 70	11 00	0 31	1 15	100 00	
St. Croix	440 77	174	5,379 36	36 26	133	4,031 46	32 91	1 18	22 11	180 00	
St. Cuneigne	4,268 02	372	3,881 92	42 94	124	1,960 37	115 72	1 01	10 18	700 00	120 00
St. Cuthbert	252 52	231	5,383 58	31 44	110	2,517 01	11 00	0 31	17 26	130 00	
St. Cyrille de Wendover	602 85	183	5,229 70	28 54	14	548 55	34 10	0 59	13 07	220 00	
St. David d'Yamaska	444 46	133	2,921 47	24 70	59	733 23	6 10	0 20	8 60	190 00	10 00
*St. Denis, River Riche											
lieu	417 16	231	5,520 61	36 01	56	1,492 68	22 60	0 11	15 18	180 00	
St. Denis St. (Montreal)	6,132 43	1,183	14,898 52	137 99	50	1,235 25	284 86	2 23	37 99	240 00	
St. Dorothée	39 54	31	570 19	5 04	2	35 00			6 18	35 00	
St. Elizabeth	191 25	116	2,471 34	14 60	9	505 62	5 25		6 18	110 00	
St. Ephrem de Tring	493 25	2	9 65	0 09	6	83 80	7 40	1 21		170 00	4 00
St. Ephrem d'Upton	731 15	41	67 17	5 30	28	824 58	41 65	0 71	1 99	280 00	30 00
St. Eustache	567 40	224	3,701 27	25 21	133	4,394 61	48 23		10 90	248 00	16 00
St. Evariste de Forsyth	327 34	9	1,24 72	9 20	9	124 72	9 70	0 14	0 52	120 00	3 00
St. Faïen	467 86	57	1,157 76	8 94	16	343 32	34 65		3 06	144 00	

\*Commission to Non-accounting Offices, &c. †Salary &c., entered in Auditor General's Report. ‡Including commission on box rents. §Accounting from January 1, 1899. ¶Money Order business closed April 21, 1899. ||Accounting from April 1, 1899. \*\*Money Order business suspended from Jan. 15 to Feb. 15, 1899.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c, in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Félix de Valois.....	412 87	270	5,782 89	34 39	131	2,178 86	82 00	0 41	17 46		160 00	24 00	
St. Ferdinand.....	865 10	97	1,360 27	11 70	30	569 79	29 60	0 46	3 61		360 00	40 00	40 00
St. Flavie Station.....	772 97	621	10,869 15	63 89	62	1,836 84	63 95	1 50	28 07	22 62	390 00	16 00	40 00
St. Flore.....	523 07	26	960 86	5 81	13	281 40	7 90		2 41		180 00		
St. François Beauce.....	393 57	79	839 89	7 61	62	1,358 42	15 65	0 11	3 12		150 00		
St. François (St. Lac.).....	389 96	90	1,525 89	11 09	42	620 70	36 85	0 38	4 00		184 00		
St. François Montmagny.....	285 10	44	708 08	4 44	9	243 01	4 50		1 83		130 00		
St. François, North East.....	1,059 14	146	1,685 63	11 78	13	101 40	91 16	0 53	4 22		340 00	2 00	40 00
St. Gabriel de Brandon.....	1,755 97	243	5,460 68	31 14	121	2,725 69	52 20	0 12	16 78		280 00	25 00	
St. Gabriel de Montreal.....	1,296 14	177	1,584 15	17 36	17	306 22			4 03		412 00		40 00
St. Genevieve de Batiscan.....	699 00	122	1,916 49	13 70	90	2,200 99	79 82	0 83	7 42	0 98	270 00	25 00	
St. George Beauce.....	439 60	67	1,012 86	8 45	23	711 34	29 30	0 14	2 53		200 00		
St. George (East).....	780 85	143	4,496 00	23 12	35	1,192 56	18 00		11 80	6 44	244 00	6 00	
St. George de Windsor.....	284 74	9	225 35	1 68							110 00		
St. Germain de Grantham.....	461 30	152	1,442 16	10 39	25	470 79	29 78	0 71	3 92		220 00		
St. Germaine.....	288 11	88	2,381 58	13 61	27	647 75	2 82	0 36	7 19		130 00	1 00	
St. Gervais.....	386 54	142	3,521 78	23 41	2	19 19	16 00	0 37	8 83		178 00	42 00	
St. Gregoire.....	434 60	174	2,569 40	21 05	62	1,607 89	47 10	0 70	11 44		244 00	11 25	
St. Guillaume d'Upton.....	607 83	164	2,218 61	15 60	26	642 66	50 90	0 30	5 62		270 00	24 00	
St. Henri de Lévis.....	333 08	31	884 60	4 26	146	2,155 89	126 87	0 39	2 22		172 00	30 00	
St. Henri de Montreal.....	3,233 58	719	8,997 58	85 69	199	3,159 27	179 35	0 28	24 42	15 07	*615 33		
St. Hilaire Station.....	222 22	135	2,415 93	15 27	36	587 53	60 10	0 28	6 04		139 00	160 00	
St. Hilarion.....	97 25	82	1,598 65	8 21	19	331 00	3 80	0 47	4 25		66 00		
St. Hugues.....	317 16	20	319 99	1 96	44	220 22	3 80	0 38	0 92		150 00	12 00	
St. Hyacinthe.....	8,656 40	1,118	14,085 40	121 22	1,746	23,847 29	1,716 89	5 98	51 98	11 16	*2,481 55	224 00	
St. Irénée.....	141 97	15	154 15	0 96			2 70				64 00		
St. Isidore de Dorchester.....	290 22	55	1,086 57	7 34		422 56		0 36	2 72		130 00		
St. Jacques.....	433 06	260	6,873 18	36 60	54	1,153 28	12 15	1 51	15 84		170 00		
St. Jean Baptiste de Montreal.....	3,177 82	453	5,597 27	47 85	74	1,448 62	5 50	0 28	15 44		600 00		80 00
St. Jean d'Orleans.....	184 68	118	2,215 93	12 56	16	319 84	9 43	5 86	5 86		70 00		
St. Jean des Chaillons.....	491 73	418	8,595 06	56 46	96	2,666 02	58 75	1 27	23 96		190 00	20 00	
St. Jean Fort Joli.....	527 17	154	3,280 62	17 78	40	654 63	22 95	0 84	8 22		130 00		

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St. Jerome	2,370 84	913	13,390 79	93 95	655	12,955 49	336 65	1 86	35 76	20 80	*690 47	24 00
St. John's (East)	5,158 44	861	9,935 59	79 33	1,049	12,653 56	746 47	5 36	30 21	46 14*	1,625 78	45 00
St. John Suburb (Quebec)	4,467 03	1,032	8,335 89	82 80	31	518 26	142 15	1 24	20 87	0 79	800 00	400 00
St. Joseph de Beauce	1,270 56	123	1,628 87	10 83	62	1,003 18	72 57	0 53	4 64	0 10	400 00	14 98
St. Jovite	525 18	168	4,148 96	21 31	67	1,603 66	60 95	1 90	11 36		292 00	
St. Julie	584 41	230	793 83	4 61	15	240 51	31 45	0 41	2 02		230 00	
St. Julie de Somerset	214 92	305	4,553 02	28 30	76	1,193 52	18 25	0 38	11 91		104 00	
St. Julien	276 04	146	2,984 70	19 16	68	603 99	66 11	0 50	7 71		190 00	
St. Laurent, Montreal	788 63	49	308 80	4 97	46	1,026 74	53 10		1 92		260 00	
St. Lawrence St. Centre (Montreal)	3,812 93	1,041	10,958 46	121 99	71	1,127 27	62 25		27 84	6 90	300 00	
St. Leonard d'Aston	341 10	38	478 49	3 36	16	581 28	2 50	0 28	1 39		160 00	
St. Louis de Gonzague	337 23	80	1,896 15	10 03	27	537 77	39 47	0 61	4 74		160 00	
St. Martin	564 71	148	2,580 76	15 90	106	3,919 54	254 11	0 65	14 06		250 00	
St. Michel de Bellechasse	715 11	53	1,487 25	7 07	20	308 10	28 85	0 22	3 60		270 00	
St. Octave	407 56	69	1,393 91	9 19	9	202 45	37 33	0 16	3 53		184 00	
St. Ours	473 13	239	3,616 88	23 84	23	538 02	14 51	0 26	9 11		200 00	5 00
St. Pacome	365 00	5	284 03	1 24	2	45 10			0 78		160 00	
St. Paschal	608 40	116	2,382 23	12 95	53	1,833 29	26 30	0 53	7 03		250 00	4 00
St. Patrick's Hill	321 42	217	4,028 88	27 53	43	746 75	5 20	0 35	11 38	8 24	150 00	
St. Paul's Bay	744 62	792	20,668 72	112 68	356	8,338 93	103 60	1 08	61 56		340 00	30 00
St. Philippe d'Argenteuil	328 55	439	8,771 94	47 27	50	879 70	28 80	0 34	21 92	12 72	126 00	2 00
St. Pie	354 99	241	3,494 78	24 93	98	1,517 00	62 46	0 77	10 56		170 00	16 00
St. Pierre les Beccquets	573 04	194	5,986 75	30 40	23	926 80	27 45	0 40	15 09		310 00	70 00
St. Pierre, Montmagny	206 67	15	137 59	1 02	4	209 00	0 75		0 34		130 00	28 00
St. Polycarpe	349 29	279	5,074 83	27 80	50	651 03	26 97		12 75		160 00	22 00
St. Raymond	713 52	436	9,516 51	51 56	63	1,509 94	33 80		24 28	10 12	290 00	
St. Remi	591 62	671	10,168 44	66 77	144	2,946 70	68 75	0 39	27 44	12 87	265 00	23 00
St. Roch de Quebec	7,901 94	1,472	22,126 76	185 11	657	11,865 26	626 69		57 79	47 68	769 17	700 00
St. Sauveur des Montagnes	180 47	117	1,622 63	9 51	31	879 86	7 20	0 27	4 07		130 00	
St. Sauveur de Quebec	1,945 33	305	4,945 98	38 47	135	2,431 41	60 80	1 26	13 84		650 00	405 00
St. Scholastique	790 89	495	13,314 90	71 47	185	4,385 21	133 80	0 87	35 17	42 70	348 00	40 00
St. Sebastien de Beauce	359 08	7	147 91	1 00	6	76 29	9 00	0 22	0 47		140 00	
St. Stanislas de Champlain	396 75	31	771 24	4 51	12	442 60	8 00		2 13		190 00	
St. Stanislas de Kostka	481 59	149	3,346 27	17 98	7	169 94	7 45	0 18	8 35		170 00	8 00
St. Sylvester (East)	342 59	139	3,338 85	21 89	61	1,688 62	10 52	0 12	11 57		140 00	
St. Therese de Blainville	949 39	541	8,921 82	55 46	199	3,935 21	162 45	0 45	25 95	7 66	360 00	40 00
St. Tite	673 36	202	5,385 16	28 68	13	1,195 65	16 40	1 01	13 74		276 00	
St. Ubalde	316 00	134	3,690 06	17 44	10	317 05	10 19	0 76	9 22		140 00	
St. Victor de Tring	430 55	21	389 46	2 22	11	124 71	11 35		1 03		170 00	14 00
St. Vincent de Paul	430 67	83	1,239 14	7 68	37	641 04	21 50		3 23		190 00	
Sault au Recollet	900 79	24	272 77	2 82	24	399 09	14 91	0 20	0 81		160 00	
Sauverville	790 47	244	4,594 91	26 15	53	742 13	87 54	1 95	11 75	3 43	340 00	10 00
Secotown	747 35	282	3,598 96	25 89	106	1,633 17	29 72	0 85	11 48	7 94	330 00	42 50
Scott Junction	233 40	48	240 45	3 88	7	1,233 66	30 50		0 74		140 00	28 00
Shawville	1,226 55	716	14,668 59	82 79	167	2,753 56	155 95		38 41	22 34	410 00	30 00
Sherbrooke	16,535 37	1,395	14,435 81	134 08	2,862	42,182 14	2,806 44	1 40				

\*Including commission on box rents. \$Salary, etc., entered in Auditor General's Report.

APPENDIX C—Continued.  
 STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.		Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.					\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.			
Sorel	2,379 28	1,152	14,897 34	101 93	651	13,468 07	408 74	1 80	45 30	1 80	0 96	3,844 81	200 00			
South Durham	674 86	210	2,848 21	20 23	55	1,064 20	67 45	0 23	7 69	0 23	14 90	280 00	12 00			
South Quebec	682 57	17	223 67	1 69	3	106 40	5 96	0 16	0 51	0 16		250 00	173 32			
Stanbridge East.	454 20	261	2,756 87	25 18	14	165 51	1 75					232 00				
Stanford	1,046 02	93	3,128 22	18 74	89	1,878 59	37 56	1 96	10 96	1 03	1 03	420 00	60 00			
Stanstead	1,297 43	484	3,559 84	34 08	209	3,251 42	269 05	0 63	9 40	4 50	4 50	500 00	160 00			
Stonefield	218 50	136	1,872 70	15 10	31	930 33	9 08		5 16			160 00				
Sutton.	1,092 84	567	7,351 51	51 18	141	1,633 86	78 23	2 80	19 95	44 22		410 00				
Sutton Junction	335 61	13	236 93	1 29	7	83 95	16 43	0 14	0 62			140 00				
Sweetsburg	635 81	264	3,208 73	23 17	134	1,844 98	77 10	0 11	9 45			280 00				
Tadoussac	599 64	306	8,747 25	42 83	49	1,445 72	24 04	1 86	21 88			270 00	60 00			
Terrebonne	1,253 11	388	7,490 35	42 45	661	15,806 99	274 18	0 72	19 62	11 96		420 00	12 00			
Thetford Mines	1,678 48	194	2,284 40	14 81	43	621 65	57 30	0 95	5 95			435 09	4 67			
Thefort South	228 84	45	769 80	5 05	13	273 15			2 10			201 79				
Three Rivers	7,315 00	1,098	12,870 46	101 74	1,253	23,712 88	909 45	2 57	42 29	14 65	14 65	2,088 21	420 00			
Thurso	668 02	501	6,872 21	46 34	85	1,540 62	127 39	1 10	18 42	8 31	8 31	350 00	20 00			
Trois Pistoles	1,042 75	519	13,640 58	73 86	132	2,944 55	24 96		38 44	3 36		436 00	12 00			
Uxverton	494 68	103	1,594 85	11 29	184	2,326 73	75 30		4 15			220 00				
Upper Bedford	201 14	14	244 27	1 55	21	330 12	5 00		0 27			100 00				
Valleyfield	4,153 53	1,533	19,789 21	158 98	579	8,810 69	423 08	2 42	57 39	14 61		1,080 00	44 00			
Varennes	482 52	126	2,138 27	13 72	16	534 15	4 41	0 18	5 34			180 00				
Vaudreuil	306 62	71	1,199 10	9 74	56	507 27	41 10	0 17	3 05			170 00				
Vernon	269 75	25	849 35	4 00	31	628 27	80 85	0 40	2 12			130 00				
Victoriaville	1,989 91	295	3,222 12	25 49	282	7,252 73	206 11	0 62	10 54	0 06		580 00	80 00			
Ville Marie	377 90	168	3,631 96	19 40	99	4,496 45	5 60	0 71	10 12			180 00				
Wakefield	731 51	94	2,108 04	11 56	41	779 20	29 70	1 01	5 54			300 00				
Warwick	847 30	163	1,834 45	12 95	87	1,306 49	79 10	0 51	6 65			320 00	60 00			
Waterloo East.	2,419 88	1,343	12,851 76	106 00	649	9,522 66	765 88	2 03	38 18	15 90		800 00	6 00			
Waterville	963 31	147	2,282 14	16 56	74	1,144 40	48 50	0 64	5 77			380 00				
Weedon Station	449 26	94	984 18	5 00	33	792 15	36 10	0 40	2 39			270 00	20 00			
West Bromo	379 39	3	27 75	0 12	10	130 18	28 52		0 13			130 00	6 50			
Westmount	3,992 93	1,062	9,822 26	100 83	282	4,231 92	258 62	0 71	26 81	13 56		360 00				
Wickham West	310 97	65	1,028 50	6 53	26	508 96	30 36	0 83	2 68			136 00				

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Windsor Mills.....	2,064 66	696	10,959 95	78 87	165	2,413 09	124 69	2 00	30 50	11 95	640 00	8 00	80 00
Wotton.....	663 68	121	1,697 61	12 26	26	599 32	14 90	0 11	4 25	.....	260 00	16 00	.....
Yamachiche.....	733 74	228	3,292 37	21 54	02	1,398 44	31 05	0 28	9 75	10 77	530 00	45 50	40 00
Non-Accounting Post Offices.....	131,220 62	.....	.....	.....	.....	.....	.....	.....	.....	.....	55,346 46	2,045 96	.....
Less—Value of Postage Stamps affixed to Postal Notes.....	893,426 79	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	892,934 04	134,050	1,972,223 59	14,938 76	148,163	2,219,514 19	120,05 19	273 66	4,620 41	2,244 63	167,019 40	9,452 15	7,022 42

\*Closed December 7, 1898. †Late Kingsville. ‡Including commission on box rents.

APPENDIX C—Continued.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.		Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
						\$	cts.		\$	cts.	\$	cts.	\$	cts.			
Acadia Mines	1,208 72	744	7,486 21	59 42	325	5,371 77	107 69	0 79	27 02	480 00	24 00	60 00					
Advocate Harbour	439 56	456	6,808 35	42 67	169	3,184 53	7 00	0 95	21 86	203 00	18 00						
Amherst	7,970 48	1,060	11,401 55	95 68	3,117	49,761 08	1,231 83	0 90	40 45	*2,369 54	100 00						
Annapolis	2,410 98	1,466	15,155 20	126 90	775	11,623 55	225 87	2 77	48 24	4,796 30	80 00						
Antigonish	3,389 61	1,326	17,080 18	135 75	2,481	46,256 64	752 95	0 51	87 43	*1,007 00	300 00						
Arichat	749 45	1,398	27,618 54	163 78	922	19,211 13	106 25	0 36	98 04	340 00	36 00						
Athol	149 00	92	1,352 50	9 31	25	275 97	1 50	0 21	3 49	60 00	8 00						
Auburn	340 70	269	2,522 05	18 77	92	1,542 98	20 87	0 21	7 18	140 00							
Avonport Station	213 66	60	737 92	5 90	17	218 81	3 00	0 87	2 12	115 00	8 00						
Aylesford	790 21	631	8,463 74	65 19	259	4,624 41	81 39	1 25	26 61	284 00	30 00						
Baddeck	1,203 56	598	5,888 69	49 40	447	10,046 65	78 45	0 70	30 18	*464 43	60 00						
Bailey's Brook	147 83	24	153 00	2 40	32	855 54	4 00	0 80	0 57		4 00						
Barrington	573 86	501	5,886 18	45 14	330	8,686 24	54 35	0 80	23 66	310 00	240 00						
Barronsfield	341 39	11	108 91	1 04	4	1,066 17	2 50	0 26	0 17	69 00							
Bass River	543 49	324	5,806 10	36 60	126	1,677 97	24 54	0 42	16 20	220 00							
Bayfield	134 19	72	862 91	6 31	73	1,374 96	9 65	0 83	30 54	60 00							
Bear River (West Side).	1,207 86	900	10,053 67	72 16	287	4,612 81	72 76	0 83	30 54	420 00	2 50	40 00					
Beaver Bank	337 21	1	30 00	0 12	14	141 30			1 73	37 80	1 00						
Bedford Basin	492 67	83	597 11	6 27	58	724 61	17 00	0 24	31 80	220 00	12 00						
Berwick	1,425 98	846	10,672 15	79 86	525	7,219 33	178 39	1 18	31 80	480 00	50 00	60 00					
Bill Town	469 34	97	1,070 95	8 91	31	391 69	8 50	0 36	2 92	200 00	8 00						
Boylston	203 22	180	2,846 52	18 40	123	1,645 74	4 50	0 36	9 14	84 00	10 00						
Bridgeport	270 96	387	4,624 11	35 04	39	719 96	6 50	1 89	12 30	130 00	30 00	120 00					
Bridgetown	2,551 40	1,559	14,869 03	127 60	791	12,758 49	279 25	0 99	45 96	760 00	30 00						
Bridgewater	427 07	317	5,339 64	35 45	124	3,883 49	15 16	0 99	16 93	200 00	180 00	130 00					
Bridgewater	2,856 78	2,318	31,363 12	222 62	761	14,077 90	206 63	1 61	92 86	920 00	180 00	130 00					
Broad Cove Chapel	65 31	37	1,793 76	8 99	40	998 55			5 61	24 00	2 00						

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Location	51	756 87	5 38	867	1,887 88	295 35	0 83	3 19	168 00	71 00
Brookfield (Colchester).....	396 00	3,779 90	24 10	867	1,887 88	7 90	0 10	3 19	168 00	71 00
Brooklyn (Queen's).....	100 80	2,981 68	59 39	722	2,981 68	64 80	0 64	10 93	86 00	86 00
Caladonia Corner.....	473 55	9,549 48	8 49	190	2,981 68	17 90	0 33	27 21	268 00	70 00
Cambridge Station.....	529 28	1,122 43	3 49	79	863 27	38 66	0 63	3 28	180 00	24 00
Canning.....	1,281 67	13,350 87	97 30	347	4,619 06	74 00	1 00	38 66	440 00	40 00
Canso.....	1,387 68	27,344 46	197 64	255	3,599 89	129 12	1 00	70 38	466 00	60 00
†Cape North.....	15 54	784 46	3 40	1	7 00	8 70	0 15		50 00	10 00
Chesley's Corners.....	564 30	6,841 33	46 37	123	3,054 33	26 52	0 42	19 97	180 00	86 00
Chester.....	916 73	11,738 48	70 30	227	3,233 27	57 85	1 20	36 50	280 00	70 00
Chester Basin.....	452 26	2,009 04	10 52	26	689 76	18 00	0 33	2 15	140 00	4 00
Cheticamp Chapel.....	11 00	4,737 19	25 03	90	2,887 19	5 02		13 35	16 00	10 00
Christmas Island.....	152 40	1,736 12	9 50	31	641 15	3 00	0 10	5 08	48 00	40 00
Church Point.....	664 67	2,349 91	14 40	31	844 64	5 00	0 25	6 41	240 00	10 00
Clarence.....	69 69	1,015 97	7 45	12	289 38	5 56	0 20	2 66	40 00	
Clarence Harbour.....	500 16	16,607 35	95 12	67	1,270 65	11 22	0 18	43 05	220 00	6 00
Clementsport.....	328 13	2,955 17	20 41	144	2,520 04	6 83	0 57	11 10	150 00	10 00
Cleveland.....	224 80	828 72	5 00	33	347 80	16 15	0 41	2 63	106 00	72 00
Clyde River.....	192 40	2,985 75	18 86	59	869 01	1 46	0 10	8 98	92 00	20 00
Cold Brook Station.....	217 33	183 86	1 99	4	113 66	10 75	0 09	0 51	120 00	
Cross Roads (C. H.).....	494 62	3,119 43	16 10	24	515 50	0 70		8 26	69 20	1 50
Dartmouth.....	3,395 58	8,450 81	74 92	620	9,143 91	201 90	0 73	30 48	*989 75	8 00
Debouso.....	206 19	5,672 89	29 45	444	11,487 86	9 90	0 25	38 02	120 00	4 00
Digby.....	2,946 63	25,147 47	184 20	851	14,923 15	347 77	1 71	79 87	780 00	130 00
Doctor's Cove.....	126 11	2,023 25	12 79	51	963 67		0 82	7 25	52 00	
Dutch Village.....	407 88	217 41	2 66					0 48	76 00	
East Southamton.....	46 27	231 29	1 46	6	41 00	0 50		0 68	24 00	6 00
Economy.....	226 47	1,798 44	13 79	100	2,008 16	29 60	0 44	8 82	200 00	
Elmsdale.....	719 27	2,759 69	19 59	69	1,397 17	11 00	0 27	7 72	280 00	4 00
English Town.....	202 14	1,107 25	7 53	136	3,134 94	12 20	0 24	6 55	90 00	24 00
Eureka.....	583 10	4,176 02	37 29	73	998 80	42 50	0 38	11 15	250 00	
Five Islands.....	230 96	4,177 63	28 53	101	2,464 57	11 10	0 46	14 46	124 00	
Folly Village.....	430 16	2,065 00	17 53	99	1,648 94	25 60	0 33	7 04	130 00	
Freeport.....	255 13	5,841 98	33 80	43	7,92 29	5 00	0 83	15 89	110 00	
Fryzelton.....	107 68	1,346 58	9 58	102	1,944 23	5 00	0 35	5 74	48 00	4 00
Gabouron.....	134 51	2,483 57	13 90	28	7,17 34	0 50	0 24	6 63	60 00	16 00
Gaspareux.....	598 96	463 59	4 78	24	375 93	1 00	0 12	1 56	290 00	8 00
Glenwood.....	32 96	363 45	3 18	14	333 18		0 16	1 51	54 00	
†Goldboro.....	335 56	2,487 47	13 54	23	603 49	2 00		6 63	140 00	
Gottingen Street (Halif x).....	4,035 11	14,881 55	164 65	83	1,125 52	81 68	0 75	38 42	240 00	4 00
Grand Etang.....	90 19	1,049 24	6 50	19	1,444 93	10 00		3 11	41 00	
Grand Pré.....	439 63	3,645 21	24 43	87	888 14	24 81		10 18	150 00	2 00
Granville Centre.....	110 64	1,651 86	10 64	29	544 11	1 00	0 12	4 42	44 00	
Granville Ferry.....	741 55	7,852 11	53 00	93	1,793 82	48 45		21 75	320 00	36 00
Great Village.....	795 49	5,408 83	41 91	282	5,923 78	89 12	0 42	19 27	350 00	40 00
Guyaboro.....	1,075 23	13,026 61	87 21	523	9,197 52	121 06	1 66	41 80	490 00	200 00
Halifax.....	55,109 51	118,991 89	1,989 21	30,679	487,901 11	10,533 43	81 82		+	40 00
Hantsport.....	1,011 92	16,462 84	117 33	369	7,001 60	77 00	1 74	49 19	360 00	12 00
Harbour au Bouché.....	244 29	7,371 20	43 63	285	4,307 81	39 65	0 80	27 91	100 00	0 50

\* Including commission on box rents. † Accounting from April 1, 1893.  
 ‡ Salary, &c., entered in Auditor General's Report. § Commission to Non-accounting Officers, &c. ¶ Late Isaac's Harbour East Side.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation Post-masters on P. N. business.	Compensation Post-masters on M. O. business.	Compensation Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
Hazel Hill.....	409 93	1,005	9,523 99	84 20	20	142 50	19 05	0 59	23 84	230 00	2 00		
Hebron.....	573 71	173	2,146 38	21 38	117	1,963 22	71 18	0 36	6 38	230 00			
Hopewell.....	535 90	173	3,535 03	21 55	157	2,709 73	26 29	0 84	12 05	236 00	20 00		
Hortonville.....	298 23	154	1,750 64	14 02	72	1,077 54	35 70	0 35	4 51	150 00			
Hubbard's Cove.....	895 42	128	2,343 78	14 38	72	2,636 74	2 00	0 84	7 39	180 00	20 00		
Ingomish.....	104 08	62	771 60	5 16	16	236 13	0 90		1 97	76 00	27 00		
Iona.....	107 74	51	838 72	5 07	12	182 67	8 30		2 16	144 00	10 00		
Isaac's Harbour.....	350 51	237	4,634 19	27 90	50	1,302 62	9 60	0 15	12 44	64 00	30 00		
Joggin Mines.....	812 22	806	8,581 60	61 53	96	1,773 85	18 39	0 15	22 32	350 00			
Kennetcook.....	220 97	247	3,118 85	23 79	76	1,202 01	28 29	0 17	10 15	100 00	4 00		
Kentville.....	4,274 40	1,794	22,061 75	174 05	1,232	18,610 87	433 86	2 11	71 80	1,200 00	200 00		140 00
Kingsport.....	210 83	215	2,708 11	19 07	49	477 05	4 75	0 19	7 08	105 00	4 00		
Kingston Station.....	716 86	651	7,659 35	61 97	277	5,016 85	42 33	0 34	24 18	280 00	48 00		
Lawrencetown.....	908 41	515	6,005 38	44 74	355	5,029 87	69 16	0 23	16 86	320 00	30 00		40 00
Little Bras d'Or.....	202 70	166	2,854 47	18 05	56	926 45	6 29		8 53	109 00	12 00		
Little Glace Bay.....	1,921 94	1,655	21,517 19	151 14	243	3,834 49	66 55	0 71	55 71	560 00	120 00		80 00
Liverpool.....	2,130 46	1,807	18,419 13	148 45	669	10,914 75	170 37	0 78	58 99	700 00	120 00		100 00
Lochaber.....	536 83	92	2,590 30	13 85	30	649 38	1 00		7 54	192 00	36 00		
Lockeport.....	900 01	1,048	13,666 57	92 99	314	5,569 07	55 12	1 30	42 09	330 00	4 00		40 00
Louisburg.....	656 17	803	16,307 59	93 72	152	2,982 95	25 80		43 64	260 00	10 00		
Lower Arville.....	215 31	77	896 06	7 16	70	1,746 02	0 70		5 12	118 00			
Lower L'Ardoise.....	102 96	128	2,029 80	12 95	90	2,879 98	3 40	0 20	7 76	60 00	2 00		
Lower Stewiacke.....	854 26	455	7,407 29	47 77	211	4,436 83	104 99	1 37	25 03	340 00	12 00		40 00
+Lower Wood Harbour.....	230 54	50	920 80	8 25					2 05	90 00			
Lunenburg.....	2,736 04	1,881	23,650 67	181 92	572	9,801 71	261 50	1 90	(5 58)	*876 17	50 00		
Lydgate.....	171 32	4	23 70		10	169 74	6 75	0 15		103 00			
McGray.....	103 47	108	1,796 80	11 77	38	714 46	4 90		5 23	50 00	30 00		
Mabon.....	457 18	511	7,941 24	50 43	334	6,853 35	33 15	0 52	26 52	280 00	100 00		
Maccan.....	301 86	144	1,307 02	11 93	42	477 36	37 75	0 11	3 85	150 00	80 00		
Maheone Bay.....	1,135 13	1,197	19,526 37	118 10	230	4,162 42	120 39	0 17	53 07	400 00	10 00		40 00
Main-& Dieu.....	147 94	227	3,721 19	21 61	51	1,203 19	5 25		10 93	64 00	6 00		
Maitland (Hants).....	372 26	1,172	14,331 56	100 27	388	7,139 52	32 88	1 04	47 36	360 00	60 00		40 00
Margaree Harbour.....	237 18	145	3,089 76	16 53	224	5,222 50	6 84	0 37	14 76	152 00	64 00		



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Margaretsville.....	131	1,527 82	10 50	139	2,286 09	8 20	0 25	6 95	100 00	100 00
Melvern Square.....	320 41	1,309 56	9 89	47	672 92	6 50	0 10	3 41	150 00	150 00
Merigonshie.....	288 29	3,693 45	21 09	74	1,337 67	7 40	0 52	10 99	100 00	25 00
Metaghan.....	215 85	9,747 81	54 83	211	4,661 69	7 50	0 24	31 44	90 00	2 00
Middle Musquodoboit.....	607 14	5,069 86	33 89	209	5,550 33	36 85	0 75	20 90	250 00	80 00
Middleton.....	142 43	1,357 04	8 05	41	946 13	7 80		4 43	60 00	2 00
Middleton.....	2,124 18	12,806 34	92 74	1,212	23,078 02	240 40	0 94	40 71	690 00	258 30
Mill Village.....	302 44	3,175 58	22 74	80	1,475 58	16 35	0 15	10 05	154 00	100 00
Milton.....	595 81	5,979 27	47 78	131	2,167 38	24 80	1 83	16 65	230 00	40 00
Morris Street (Halifax).....	1,060	9,368 20	116 54	9	159 74	77 57	1 07	23 58	240 00	
Mount Unucke.....	362 70	1,969 04	9 25	20	482 38	5 20	0 11	3 38	180 00	40 00
Mulgrave.....	721 33	7,565 34	47 58	119	1,898 11	50 30	1 17	20 48	320 00	12 00
New Campbellton.....	308 22	491 40	3 55	40	729 81	2 40	0 71	1 88	152 00	6 00
New Glasgow.....	7,574 32	33,365 17	259 19	2,463	37,199 87	1,034 67	4 72	116 08	83 27	2,121 25
Newport.....	744 06	10,049 72	67 70	161	3,433 91	34 75	0 54	28 80	320 00	180 00
Newport Landing.....	173 07	2,470 74	18 85	84	1,186 71	12 30	0 21	8 67	72 00	
New Ross.....	405 00	5,623 83	33 60	91	2,752 11	6 10	0 54	16 10	182 00	6 00
New Victoria.....	99 50	1,184 74	7 95	22	229 11	1 54	0 25	3 19	76 00	
Nictaux Falls.....	180 78	1,526 32	12 36	35	452 43	13 15	0 31	3 95	96 00	2 00
Noel.....	157 69	5,921 52	37 88	117	3,736 53	8 00		16 44	88 00	6 00
North Lechaber.....	352 72	948 87	6 49	6	88 80				140 00	8 00
Northport.....	212 58	2,614 58	21 94	45	612 80	2 50	0 86	7 44	80 00	
North Sydney.....	3,460 54	24,201 14	173 25	1,122	18,346 91	342 91	1 45	78 15	2 66	1,173 44
Old Barns.....	136 36	491 01	3 43	16	388 03	1 00		1 76	44 00	16 00
Old Bridgeport Mines.....	528 07	7,539 71	52 70	20	745 33	8 00	0 65	20 55	170 00	
Oxford.....	1,338 24	12,110 66	84 16	438	9,016 46	176 08	2 48	36 10	580 00	16 00
Paradise Lane.....	311 67	3,189 47	21 56	24	179 28	8 15	0 36	7 98	124 00	10 00
Parraborough.....	3,161 69	23,823 78	164 37	683	11,907 99	184 30	1 10	67 10	850 00	30 00
Pictou.....	5,457 67	20,452 94	158 89	2,126	37,314 85	502 08	3 03	78 35	27 91	850 00
Point Tupper.....	126 71	1,503 81	8 74	20	283 86	10 30	0 20	3 94	50 00	100 00
Port George.....	227 35	2,464 74	15 40	22	312 96	3 20		6 70	80 00	12 00
Port Greenville.....	307 81	1,969 45	14 00	19	313 75	11 45	0 51	5 03	152 00	24 00
Port Hastings.....	597 09	3,257 93	20 99	228	3,329 98	16 05	0 34	14 08	330 00	80 00
Port Hawkesbury.....	829 72	6,765 15	48 54	504	9,468 40	192 08	1 18	21 66	0 61	340 00
Port Hood.....	962 20	5,590 97	37 54	376	9,009 95	67 44	0 70	20 25	420 00	8 00
Port Howe.....	99 66	2,084 40	15 56	48	786 37			6 20	40 00	
Port La Tour.....	179 48	1,607 70	10 66	87	1,872 64	10 15	0 13	7 01	80 00	
Port Lorne.....	100 62	443 47	4 16	39	693 50	9 00		1 51	36 00	
Port Maitland.....	524 75	7,687 11	51 10	317	7,266 73	6 60	0 72	32 94	160 00	6 00
Port Medway.....	304 34	3,135 82	23 03	125	2,417 15	3 10		11 78	128 00	
Port Morien.....	866 15	18,800 20	104 54	140	1,822 36	16 40	0 49	48 58	360 00	10 00
Port Williams.....	390 01	2,452 27	23 80	130	2,346 04	53 66	0 37	17 00	170 00	16 00
Port Williams Station.....	357 46	1,138 48	7 89	26	241 59	3 17	0 28	2 83	184 00	90 00
Publico Harbour.....	272 49	6,843 74	43 08	189	4,198 04	33 50	0 30	24 85	130 00	24 00
Pugwash.....	1,286 47	11,663 66	88 56	325	6,305 50	69 40	1 49	37 21	400 00	32 50
Ritcey's Cove.....	158 10	2,595 21	17 01	14	278 02	6 12	0 19	6 47	44 00	
River Bourgeois.....	154 06	2,137 61	11 57	103	1,988 70	34 00	0 57	7 60	88 00	
River Hebert, West Side.....	439 67	1,476 67	11 22	40	615 00	27 90	0 23	3 70	200 00	150 00
River John.....	672 67	10,198 99	64 78	292	5,273 34	50 15	0 62	32 09	300 00	12 00

\*Including commission on box rents. †Accounting from April 1, 1899.

APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Round Hill.	208 27	203	2,400 15	17 17	78	1,085 66	11 50	0 10	6 87	0 16	95 00	16 00	
St. Andrews.	110 42	89	967 71	7 63	305	2,041 43	6 85	0 58	5 92	0 16	360 00	90 00	
St. Peter's.	777 94	602	11,439 32	63 71	12	6,171 61	2 30	0 11	2 04		144 00	37 50	
Salem (Yarmouth).	289 23	77	777 26	6 95	64	56 29	11 60	0 32	12 67		104 00	64 00	60 00
Sandy Cove.	174 69	209	3,447 05	21 46	348	2,246 32	138 75	1 80	60 39		480 00	64 00	60 00
Shelburne.	1,276 64	1,519	20,832 49	139 55	213	7,196 41	64 90	0 42	59 24		390 00	130 00	40 00
Sherbrooke.	738 19	913	22,578 62	118 70	315	4,709 87	125 95	0 89	30 84	0 38	440 00	250 00	60 00
Shubenacadie.	1,276 81	694	9,959 01	68 47	22	6,745 31	10 10	0 37	5 11		95 00	0 00	
Somerset.	240 22	112	2,021 28	15 27	50	516 19	5 80	0 10	4 60		30 00		
Southampton.	180 31	138	1,794 95	12 85	3	832 04					56 00		
South Bay.	62 59	17	83 40	0 57	3	12 61			0 22		56 00		
South Farmington.	287 55	441	8,894 87	47 79	96	1,351 78	35 60	0 31	22 79		168 00	20 00	
Springfield.	209 72	193	2,538 15	18 11	53	808 99	1 40	0 26	7 28		90 00	8 00	
Springhill.	2,504 15	2,472	27,756 83	210 76	779	13,059 88	167 26	2 17	83 37	20 56	810 00	6 00	120 00
Spring Hill Junction.	268 29	30	216 25	1 24	4	80 70	6 20		0 57		128 00		
Stellarton.	1,628 42	1,286	16,627 39	116 89	563	10,001 76	118 38		47 00	7 37	585 00	8 00	80 00
Strathlorne.	185 35	107	1,920 23	11 46	85	1,834 01	7 10	0 31	7 68		99 00		
Summersville.	198 52	130	1,622 45	12 63	67	1,037 26	9 60		5 27		80 00		
Sydney.	4,041 48	1,415	21,826 05	152 18	1,471	23,278 62	635 30	3 52	72 93	58 06	1,275 71	360 00	
Sydney Mines.	660 05	568	6,146 40	51 48	175	1,983 38	38 45	0 57	18 71	6 35	294 00	2 00	
Tatamagouche.	840 08	771	6,146 40	61 18	616	10,474 84	85 68	0 99	30 73	5 13	340 00	44 00	40 00
Thorburn.	242 66	111	1,061 29	9 64	81	1,593 06	5 23	0 33	4 89		128 00		
Tidnish.	145 91	102	1,504 05	9 81	39	293 36	6 50	0 32	3 89		60 00		
Tracadie.	1,013 43	354	2,143 66	14 03	139	2,066 25	1 50	0 42	9 50		80 00	2 00	40 00
Trenton.	12,274 68	2,773	32,864 24	272 16	5,399	918 60	46 50	4 99	112 47	79 43	3,122 34	55 00	
Truro.	222 17	244	3,302 24	24 95	197	4,407 06	16 75	0 45	18 26		124 00	17 00	
Tusket Wedge.	139 40	15	313 94	1 95	4	119 46					44 00		
Upper Musquodobit.	269 07	579	14,827 77	81 39	116	2,759 01	18 40	0 48	40 51		140 00	16 00	
Upper Stewiacke.	570 90	313	5,088 65	34 30	190	5,817 03	36 80	0 44	23 29	3 53	180 00	36 00	
Wallace.	1,087 97	612	10,282 77	65 23	321	9,901 37	69 63	0 81	32 24	8 74	400 00	24 00	40 00
Walton.	196 04	186	2,192 63	11 6	116	1,811 04	17 40	0 46	7 91		108 00	16 00	
Waterville.	945 89	589	6,317 21	53 28	207	2,701 22	69 96	0 62	18 94	1 72	300 00	15 00	

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Waverley.....	23	173 72	315 68	2 16	8	269 86	9 47	0 42	0 85	90 00	170 00	16 00	
West Bay.....	122	346 34	1,721 55	10 64	115	2,494 80	8 40	0 88	7 44	200 00	200 00		
Westport.....	610	491 60	8,490 79	56 74	65	1,181 97			22 15	3 94			
West River, Sheet Harbour.....	721	629 98	18,568 18	95 26	100	3,007 74	18 90	1 35	47 27	350 00	350 00	60 00	
Westville.....	1,999	1,678 92	19,891 84	163 62	627	11,590 57	72 30	0 44	64 03	560 00	560 00	14 00	
Weymouth.....	194	373 88	2,123 52	16 47	177	3,863 99	24 55	0 13	11 52	140 00	140 00		
Weymouth Bridge.....	646	1,361 34	8,322 02	61 15	359	5,432 60	98 90	0 55	25 07	460 00	460 00	60 00	
Whitehead.....	136	130 07	4,484 56	20 96	17	231 48	3 40	0 65	11 27	60 00	60 00		
Whitney Pier.....	152	188 30	2,781 47	17 76	4	91 00			6 95	50 00	50 00		
Whycocomagh.....	320	572 13	5,013 09	30 00	227	5,248 35	42 20	0 50	20 44	325 00	325 00	95 00	
Windot.....	106	243 81	542 57	4 98	39	519 18	2 00		1 90	76 00	76 00		
Windsor.....	3,103	5,785 41	38,599 50	313 84	1,405	20,398 56	836 33	3 66	109 50	45 59	1,600 00	30 00	
Wine Harbour.....	153	237 79	3,332 74	18 30	31	955 71			8 58	90 00	90 00		
Wolfville.....	2,380	3,663 07	25,121 20	216 02	1,238	22,591 87	614 13	1 09	71 53	8 05	1,020 00	140 00	
Yarmouth.....	3,674	10,194 01	43,611 70	584 15	3,007	47,159 48	1,043 47	4 60	144 00	104 50	3,059 31	440 00	
Non - Accounting Post Offices.....		64,543 90								33,268 68	1,460 17		
		309,815 03											
Less - Value of Postage Stamps affixed to Postal Notes.....		164 25											
Totals.....		309,650 78	116,122	1,565,164 41	11,454 29	88,070	1,491,519 80	27,787 15	124 08	4,523 98	789 80	95,556 16	8,314 97
													2,763 32

\*Including commission on box rents.

APPENDIX C—Continued.  
 PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ ts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albert..	568 55	831	12,454 80	79 24	185	3,800 82	88 53	0 86	33 62	12 72	318 00	20 00	
Alma.....	351 30	274	3,559 97	24 60	55	1,348 86	5 60	0 97	10 42		150 00	2 00	
Anagance.....	102 32	185	2,389 09	15 72	61	827 03	20 68		6 54		50 00	10 00	
Andover.....	638 14	432	7,327 58	45 18	121	1,755 85	80 17	2 51	20 43	5 13	280 00	4 00	
Apoauquit.....	335 79	219	2,982 43	20 99	90	1,597 62	25 78	0 41	9 63		140 00	60 00	
+Avondale.....	87 52	54	886 74	5 55	2	13 25			2 21		37 50	2 67	
Basé Verte.....	320 64	180	2,574 23	17 23	87	1,372 10	117 49	0 95	7 15		130 00	2 00	
Basé River.....	187 85	189	2,663 36	17 09	31	219 78	7 95	0 61	6 83		100 00	30 00	
Bath.....	559 32	91	1,325 03	8 62	20	599 24	18 70	1 02	3 38		230 00	10 00	
Bathurst.....	2,109 45	854	13,063 09	84 05	773	12,924 36	411 72	2 32	22 09	46 60	*722 00	240 00	
Bathurst Village.....	625 69	561	8,424 62	52 44	97	1,429 09	14 43	0 96	22 09		300 00	10 00	
Bay du Vin.....	114 34	51	398 70	2 92	5	35 00	16 40		1 02		56 00	2 00	
Bayfield.....	240 91	445	9,069 46	53 47	100	2,841 14	44 50	1 51	23 94	2 49	116 00	2 00	
Benon.....	332 15	78	804 89	7 25	26	855 73	2 62	0 52	2 02		140 00	2 00	
Blackville.....	438 00	393	4,909 64	34 29	47	874 35	12 59	0 72	13 03	0 34	200 00	12 00	
Boiestown.....	758 60	43	862 33	5 63	42	293 83	28 85	1 38	2 16		200 00	12 00	
Bristol.....	369 93	166	2,283 66	15 87	35	547 19	33 73	0 56	6 36	10 74	210 00	44 00	
Buctouche.....	817 94	426	7,307 63	46 30	247	3,682 43	75 78		23 22	1 17	340 00	50 00	40 00
Buttermt Ridge.....	418 24	387	5,454 43	38 13	126	2,124 45	41 27	0 61	15 09		170 00	16 00	
Campbellton.....	3,718 38	2,655	33,508 60	236 13	509	8,765 52	247 06	1 46	85 84		909 00	3 00	140 00
Campo Bello.....	174 07	85	1,271 67	7 34	39	487 20	5 50	0 15	3 26		55 50		
Canterbury Station.....	524 17	494	5,370 41	37 15	121	2,632 19	19 40	0 48	16 01		240 00	12 00	
Cape Bald.....	148 63	376	5,445 21	32 79	30	723 58	8 00	0 16	13 78		60 00		
Caracquet.....	468 88	550	10,142 81	58 66	125	2,031 63	42 02	1 28	26 48	2 92	240 00	28 00	
Centerville.....	769 59	519	10,081 91	61 94	110	2,907 44	25 63	0 95	27 48	1 93	300 00	18 50	
Chatham.....	5,298 28	2,942	45,061 85	316 12	834	13,184 91	354 08	8 01	121 99		*1,626 20	270 00	
Chipman.....	462 92	272	4,508 82	29 95	60	1,465 90	29 15	0 64	13 31	0 17	170 00	30 00	
Clifton.....	90 56	112	2,036 15	12 04	40	1,482 00	2 50	0 24	5 95		50 00	16 00	

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	180	2,299	16	80	1,262	18	0	7	110	16
	99	52	27	80	01	89	67	10	00	00
	240	2,990	2	80	1,262	18	0	7	110	16
	99	52	27	80	01	89	67	10	00	00
	240	2,990	2	80	1,262	18	0	7	110	16
	99	52	27	80	01	89	67	10	00	00
Cocagne.....	240 99									
Cody's.....	217 42		2 82	1	10 00	8 70	0 17	1 08	64 00	60 00
Collina.....	127 81	430 15		10	151 28	13 54	0 22	41 60	60 00	
Dalhousie.....	1,106 41	274 10	98 52	206	2,831 66	78 53	1 13	0 72	*473 45	15 00
Debec.....	271 14	16,276 78	13 17	40	866 30	6 08	0 37	5 29	120 00	20 00
Doaktown.....	439 12	2,876 75	17 62	81	1,226 61	36 54	0 43	7 19	200 00	
Dorchester.....	1,430 42	7,351 76	56 07	467	8,007 41	301 70	1 31	23 40	650 00	80 00
Douglas Harbour.....	69 70	245 28	1 24	13	60 41	15 48	0 14	0 52	40 00	
Edmundston.....	1,091 38	7,220 01	55 20	120	2,563 91	87 88	1 23	19 74	408 00	20 00
El River crossing.....	189 22	3,037 42	18 15	8	1,202 95	1 00	0 29	7 58	95 00	7 50
Elgin.....	378 78	7,469 48	46 94	141	2,362 73	71 05	0 92	20 48	160 00	24 00
Elm Tree.....	127 90	1,402 88	6 35	8	252 72		0 38		26 50	
Farville.....	695 04	2,964 60	25 74	101	1,656 86	22 13	0 13	8 48	300 00	
Florenceville.....	396 76	4,368 19	28 30	50	739 11	38 15	0 19	11 43	160 00	10 50
Florenceville East.....	386 79	2,170 87	12 76	5	68 62	0 60	0 10	5 42	190 00	6 50
Fredericton.....	12,109 24	16,612 92	146 78	3,314	47,944 78	2,480 64			+	
Fredericton Junction.....	359 86	437 42	3 18	127	502 04	7 50	0 29	1 48	160 00	8 00
Gagetown.....	805 98	5,247 67	34 67	320	3,063 45	109 12	0 80	14 71	200 00	24 00
Gibson.....	285 46	1,168 85	8 92	53	571 74	37 05	1 24	3 18	300 00	
Glassville.....	284 86	1,676 73	11 31	13	381 23	34 85	0 78	4 26	90 00	2 00
Grande Anse.....	834 23	1,178 02	8 64	21	1,76 32	11 45	0 28	2 95	100 00	4 00
Grand Falls.....	498 05	6,173 18	41 71	83	1,489 08	44 21	1 18	16 47	320 00	36 00
Grand Manan.....	438 25	13,369 43	81 41	93	1,962 63	24 22	0 25	34 37	210 00	50 00
Great Shemogue.....	170 73	1,762 37	9 52	27	198 99	20 70	0 13	4 39	76 00	
Hampstead.....	74 18	2,399 08	14 57	20	571 11	7 63	0 16	6 20	40 00	
Hampton.....	420 80	8,546 88	54 39	192	2,779 99	57 80	0 47	23 47	190 00	5 00
Harcourt.....	732 75	11,722 53	67 35	149	2,331 34	113 85	0 83	30 99	380 00	10 00
Harland.....	1,228 33	5,710 05	44 75	169	3,280 08	137 91	1 55	17 06	300 00	21 00
Harvey.....	158 00	6,172 47	39 45	88	1,730 01	0 50	0 65	17 74	245 00	
Harvey Station.....	382 34	1,737 18	12 83	80	1,419 61	9 30	0 25	5 80	160 00	16 00
Hillsborough.....	861 70	10,381 30	75 55	328	4,701 71	155 98	1 06	30 89	330 00	16 00
Hopewell Cape.....	488 16	6,357 23	40 95	135	1,880 28	70 07	1 40	16 98	200 00	40 00
Hoyt Station.....	124 89	703 51	4 32	50	469 49	20 50	0 17	2 03	64 00	12 00
Indian Town.....	1,251 80	5,414 81	38 43	90	1,521 52	21 55	0 20	14 48	440 00	80 00
Inkerman.....	89 32	2,191 86	14 48	9	63 41	12 20	0 35	5 47	40 00	2 00
Jacquesville.....	108 86	1,495 53	11 22	59	346 25	12 77	0 27	3 96	48 00	
Jacquet River.....	292 70	4,788 47	32 16	47	687 33	6 25		12 26	140 00	4 00
Kilburn.....	415 04	1,829 54	2 12	20	218 31	4 05	0 11	0 86	168 00	16 00
Kingsclear.....	87 63	1,396 24	9 26	35	279 03	8 45	0 17	3 75	36 00	2 00
Kingston, Kent.....	1,067 24	14,587 00	88 76	337	6,991 47	84 05	2 40	44 21	428 00	4 00
Kingston, Kings.....	1,022 26	8,833 07	7 11	16	206 79	18 10	0 13	2 26	48 00	2 00
Kintore.....	64 00	465 70	3 66	10	182 23	4 50	0 18	1 46	28 00	4 00
Kouchibouguac.....	266 47	642 87	5 59	20	385 75	34 50		1 98	120 00	6 00
Lepreux.....	227 27	1,990 37	5 36	15	286 82	0 95	0 10	2 04	96 00	16 00
Loggville.....	724 68	2,795 35	20 94	28	216 40	8 41	0 46	6 97	190 00	
Lord's Cove.....	1,58 46	4,818 01	28 21	11	471 44			12 90	60 00	
McAdam Junction.....	718 91	10,719 84	66 45	55	532 13	12 25	0 11	27 04	280 00	10 00
Marysville.....	1,465 71	337 71	2 08	39	437 61	19 75	0 11	0 95	420 00	50 00

\*Including commission on box rents. †Salary, &c., entered in Auditor General's Report. ‡Money Order business discontinued January 31, 1899. §Accounting from January 1, 1899. ||Accounting from April 1, 1899.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. business.	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.	\$ cts.	\$ cts.
Meductic	214 47	57	502 89	4 67	20	271 92	24 07	0 91	0 91	0 91	80 00	2 00	
Memramcook	250 20	217	2,068 79	19 52	241	3,849 89	40 75	0 70	11 85	11 85	108 00	16 00	
Middle Sackville	542 92	304	3,579 97	24 72	42	468 78	13 40	0 35	9 27	9 27	260 00	2 00	
Millerton	418 86	438	6,541 85	41 74	24	294 88	22 20	0 67	16 55	16 55	170 00	2 00	
Milltown	946 88	616	5,871 11	53 41	75	1,166 15	70 18	0 71	16 01	8 05	380 00		40 00
Millville	379 07	133	1,445 82	10 56	46	1,804 98	11 50	0 36	4 41	4 41	170 00	10 00	
Moncton	13,175 70	4,612	48,372 26	405 09	3,608	54,853 62	1,557 83	6 37	143 47	96 55*	3,124 45	60 00	
Narrows	93 46	152	3,282 78	22 44	88	1,441 33	6 00		10 26	10 26	165 00	30 00	
Newcastle	3,300 35	1,482	17,714 04	137 39	648	12,050 96	289 11	2 38	51 56	0 93*	1,128 25	100 00	
New Mills	485 06	185	2,289 16	16 03	68	1,270 34	14 80	0 30	5 97		200 00	2 00	
Norton Station	393 03	171	3,514 36	20 65	120	2,149 09	53 65	0 37	10 53		180 00	170 00	
Oak Point	71 29	109	1,702 46	12 20	15	244 92	26 85	0 31	4 54	4 25	30 00		
Oronoco	389 01	212	3,075 81	19 65	80	1,617 93	12 70	0 11	8 57		206 00	36 00	
Ossonge	936 71	441	4,628 08	37 54	111	1,453 48	127 89	0 25	13 33		300 00	90 00	
Penobscus	270 76	244	3,836 02	24 80	158	1,984 50	26 00	0 43	10 66		108 00	8 00	
Perth, Centre	823 76	134	2,833 19	16 50	39	1,537 98	17 08	0 85	7 29		300 00	40 00	
Petitcodiac	1,346 79	858	21,434 79	109 05	327	4,139 68	79 40	1 47	58 87	0 29	490 00	90 00	30 00
Petit Rocher	339 52	280	3,201 67	22 66	57	1,071 08	20 80	0 29	8 41		150 00	3 00	
Point de Bute	318 21	186	2,205 34	18 89	26	2,572 72	8 53	0 73	5 65		140 00		
Port Elgin	721 78	299	3,961 10	27 67	116	2,089 25	76 46	0 63	10 95		300 00	30 00	
Renous Bridge	84 93	116	1,960 91	12 07	7	2,164 12		0 19	4 90		400 00	4 00	
Richibucto	891 78	863	12,415 76	78 92	248	3,828 68	112 88	0 88	33 53	9 18	350 00	50 00	40 00
Richmond Corner	78 43	55	120 83	2 29	23	380 94		0 38	0 64		40 00	8 00	
River Charles	170 66	166	1,874 10	13 60	20	293 35	19 10	0 34	5 00		104 00	2 00	
River Louison	179 34	181	2,296 36	15 69	12	289 67	6 50	0 33	5 78		60 00	6 00	
Rockland	80 61	47	383 50	2 82	28	589 85		0 10	1 30		44 00		
Rogersville	460 39	474	6,246 84	39 52	54	622 72	28 78	0 53	15 92		180 00	3 00	
Rothsay	762 88	273	2,591 40	22 69	47	565 76	23 54	0 27	7 07		320 00	40 00	
St. Andrews	1,900 85	752	8,312 53	70 77	394	5,542 82	78 20	1 27	26 31	1 73	800 00	10 00	100 00
St. George	1,292 50	785	10,639 15	76 05	218	4,086 30	52 01	0 82	30 51	17 63	462 00	24 00	40 00
St. John	56,333 68	6,880	90,598 62	754 36	28,127	406,643 34	12,148 14	40 90	17 16	1 74	*504 35		
St. John, North	2,081 68	606	6,738 00	59 69	33	1,228 12	79 67	0 40	15 39	4 66	*503 00		
St. John, West	1,352 26	418	4,727 11	40 50	274	4,015 47	31 35	0 92					

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St. Joseph, Westm'd	260	3,373 89	24 36	68	1,938 07	56 50	0 10	8 61	170 00	5 00	
St. Martins	470	7,282 96	47 07	251	4,427 22	68 45	1 56	22 97	300 00	10 00	
St. Mary's	48	698 51	4 48	16	174 07	4 00	0 12	2 04	36 00		
St. Mary's Ferry	85	1,247 37	8 54	50	553 86	10 44	0 71	3 30	350 00	40 00	
St. Stephen	1,370	14,416 40	113 20	934	14,167 62	430 55	1 79	45 50	2,258 19	240 00	
Sackville	1,154	13,925 98	109 50	1,352	23,954 55	618 89	3 09	46 78	1,100 00	130 00	
Salesbury	483	7,437 76	47 92	173	3,094 22	62 38	1 56	19 98	240 00	24 00	
Shediac	1,034	15,573 69	101 35	573	8,624 39	275 91	2 46	45 95	660 00	140 00	
Sheffield	111 19	4,313 42	23 64	44	1,050 60	17 70	0 17	12 00	186 00		
Shipigan	232 16	3,491 24	21 59	33	953 83	25 40		9 14	120 00	24 00	
South Nelson	390 71	3,318 37	18 99	16	294 29	0 25		8 32	170 00	4 00	
Springfield	155 26	3,894 03	23 58	55	1,212 93	24 50	0 10	11 92	70 00	40 00	
Stanley	364 78	4,932 87	29 91	44	667 55	2 20	0 10	12 99	150 00	10 00	
Sussex	3,417 20	13,471 22	107 76	1,211	18,308 66	549 50	2 67	42 84	*946 51	100 00	
Tracadie	563 59	6,471 12	38 73	58	1,196 52	22 00		17 42	250 00	10 00	
Upham	109 49	2,286 76	11 68	36	664 46	6 00	0 35	6 39	40 00		
Upper Gagetown	147 11	3,554 54	21 17	27	451 44	6 00		8 99	60 00		
Upper Pockmouche	133 68	2,207 04	1 21	2	9 00	9 00		0 52	52 50		
Upper Woodstock	285 75	1,075 55	9 91	15	336 59	4 54	0 22	2 68	120 00		
Welsford	219 00	679 96	5 72	42	920 93	5 85	0 51	2 89	200 00	24 00	
Westfield	110 03	614 63	4 11	25	473 89	1 46		1 67	60 00	60 00	
Woodstock	5,971 15	16,787 13	144 32	1,639	28,334 14	961 54	5 69	54 02	*1,896 04	200 00	
Non-Accounting Post-Offices	36,654 53								20,150 84	575 17	
Less—Value of Postage Stamps affixed to Postal Notes	211,740 04										
Totals	211,630 54	61,074	5,958 53	53,227	811,775 89	24,498 39	99 45	2,056 03	986 63	3,787 84	1,505 00

\* Including commission on box rents. † Commission to Non-accounting Offices, &c. ‡ Salary, &c., entered in Auditor General's Report. § Office closed October 1, 1898 and reopened as a non-accounting office January 1, 1899. ¶ Accounting from January 1, 1899.

APPENDIX C—Continued.

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 and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary, and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compen-sation paid to Post-masters on P. N. O. business.	Compen-sation paid to Post-masters on S. B. business.	Salary.	Forward Allow-ance.	Allow-ance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton .....	1,013 21	571	9,463 47	60 86	378	6,552 33	45 04	2 04	1 68	440 00	10 00	60 00
Belfast .....	271 72	151	2,294 86	15 78	35	639 78	5 25	0 36	6 93	110 00	40 00	
Breadalbane .....	227 50	126	2,395 75	14 81	7	138 90	8 81	0 53	6 10	96 00	50 00	
Bridgetown .....	173 32	83	1,627 57	10 76	16	294 19	10 00	1 02	4 21	42 00	6 00	
Cardigan Bridge .....	458 61	176	2,212 65	15 58	114	1,963 92	28 71	0 37	8 99	170 00	50 00	
Charlottetown .....	15,588 52	3,446	46,117 20	392 78	3,899	76,033 04	1,792 88	*0 11	0 41	100 00	4 00	
Freorgetown .....	208 58	88	1,174 45	7 82	8	39 50	1 00	0 24	3 00	392 00	50 00	40 00
Georgetown .....	733 49	484	6,769 88	48 04	245	4,351 50	52 45	0 49	3 70	160 00	16 00	
Head of St. Peter's Bay .....	392 29	136	1,599 41	12 86	81	1,487 18	11 00	0 21	6 58	250 00	70 00	
Kensington .....	620 19	316	5,832 54	40 89	135	2,449 25	25 95	0 22	18 40	380 85	100 00	
Montague Bridge .....	919 66	520	6,564 73	51 82	379	9,227 42	75 44	0 79	7 97	172 00	8 00	
Mount Stewart .....	317 21	232	2,980 59	19 66	66	2,070 34	7 15	0 16	18 26	128 00	4 00	
Murray Harbour South .....	297 29	376	5,894 36	39 28	126	4,911 11	9 10	1 55	9 37	520 00	72 00	
Souris East .....	1,410 78	566	7,735 42	55 84	638	11,712 55	118 86	1 64	39 55	100 00	80 00	
Stanley Bridge .....	252 75	233	5,330 77	34 41	85	2,337 34	31 66	0 67	15 81	48 33	1,293 05	
Summerside .....	4,483 28	1,107	14,898 56	117 11	1,316	28,229 81	609 53	2 52	66 21	1 77	330 00	12 00
Tignish .....	716 84	336	4,913 18	36 44	132	2,313 19	7 25	1 10	15 73	2 00	130 00	
Victoria .....	253 46	273	4,178 02	28 59	97	1,967 18	26 00	0 16	13 97	7,917 34	515 00	
Non-Accounting Post Offices .....	14,397 75											
Less—Value of Postage Stamps affixed to Postal Notes .....	42,727 45											
Totals .....	42,700 08	9,220	131,913 41	1,003 33	7,757	153,358 53	2,866 08	14 18	323 51	12,731 21	1,087 00	160 00

\*Commission to Non-accounting Offices, &c. †Salary, &c., entered in Auditor General's Report. ‡Including commission on box rents.



PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon, the value of Postal Notes Paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alexander .....	909 22	738	13,558 12	79 70	120	1,905 30	137 35	1 68	34 64	406 00	4 00	75 00
†Altona .....	692 19	624	1,435 30	15 48	21	628 75	26 44	0 75	3 58	260 00	10 00	
Ardon .....	744 52	624	11,904 55	68 98	104	3,138 31	51 45	1 44	31 24	260 00		
Austin .....	1,013 17	227	8,702 23	23 02	62	1,276 77	90 25	1 55	10 22	320 00		
Badour .....	753 03	359	8,283 96	49 87	123	3,232 09	134 47	3 86	22 18	350 00	12 00	75 00
†Balmoral .....	561 04	54	764 15	5 43	1	20 00			1 91	160 00	12 00	
Belmont .....	920 92	286	6,353 47	38 99	126	2,642 77	144 05	2 90	17 63	290 00	10 00	
Beulah .....	317 51	491	12,891 86	71 15	517	5,311 87	584 83	2 64	33 20	164 00		
Binscarth .....	540 23	271	4,813 81	30 67	89	2,391 96	52 95	1 09	14 14	244 00	20 00	
Birdle .....	1,432 67	775	11,895 51	83 28	254	6,076 68	199 94	4 23	32 99	510 80	3 00	100 00
Boisvean .....	2,529 56	1,343	19,232 11	125 64	348	7,307 09	239 79	3 02	51 94	780 00	30 00	175 00
Brandon .....	170 36	242	4,679 01	26 19	33	859 37	16 30	0 29	11 95	124 00	16 00	
†Bradwardine .....	14,310 44	2,229	31,211 59	237 19	2,824	58,895 40	3,668 67	8 27	93 96	3,353 30	97 50	
Carberry .....	3,028 63	1,155	19,641 57	127 25	266	5,330 41	298 91	3 93	93 68	928 00	40 00	175 00
Carman .....	2,827 11	1,994	36,628 07	217 77	365	8,616 38	279 93	3 19	93 68	660 00	36 00	150 00
Cartwright .....	734 73	320	5,968 91	35 50	95	2,240 83	147 45	1 38	16 77	320 00		75 00
Clearwater .....	346 63	139	2,732 04	14 91	38	1,067 68	71 80	1 42	7 82	190 00		
Crystal City .....	1,098 76	369	5,751 96	35 38	85	1,792 63	129 28	1 92	14 48	360 00		75 00
Cypress River .....	1,030 38	167	3,228 92	22 77	69	1,557 14	54 55	0 98	9 87	370 00	30 00	75 00
Deuphin .....	2,795 94	776	17,778 94	97 88	530	15,315 16	307 25	3 61	55 55	600 00	60 00	125 00
Delaun .....	141 83	138	3,287 79	17 40	10	334 68	29 40	1 56	8 24	98 67		
Deloraine .....	2,198 28	973	13,480 54	95 68	342	8,900 24	335 56	4 30	36 47	672 00	20 00	125 00
†Dominion City .....	671 98	831	15,805 96	90 88	64	1,338 78	42 95	1 12	39 85	240 00		
Douglas Station .....	621 17	514	9,748 34	56 40	41	1,317 49	53 60	1 93	24 73	218 00	28 00	100 00
Elkhorn .....	1,378 73	851	14,154 69	90 34	221	4,883 80	280 30	1 93	40 13	542 00	90 00	100 00
Emerson .....	1,555 23	1,101	11,896 28	99 53	266	5,071 80	219 98	2 10	31 84	520 00	66 00	100 00

\*Including commission an box rents. †Accounting from October 1, 1898. ‡Accounting from April 1, 1899.

APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c. in Manitoba.—Continued.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total amount of Postal Notes paid.		Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	\$	cts.		\$	cts.			\$	cts.					\$	cts.		\$
Fox Warren.....	347	98	301	4,443	31	28	22	542	17	0	89	11	77	140	83		
Franklin.....	504	88	590	12,063	56	65	66	974	85	0	56	30	22	200	00	2	00
Gladstone.....	1,650	90	681	9,386	87	64	60	5,695	86	1	64	27	38	500	00	16	00
Glenboro'.....	1,201	57	693	9,100	21	63	75	3,688	09	1	28	23	63	460	00		
Glenlyon.....	160	86	141	6,071	78	28	03	3,686	31			16	50	80	00		
Griswold.....	2,110	57	792	8,603	88	87	64	2,703	52	2	97	22	27	600	00	10	00
Hamiota.....	1,006	26	471	10,181	82	58	50	2,155	48	2	85	26	30	418	00	180	00
Hartney.....	1,435	29	767	14,346	99	85	97	4,433	04	1	58	36	52	420	00	4	00
High Bluff.....	1,502	82	765	13,147	39	83	96	4,488	88	1	16	36	66	540	00	3	00
Holland.....	693	25	190	4,798	89	25	69	1,240	89	0	60	12	23	190	00		
Holland.....	321	49	52	1,329	90	7	15	143	45	2	37	3	37	400	00		
Killarney.....	1,166	99	398	5,304	24	37	65	2,893	78	1	23	15	40	560	00	10	00
Larriere.....	1,674	29	1,520	17,143	32	124	45	4,643	92	1	43	45	60	210	00	6	00
Lander.....	450	96	61	1,169	96	7	42	434	17	0	97	3	15	200	83		
Letellier.....	411	72	227	5,886	79	27	84	1,374	69	0	92	14	21	160	00	6	00
Letellier.....	395	24	238	5,289	11	27	84	188	40	2	14	28	41	450	00	8	00
McGregor Station.....	1,231	50	759	10,949	29	70	63	2,679	40	2	14	28	41	50	00	6	00
Manitowick.....	317	00	56	778	90	6	25	689	40	0	54	3	01	700	00	30	00
Manitou.....	2,136	96	1,201	20,292	62	125	52	8,848	67	3	80	16	16	700	00	6	00
Melita.....	1,709	21	385	5,432	31	40	15	10,031	78	4	90	69	1	625	50	6	00
Methven.....	230	15	44	1,186	07	6	08	209	74	0	26	2	96	200	00		
Minam.....	908	91	770	13,743	35	80	71	1,453	76	2	37	34	31	320	00	2	00
Minneapolis.....	2,498	16	1,385	19,627	42	142	06	11,080	15	3	55	54	87	720	00	16	00
Morden.....	3,510	20	1,302	17,158	46	123	46	14,361	54	3	60	47	80	980	00	8	00
Morris.....	1,129	67	945	14,986	11	93	83	4,350	14	1	29	38	91	360	00		
Napinka.....	693	69	379	7,688	16	45	13	1,372	96	2	23	19	32	430	00		
Neepawa.....	3,827	88	1,883	32,178	18	205	06	12,101	52	5	03	85	40	1,040	00	18	00
Newdale.....	690	14	684	12,559	67	72	58	1,269	90	1	02	31	94	280	00		
Nings.....	611	44	458	7,679	59	46	32	1,195	89	1	35	19	97	260	00	24	00
Noire Dame de Lourdes.....	302	74	91	1,035	67	10	22	1,498	76	2	75	5	88	120	00		
Oak Lake.....	1,602	72	704	11,984	64	74	39	4,195	93	2	75	32	10	610	00		
Pelton.....	693	27	23	5,670	77	2	96	4,185	93	0	23	1	30	250	00	4	00
Pelton.....	513	75	153	2,492	94	14	13	1,194	73	0	80	6	45	310	00	12	00

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	4461	6,994 56	47 60	283	5,490 92	243 72	5 18	19 65	3 52	540 00	12 00	125 00
Pilot Mound.....	1,028 39	6,994 56	47 60	283	5,490 92	243 72	5 18	19 65	3 52	540 00	12 00	125 00
Prestons.....	493 07	9,724 51	51 15	40	660 24	50 70	1 00	25 01	.....	218 00	4 00	.....
Plumas.....	641 03	4,425 15	26 84	31	433 45	7 75	0 48	11 43	.....	140 00	5 00	.....
Plum Coulee.....	719 68	960 80	8 13	13	446 90	30 25	.....	2 82	.....	250 00	.....	.....
Portage la Prairie.....	8,680 55	26,979 88	199 25	2,419	29,155 31	2,385 27	9 76	74 62	32 97*	2,561 37	15 00	.....
Rapid City.....	1,297 26	15,325 56	104 54	228	4,274 23	103 99	1 77	41 04	8 13	450 00	3 00	100 00
Rathwell.....	565 47	3,984 57	24 38	68	2,327 37	48 79	1 08	11 38	.....	200 00	25 00	.....
Reston.....	569 50	9,991 43	50 83	59	1,987 24	31 15	0 90	25 82	.....	238 00	12 00	.....
Roland.....	1,344 05	25,285 16	136 93	145	4,279 02	108 40	1 27	68 74	0 07	380 00	4 00	75 00
Rosebank.....	287 54	8,822 46	44 00	18	369 00	5 80	0 67	22 13	.....	90 00	.....	.....
Rosenfeld.....	349 53	10,507 11	54 48	8	213 25	15 70	0 93	26 26	.....	140 00	.....	.....
Roundthwaite.....	375 36	3,831 70	21 73	24	559 60	9 90	1 04	9 83	1 58	160 00	.....	.....
Russell.....	1,287 97	12,925 34	80 51	250	8,200 95	130 20	2 94	42 19	.....	432 00	30 00	75 00
St. Alphonse.....	128 42	684 44	4 34	83	1,078 35	5 00	0 20	4 86	.....	56 00	.....	.....
St. Boniface.....	1,015 10	4,786 79	42 94	262	3,193 04	144 72	1 07	13 93	.....	380 00	4 00	75 00
St. Jean Baptiste.....	462 46	2,897 47	16 84	26	595 83	30 50	0 88	7 31	.....	180 00	.....	.....
St. Laurent.....	192 19	2,067 32	12 18	47	509 97	9 00	.....	5 93	.....	100 00	.....	.....
St. Pierre.....	274 52	1,943 39	11 86	55	1,622 05	31 35	0 42	5 52	.....	195 00	.....	.....
Selkirk.....	2,010 32	10,017 48	72 33	242	4,371 63	218 98	1 36	27 09	20 08	650 00	60 00	150 00
Shoal Lake.....	1,169 33	8,465 17	62 12	141	3,151 91	119 99	2 55	22 32	.....	380 00	6 00	75 00
Sidney.....	813 34	6,897 11	40 72	66	2,029 28	34 85	0 53	19 05	.....	310 00	6 00	.....
Solgrith.....	365 51	2,450 57	15 69	38	831 55	16 91	1 02	6 36	.....	120 00	16 00	.....
Somersett.....	327 11	116 42	14 65	40	1,264 64	41 45	1 30	8 16	.....	160 00	4 00	.....
Souris.....	451 30	13,551 55	93 68	266	5,699 64	324 45	3 42	35 00	3 69	760 00	6 00	150 00
Steinbach.....	283 24	9,310 25	59 84	22	299 54	11 59	1 52	23 30	.....	144 00	20 00	.....
Stockton Station.....	326 43	2,171 14	12 68	22	519 52	29 60	0 55	5 70	.....	145 00	.....	.....
Stonewall.....	1,490 55	12,129 54	85 87	250	5,761 78	176 05	0 75	35 99	1 39	460 00	50 00	100 00
Strathclair Station.....	592 19	3,577 24	20 19	76	1,422 37	52 25	1 51	9 98	.....	260 00	20 00	.....
Swan Lake.....	352 99	7,406 73	40 85	52	1,118 31	78 84	1 89	19 10	0 32	140 00	6 00	.....
Thornhill.....	288 78	5,700 89	29 62	32	658 90	11 90	1 27	14 31	.....	140 00	12 00	.....
Trestrank.....	288 78	6,729 74	34 45	21	358 11	15 00	1 36	16 90	2 64	140 00	3 00	.....
Trishearke.....	1,276 02	7,906 79	46 80	112	2,663 76	110 25	1 92	18 19	.....	420 00	8 00	75 00
Virden.....	3,077 17	26,723 12	159 55	508	9,578 94	494 00	9 26	70 42	10 56	942 00	12 00	200 00
Wawanesa.....	1,455 65	12,382 11	78 30	440	6,824 48	489 33	2 73	32 24	.....	500 00	12 00	100 00
Weatherburne.....	525 27	2,424 19	19 17	32	606 37	63 65	1 13	6 60	.....	220 00	15 00	.....
Winkler.....	1,068 98	1,062 49	19 19	16	385 71	24 05	0 96	3 02	.....	320 00	.....	75 00
Winnipeg.....	111,067 72	127,689 75	1,242 83	27,531	588,911 46	28,076 39	†3 11	.....	.....	.....	.....	.....
Non-accounting Post Offices.....	24,841 42	.....	.....	.....	.....	.....	.....	.....	.....	11,195 58	398 50	.....
Totals.....	255,219 48	1,019,045 47	6,927 19	45,958	981,172 47	46,171 10	190 04	2,408 25	233 29	49,962 88	1,740 00	4,712 50
Less—Value of Postage Stamps affixed to Postal Notes.....	136 88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	255,082 60	1,019,045 47	6,927 19	45,958	981,172 47	46,171 10	190 04	2,408 25	233 29	49,962 88	1,740 00	4,712 50

\*Including commission on box rents. †Commission to Non-accounting offices, &c. ‡Salary, &c., entered in Auditor General's Report. §Accounting from January 1, 1899. ||Accounting from October 1, 1898. ¶Accounting from April 1, 1899.

APPENDIX C—Continued.  
NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.		Compensation paid to Postmasters on S.B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$							cts.	\$	cts.	\$			
Alameda, Assa.	556 64	125	4,566 69	23 73	110	3,459 75	65 30	1 53	13 40	11 35	220 00	10 00		
Balgontie, Assa.	340 50	151	2,074 60	16 11	30	488 44	34 70	1 96	5 57		150 83	8 00		
Banff, Alta.	1,096 35	1,026	14,660 27	113 11	109	2,575 55	87 61	1 38	37 87	3 36	436 00		75 00	
Battleford, Sask.	756 46	752	9,998 45	69 18	115	2,433 96	35 65	1 88	26 57		350 00	12 00	75 00	
Broadview, Assa.	782 03	489	8,325 37	51 86	130	1,838 35	149 96	2 41	22 89	2 81	366 00	12 00	75 00	
Calgary, Alta.	11,705 47	4,405	59,677 83	504 79	2,513	53,286 64	2,425 71	11 55	165 12	18 79	3,088 37	160 00		
Cannore, Alta.	863 93	969	18,796 87	169 04	96	1,691 49	33 47	2 02	48 06	46 48	410 00		75 00	
Cannington Manor, Assa.	569 52	205	3,718 01	27 47	71	1,490 86	134 24	1 30	11 86		300 00			
Cardston, Alta.	784 26	794	18,053 76	124 56	78	1,795 54	27 67	1 13	48 70		200 00	12 00		
Carnduff, Assa.	563 36	275	5,903 69	32 32	64	2,456 79	52 60	1 75	16 35		240 00	2 00		
Duck Lake, Sask.	559 27	67	1,499 28	10 27	146	2,121 52	36 30	1 71	7 82		250 00	30 00		
Edmonton, Alta.	4,847 43	2,541	29,933 14	244 42	865	19,211 26	577 78	5 66	93 32	3 04	1,420 00	50 00	300 00	
Estevan, Assa.	310 97	177	3,160 43	21 87	36	826 14	55 43	4 40	7 96	7 15	292 00	17 50		
Fleming, Assa.	635 63	248	5,164 26	28 92	82	1,785 23	58 25	1 73	15 28		270 00	30 00		
Fort Saskatchewan, Alta.	644 68	637	12,156 77	79 13	170	5,592 28	47 30	2 32	34 26		180 00	12 00		
Gainsborough, Assa.	421 32	178	2,949 79	17 82	31	1,146 18	40 65	94	7 89		640 00	12 00	125 00	
Grenfell, Assa.	1,617 17	861	12,102 65	86 46	236	5,884 69	250 27	4 96	35 83	5 42	170 00	12 00		
High River, Alta.	408 31	193	3,140 27	21 01	54	1,644 31	11 11	29	8 50		44 00			
Hyde, Assa.	120 20	120	1,085 93	10 50	22	574 67	21 39	43	3 01		840 00	40 00	175 00	
Indian Head, Assa.	3,052 96	1,518	1,085 93	195 25	370	9,494 16	387 40	3 17	85 90		400 00	6 00	75 00	
Innisfail, Alta.	1,472 15	472	5,185 00	42 85	236	5,586 90	98 10	4 96	19 63	9 03	360 00	20 00	75 00	
Lacombe, Alta.	1,132 10	668	7,504 15	56 63	255	5,952 95	67 63	1 61	23 28		110 00			
Leduc, Alta.	307 32	273	5,594 45	36 03	79	1,784 41	36 95	51	15 27	29 09	886 00	60 00	175 00	
Lethbridge, Alta.	3,000 32	1,899	26,973 41	258 90	495	9,689 69	239 00	3 17	75 25		140 00			
Lumsden, Assa.	400 27	238	3,880 74	26 21	43	743 86	42 00		10 03		140 00			
Macleod, Alta.	3,292 67	1,092	19,856 50	146 16	347	6,902 26	204 35	4 73	53 74	29 25	1,200 00	92 50	250 00	

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	1,624 56	483	7,791 26	60 83	154	4,161 31	74 68	2 98	22 40	13 79	500 00	12 00	100 00
Maple Creek, Assa	2,876 11	2,082	33,510 57	252 76	302	5,828 22	328 10	6 09	87 00	62 94	753 00	76 67	150 00
Medicine Hat, Assa	276 91	28	205 43	2 28	1	2 44	8 00	0 51	0 51	0 51	90 00	0 51	175 07
†Millarville, Alta.	3,141 66	2,439	35,017 25	239 66	339	6,788 15	295 11	3 24	89 45	21 65	850 00	40 00	200 00
Moose Jaw, Assa	3,649 30	1,088	19,756 12	127 68	664	14,382 18	721 01	8 52	56 89	9 76	1,042 00	200 00	200 00
Moosomin, Assa	642 54	437	3,688 22	35 23	99	2,152 63	70 95	0 89	11 50	3 28	220 00	4 00	4 00
Olds, Alta.	825 08	269	3,834 96	26 34	157	5,018 40	36 52	1 80	12 31	3 28	320 00	10 00	75 00
Oxbow, Assa	1,139 71	1,491	24,398 17	163 21	162	4,469 74	100 50	1 63	64 77	4 02	420 00	16 00	75 00
Pincher Creek, Alta.	2,517 66	1,159	15,535 06	113 68	425	6,565 08	390 05	4 06	43 69	4 02	790 00	60 00	175 00
Prince Albert, Sask.	1,010 16	656	9,874 27	73 63	196	4,925 41	30 71	1 45	26 96	2 47	300 00	60 00	75 00
Qu'Appelle, Assa	1,889 52	292	4,451 07	42 10	238	5,279 54	132 01	1 62	16 09	2 47	516 25	30 00	100 00
Qu'Appelle Station, Assa	1,135 29	501	6,465 08	51 33	325	6,219 47	140 82	4 81	21 89	11 19	380 00	12 00	75 00
Red Deer, Alta.	8,469 29	1,993	22,603 49	188 28	1,821	27,545 51	2,776 60	7 32	66 28	11 19	2,122 63	110 00	50 00
Regina, Assa	306 33	86	1,740 43	11 00	45	1,040 73	9 50	0 33	18 32	1 25	139 50	8 00	75 00
St. Albert, Alta.	714 23	423	5,341 40	41 09	145	3,312 02	85 20	1 29	3 17	3 17	165 90	10 00	75 00
Saltcoats, Assa	359 19	128	1,190 19	9 36	38	700 06	28 10	0 95	20 33	1 66	170 83	20 00	125 00
Saskatoon, Sask.	554 81	338	8,019 25	42 29	26	847 97	61 40	2 05	49 23	1 66	580 00	4 00	75 00
Sintaluta, Assa	1,805 36	1,085	15,817 87	124 24	311	6,890 52	142 10	2 35	5 77	4 69	200 00	40 00	75 00
South Edmonton, Alta.	630 95	152	2,236 87	16 41	18	354 75	20 80	3 70	26 59	0 30	440 00	24 00	75 00
Swift Current, Assa	1,313 90	544	9,929 28	64 84	164	3,042 12	196 64	1 26	18 53	33 73	390 00	50 00	100 00
Wapella, Assa	1,106 26	471	6,567 37	45 32	157	3,043 65	119 33	5 02	33 73	11 47	540 00	90 00	100 00
Wetaskiwin, Alta.	1,485 48	574	8,666 11	64 70	300	7,582 72	177 50	4 49	37 31	15 08	500 00	50 00	100 00
Whitecourt, Assa	1,587 43	653	11,532 87	80 00	313	8,642 21	261 90	2 03	46 90	7,845 47	480 00	50 00	100 00
Yorkton, Assa	1,707 63	928	13,448 01	94 61	303	7,833 44	195 69	2 03	46 90	7,845 47	480 00	50 00	100 00
Non-Accounting Post Offices.	18,236 63											145 50	
	98,293 48												
Less—Value of Postage Stamps affixed to Postal Notes	54 75												
Totals	98,238 73	38,623	589,134 72	4,385 66	13,468	286,986 15	11,664 05	129 98	1,679 13	329 32	33,373 88	1,670 17	3,375 00

†Dawson, Yukon. (Not authorized to transact Money Order business.)  
 \*Including commission on box rents. †Accounting from April 1, 1899. ‡Accounting from October 1, 1898. §Salary, &c., entered in Auditor General's Report.

APPENDIX C—Continued.

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 and the amount of Commission thereon, the value of Postal Notes paid and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1899.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders Paid.	Total amount of Postal Notes paid.	Compensation paid to Postmaster on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abbotsford.	274 52	98	1,557 84	9 71	107	2,665 38	46 15	0 53	6 98	0	120 00	24 00	
Agnassiz.	710 40	413	3,854 07	33 94	67	1,297 10	81 20	0 76	10 11	4 54	360 00		75 00
Alnsworth	417 75	231	4,044 38	25 47	23	378 25	34 90	0 66	10 17		280 00		
Albarni	651 78	712	10,697 23	78 26	188	4,641 76	51 95	1 33	29 50		280 00	2 00	
Alder Grove.	65 92	156	1,624 49	11 51	43	850 70	12 10	0 14	4 23		42 00		
Armstrong.	671 32	629	9,442 68	63 62	93	2,277 20	64 95	1 42	25 35	3 14	260 00		
Arrowhead	487 76	25	3,352 38	2 67		95 85	95 85	0 13	0 88		260 00		
Asnocroft	1,854 47	1,265	16,996 69	126 87	341	7,947 15	467 17	2 04	44 98	6 67	680 00	460 00	125 00
Atlin (estab. Apl. 16, 99)	748 15												
Barkerville.	570 55	955	23,687 61	162 21	97	3,127 51	63 85	1 58	61 70	14 40	240 00		
Beaver	262 86	50	1,204 40	8 42		639 25			1 76		24 00		
Burgoyne Bay.	46 64	80	663 36	5 82	30								
Cascade	1,929 59	1,589	47,314 05	328 26	78	2,805 88	60 15	0 81	119 27	0	287 50	1 00	56 25
Chematus.	760 66	1,205	19,897 87	180 40	74	2,225 80	13 00	0 52	50 39	0 92	260 00	44 00	100 00
Chilliwack.	1,639 93	2,116	37,481 12	247 52	390	8,093 81	212 15	5 24	95 63	7 72	500 00	20 00	75 00
Clinton.	736 73	412	13,690 90	85 54	76	3,445 80	61 25	2 33	35 64		320 00	20 00	
Cloverdale.	216 95	151	1,465 37	14 11	45	510 82	28 45	0 58	4 05		96 00	20 00	
Columbia	283 89	613	13,732 67	86 47	32	1,065 96	9 43	0 66	34 51		36 00		
Comox.	532 73	491	10,221 09	63 39	98	2,053 81	6 80	0 58	26 75	3 91	150 00	10 00	
Cornfield.	135 64	181	2,014 63	21 63	20	303 03	9 30	0 31	5 08		60 00		
Courtenay.	172 94	555	11,162 64	74 42	34	1,495 17	10 25	0 88	28 02		72 00		
Coutlee.	126 97	116	1,276 01	11 22	8	284 90	4 90	0 15	3 47		70 00	4 00	
*Cranbrook	1,189 56	804	14,716 76	103 84	41	1,131 87	41 83	0 76	36 86		236 67	21 67	43 75
§Cumberland	1,535 61	3,731	109,040 50	717 04	260	5,193 35	120 40	0 78	275 91	77 97	500 00		100 00
Donald	765 91	400	7,485 42	53 45	58	1,019 66	86 94	0 18	18 98	12 97	380 00		80 00
Duncan's Station.	775 76	819	9,761 97	89 91	267	5,420 82	86 00	2 49	28 61	9 21	290 00	6 00	
Enderby.	539 61	432	4,688 22	37 30	95	1,981 27	33 15	0 23	13 33		230 00	20 00	
Esquimat.	786 63	615	6,501 95	81 15	131	2,162 93	18 95	0 23	20 50		470 00		100 00
†Farview	768 81	198	3,911 80	25 75	63	516 12	105 05	0 68	9 79		320 00		75 00
†Fernie.	1,208 98	582	12,166 25	77 42	39	1,163 11	54 60	0 60	31 36	0 03	225 66		37 50

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Field	619 87	429	11,445 87	87 08	19	199 87	125 71	0 79	28 69	19 50	590 00	18 66	125 00
Fort Steele	1,689 58	1,742	44,343 14	260 93	291	7,398 27	125 71	0 79	28 69	19 50	590 00	18 66	125 00
Golden	1,584 66	680	14,890 91	91 46	220	5,266 88	106 63	2 60	40 28	1 90	520 00	72 00	100 00
Grand Forks	1,970 65	1,623	36,067 68	264 58	400	9,300 35	352 15	0 50	98 56	431 83	520 00	83 34	83 38
Greenwood	3,174 33	3,247	57,671 98	499 36	380	14,582 40	316 05	2 59	149 60	1 42	560 00	50 00	118 75
Hazko	152 67	78	924 67	7 44	35	632 15	14 00	0 89	2 39		100 00		
Hope	133 79	138	1,901 29	13 36	17	329 71	3 00	0 68	4 93		66 00		
Illiclewaez	249 43	117	3,687 56	29 27	19	429 56	21 20		9 80		190 00		
Kamloops	4,327 27	1,873	24,432 76	191 67	930	16,609 34	1,133 32	3 49	68 53	20 75	1,140 00	50 00	200 00
Kaslo	3,828 48	1,230	17,212 92	149 43	642	9,292 18	783 29	6 26	47 31	16 84	1,410 00	300 00	275 00
Kelowna	815 70	317	5,468 61	36 45	53	1,299 43	74 16	2 27	13 68		260 00		
Lake Bennett (accounting from May 31, 1899)	637 18												
Ladner	1,102 05	1,026	20,394 17	144 90	170	3,971 84	160 93	2 77	53 47	5 29	390 00		75 00
Langley	366	366	5,432 70	36 92	124	2,158 62	40 36	1 46	15 02	0 75	160 00	16 00	
Lillooet	556 26	342	8,750 66	51 62	73	2,036 54	43 70	0 84	22 92		260 00	2 00	
Lytton	419 24	183	1,760 64	16 71	47	1,338 30	45 20	0 76	5 03		180 00		
Midway	627 20	723	15,514 24	113 45	187	3,341 35	215 90	2 15	40 20		240 00		
Mission City	692 45	590	5,738 06	50 25	159	2,634 27	104 38	1 26	15 64	6 74	320 00	20 00	75 00
Monte Creek	220 87										112 00	20 00	
Mount Pleasant	1,721 34	545	5,998 98	66 09	106	1,815 53	41 50	1 02	15 53		450 00		100 00
Nakusp	808 15	389	10,148 46	86 83	88	1,760 38	61 14	0 64	25 37		350 00		75 00
Nanaimo	7,103 85	6,381	91,764 58	845 42	1,345	35,001 75	478 93	1 28	290 28	283 41	2,187 81	250 00	
Nelson	13,190 55	3,793	70,013 75	612 76	1,674	32,920 05	1,696 79	5 41	189 17	72 42	2,560 00	175 50	400 00
New Denver	1,247 05	718	10,641 76	82 81	163	2,430 38	315 64	2 79	27 90	7 01	280 00	80 00	100 00
New Westminster	10,298 75	4,761	63,043 54	571 70	2,804	74,333 62	2,346 55	5 94	177 13	57 31	2,868 47	150 00	
Nicola Lake	424 91	369	6,079 44	43 07	52	1,164 82	19 80	1 37	16 30	0 79	160 00	20 00	
North Bend	359 41	166	2,753 49	19 12	18	261 51	21 22	0 63	7 02	0 07	170 00		
North Mile House	463 37	108	3,362 57	22 53	15	494 94	7 85	0 64	8 63		204 00	90 00	
Penticton	454 27	40	686 49	5 66	102	1,693 83	60 40	0 16	2 12		230 00	280 00	
Pilot Bay	257 71	230	2,030 07	21 54	12	361 15	13 25		5 27		140 00		
Plumper Pass	211 67	241	2,050 35	17 38	118	2,307 15	5 30	0 90	6 77		90 00		
Port Hammond	469 14	239	2,530 60	21 89	99	1,219 42	79 23	0 87	6 38	2 69	200 00		
Port Haney	224 43	55	635 48	5 75	32	1,080 99	6 10	1 29	2 26		120 00		
Quesselle	574 06	872	18,382 06	125 06	56	1,986 08	61 55	0 67	48 66	6 27	362 00	4 00	75 00
Revelstoke	1,762 58	633	11,425 63	87 86	279	6,237 77	152 99	2 30	30 25	1 99	600 00	8 00	125 00
Revelstoke Station	3,125 54	879	14,094 01	112 16	143	2,629 70	266 77	1 60	35 60	15 51	680 00	400 00	150 00
Roger's Pass	196 93	7	2,519 99	22 82	7	173 67			6 48		80 00		
Roseland	13,828 65	4,501	68,473 00	633 85	1,580	28,507 09	877 25	6 19	195 47	64 37	3,000 00		600 00
Salmon Arm	362 37	131	1,566 84	10 58	44	829 63	25 75	1 02	4 38		124 00		
Salt Spring Island	330 41	540	6,056 84	56 16	108	1,500 55	12 40	1 31	15 58		130 00		
Sandon	2,757 02	1,366	28,316 66	228 82	177	3,626 29	118 04	0 16	73 58		1,000 00	50 00	200 00
Sapperton	598 26	304	3,835 57	40 43	48	898 60	26 85		0 25		200 00		
Sewanus	184 18	9	101 12	0 63			3 00		0 25		90 00		
Silverton	586 40	191	3,061 13	20 24	34	848 95	30 00	0 14	7 65		350 00		75 00
Slokan	1,146 93	1,062	16,334 01	116 74	190	3,158 32	208 71	1 86	42 23	8 69	560 00		100 00
Soda Creek	204 07	232	3,959 64	30 68	30	1,027 80	5 39	0 83	10 33	0 19	112 00	30 00	
Spence's Bridge	194 97	79	1,990 21	12 35	19	424 28	24 99	0 54	4 97		110 00	40 00	

\*Accounting from October 1, 1898. †Accounting from January 1, 1899. ‡Including commission on box rents. §Late Upton. ¶Accounting from April 1, 1899. ¶¶Late Ascroft Station. \*\*Late Upton Grand Forks. ††Office closed January 31, 1899. §§Salary, &c., entered in Auditor General's Report.

APPENDIX C—Concluded.  
 STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on P. N. O. business.	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.	\$ cts.	\$ cts.
Steveston.....	976 15	917	20,828 85	192 36	113	2,109 46	55 38	0 78	54 33	.....	330 00	.....	75 00
Sumas.....	44 75	89	1,144 95	7 95	14	607 57	0 51	0 31	2 87	.....	30 00	.....	.....
Three Forks.....	330 16	309	5,350 18	42 60	20	334 86	31 77	0 29	13 38	.....	240 00	.....	.....
Trail.....	2,562 79	983	13,474 38	128 91	201	4,107 10	120 20	3 12	36 07	15 95	900 00	.....	150 00
+Trout Lake..	375 34	174	3,869 00	22 95	31	821 16	67 60	0 66	9 67	.....	150 00	.....	.....
*Vananda.....	352 58	188	2,649 07	20 60	13	454 25	2 80	0 23	6 91	.....	60 00	.....	.....
Vancouver.....	49,767 20	12,054	190,440 49	1,845 61	8,972	184,940 48	4,925 50	71 39	.....	.....	.....	.....	.....
Vancouver East End	1,749 38	1,184	10,639 71	114 93	40	770 56	66 36	0 54	28 04	.....	100 00	.....	.....
Vernon.....	3,214 08	855	9,981 07	85 35	683	13,272 83	603 79	4 04	29 95	3 43	900 00	30 00	200 00
Victoria.....	47,804 42	13,655	162,259 90	1,720 24	9,158	182,748 04	5,202 51	10 47	.....	.....	.....	.....	.....
+Wardner.....	267 47	652	26,890 81	154 30	23	732 80	.....	.....	67 23	.....	200 00	.....	.....
Wellington.....	1,510 39	2,591	44,769 11	392 34	302	5,635 34	53 75	2 08	117 53	124 05	550 00	.....	125 00
Whonnook.....	324 67	301	4,007 08	26 98	24	373 19	23 00	1 00	10 06	.....	140 00	.....	.....
Yale.....	472 51	92	1,355 10	10 38	96	1,238 40	111 10	0 61	3 62	.....	220 00	.....	.....
Ymir.....	1,171 87	525	7,986 68	61 03	101	2,019 78	94 88	1 22	20 17	.....	365 00	.....	.....
Non-Accounting Post Offices.....	25,754 56	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,274 68	47 50	137 50
Less—Value of Postage Stamps affixed to Postal Notes.....	242,472 27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	242,335 19	97,762	1,633,143 86	13,648 60	35,687	754,329 62	23,651 05	112 77	3,338 95	872 82	45,988 62	2,869 67	4,607 13
Dead Letter Office.....	137 06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
High Commissioner's Office, London, England.	1,244 44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1,381 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\*Accounting from Jan. 1, 1899. †Money Order business discontinued Oct. 19, 1898. ‡Accounting from Oct. 1, 1898. §Salary, &c., entered in Auditor General's Report. ¶(Commission to non-accounting offices, &c.

W. J. JOHNSTON, Accountant. R. M. COULTER, Deputy Postmaster General.



APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES



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APPENDIX D.

NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary	Forward Allowance.	Night Allowance.
		\$	cts.	(based on revenue of previous year.)		
		\$	cts.	\$	\$	\$
ABBOTT'S Corners.....	Missisquoi.....	Q	72 80	28 00		
Abenakis.....	Dorchester.....	Q	20 00	20 00		
Abenakis Springs.....	Yamaska.....	Q	162 00	60 00		
Aberarder.....	Lambton, W.R.....	O	113 42	44 00		
Abercrombie.....	Pictou.....	N.S.	21 00	12 00		
Aberdeen.....	Grey, S.R.....	O	37 00	30 00		
Aberdeen.....	Inverness.....	N.S.		0 83		
Aberdeen.....	Burrard.....	B.C.	7 14	8 00		
Aberdour.....	Bruce, W.R.....	O	60 01	40 00		
Abernethy.....	Assa. East.....		55 79	20 00		
Abigail.....	Brandon.....	M	11 70	12 00		
Abingdon.....	Wentworth, S.R.....	O	94 48	40 00		
Abrams Village.....	Prince East.....	P.E.I.	55 00	24 00		
Acacia.....	Norfolk, N.R.....	O	21 96	16 00		
Acadie.....	Kent.....	N.B.	28 94	16 00	2 00	
Acadie Siding.....	Kent.....	N.B.	77 00	32 00	4 00	
Adair.....	Assa. East.....		76 40	28 00		
Adamsville.....	Bruce, N.R.....	O	14 79	12 00		
Adamsville.....	Brome.....	Q	164 60	72 00		
Adamsville.....	Kent.....	N.B.	35 47	16 00		
Adderley.....	Mégantic.....	Q	34 43	28 00		
†Addingham.....	Macdonald.....	M	9 00	3 33		
Addington Forks.....	Antigonishe.....	N.S.	22 00	16 00		
Adelaide.....	Middlesex, W.R.....	O	154 00	76 00		
Admaston.....	Renfrew, S.R.....	O	114 84	52 00		
Admiral Rock.....	Hants.....	N.S.	26 00	12 00		
Adolphe.....	Middlesex, W.R.....	O	42 00	18 00		
Adstock.....	Beauce.....	Q	144 55	56 00		
Afton.....	Antigonishe.....	N.S.	99 70	48 00	12 00	
Afton Road.....	Queen's East.....	P.E.I.	4 00	10 00		
Afton Station.....	Antigonishe.....	N.S.	12 00	12 00		
Agincourt.....	York, E.R.....	O	236 38	110 00		
Agricola.....	Alta.....	Q	53 84	16 00		
Ahmie Harbour.....	Muskoka & Parry Sd.....	O	290 04	100 00		
Ahmie Lake.....	Muskoka & Parry Sd.....	O	40 97	16 00		
Ahuntsic.....	Laval.....	Q	128 10	40 00	5 00	
Aikenside.....	Brandon.....	M	50 46	28 00		
Aird.....	Missisquoi.....	Q	19 00	18 00		
Airlie.....	Simcoe, S.R.....	O	24 00	20 00		
Air Line Junction.....	Welland.....	O	48 97	24 00		
Aitkin's Ferry.....	King's.....	P.E.I.	91 51	30 00		
Akerly.....	Sunbury & Queen's.....	N.B.	6 00	12 00		
†Alamo.....	Yale & Cariboo.....	B.C.	36 00	5 00		
Alba.....	Inverness.....	N.S.	16 00	18 00	6 00	
Alba.....	Renfrew, N.R.....	O	51 97	20 00		
Albanel.....	Chicoutimi.....	Q	16 25	12 00		
Albany.....	Prince East.....	P.E.I.	131 00	68 00	60 00	
Albany Cross.....	Annapolis.....	N.S.	15 00	12 00		
Alberty Plains.....	Queen's East.....	P.E.I.	12 00	12 00		
Albert.....	Hastings, E.R.....	O	29 93	16 00		
Albert Bridge.....	Cape Breton.....	N.S.	37 99	20 00	2 00	
Albert Canyon.....	Yale & Cariboo.....	B.C.	226 61	50 00		
Albertine.....	Victoria.....	N.B.	53 00	24 00		
Albert Mines.....	Albert.....	N.B.	130 00	50 00		
Alberton.....	Wentworth N. & Brant.....	O	158 35	40 00		
Albion.....	King's.....	P.E.I.	12 50	12 00		

\*Open in summer only.

† Opened 1-3-99

‡ Opened 1-4-99

§ Opened 1-6-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Albuna.....	Essex, S.R.....	O	17 37	12 00		
Albury.....	Prince Edward.....	O	45 00	32 00		
Alcester.....	Brandon.....	M	17 00	16 00		
Aldboro'.....	Elgin, W.R.....	O	67 75	36 00		
Alder Point.....	Cape Breton.....	N.S	12 00	12 00		
Alder River.....	Guysborough.....	N.S	7 00	12 00		
Aldershot.....	Wentworth, S.R.....	O	101 56	48 00		
Aldersville.....	Lunenburg.....	N.S	12 00	12 00		
Alderville.....	Northumberland, W.R.	O	17 00	16 00		
Aldina.....	Sask.....		82 50	50 00		
Aldouane.....	Kent.....	N.B	41 00	16 00		
Alert Bay.....	Vancouver.....	B.C	133 97	60 00		
Alexander.....	Inverness.....	N.S	49 00	28 00	2 00	10 00
Alexander's Point.....	Gloucester.....	N.B	110 00	50 00	20 00	
Alexandra.....	Queen's East.....	P.E.I	21 60	16 00		
Alexandria.....	Yale & Cariboo.....	B.C	116 00	60 00		
Alexandrina.....	Kent.....	N.B	8 00	12 00		
Alexis Creek.....	Yale & Cariboo.....	B.C	84 57	40 00		
Alfred Centre.....	Prescott.....	O	44 93	16 00		
Alice.....	Renfrew, N.R.....	O	48 89	16 00		
Alison.....	Westmoreland.....	N.B	8 00	12 00		
Alkali Lake.....	Yale & Cariboo.....	B.C	24 00	20 00		
Allanburg.....	Welland.....	O	164 18	76 00		
Allandale.....	York.....	N.B	17 00	12 00		
Allan Park.....	Grey, S.R.....	O	104 01	56 00	6 00	
Allan's Corners.....	Chateauguay.....	Q	200 80	56 00	4 00	
Allan's Mills.....	Lanark, S.R.....	O	76 00	36 00		
Allen.....	Frontenac.....	O	17 00	12 00		
Allen's Mills.....	Portneuf.....	Q	52 00	16 00		
Allenwood.....	Simcoe, N.R.....	O	66 46	30 00		
Allisonville.....	Prince Edward.....	O	56 78	28 00		
Alliston.....	Queen's East.....	P.E.I	44 00	16 00		
Alloa.....	Peel.....	O	67 13	24 00		
Allsaw.....	Victoria, N.R.....	O	4 97	12 00		
Allumette Island.....	Pontiac.....	Q	32 97	16 00		
Alma.....	Pictou.....	N.S	54 96	32 00		
Alma.....	Prince West.....	P.E.I	40 00	20 00	2 00	
Alma.....	Assa, East.....		34 63	12 00		
Almasippi.....	Lisgar.....	M	56 00	36 00		
Almira.....	York, E.R.....	O	66 00	32 00		
Alport.....	Simcoe, E.R.....	O	78 00	60 00		
Alsace.....	Muskoka & Parry Sd.....	O	44 88	20 00		
Alsfeldt.....	Grey, S.R.....	O	210 52	100 00		
Altamont.....	Lisgar.....	M	241 46	110 00		
Althorpe.....	Lanark, S.R.....	O	22 00	12 00		
Alton.....	Colchester.....	N.S	35 20	16 00		
Altona.....	Ontario, W.R.....	O	64 96	36 00		
*Alvena.....	Sask.....		3 00	9 00		
Amagadus Pond.....	Cape Breton.....	N.S	13 92	12 00		
Amaranth Station.....	Wellington, N.R.....	O	35 50	20 00		
Amber.....	York, E.R.....	O	25 00	20 00		
Amberley.....	Huron, W.R.....	O	104 44	56 00	3 50	
Ambleside.....	Bruce, E.R.....	O	22 50	16 00		
Ameliasburg.....	Prince Edward.....	O	195 42	80 00		
Amherst Point.....	Cumberland.....	N.S	26 97	16 00		
Amiens.....	Middlesex, W.R.....	O	12 60	12 00		
Amigari.....	Welland.....	O	292 68	120 00		

\* Closed 31-8-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Amiro's Hill	Yarmouth N. S.	16	00	12	00	
Ammon	Westmoreland N. B.	10	00	10	00	
Amulree	Oxford, N.R. O.	94	00	34	00	
Anacnda	Yale & Cariboo B. C.	181	87	90	00	
Anagance Ridge	King's N. B.	15	00	12	00	
Ancienne Lorette	Quebec Q.	158	57	44	00	
Anderson	Perth, S.R. O.	77	56	36	00	
Anderson	Westmoreland N. B.	12	00	12	00	
Anderson's Corners	Huntingdon Q.	20	00	20	00	
Andrewsville	Lanark, S.R. O.	92	00	44	00	
Ange Gardien	Montmorency Q.	118	04	30	00	
Ange Gardien de Rouville	Rouville Q.	235	50	110	00	
Angeline	Rouville Q.	102	75	40	00	8 00
Angers	Labelle Q.	222	93	92	00	2 50
Angus Ridge	Alta			12	00	
Annan	Grey, N.R. O.	157	96	82	00	
Annesley	Pontiac Q.	13	64	12	00	
Annidale	Sunbury & Queen's N. B.	24	75	12	00	10 00
Anson	Hastings, N.R. O.	45	47	22	00	
Ansonia	Algoma O.	2	00	10	00	
Anten Mills	Simcoe, N.R. O.	161	00	80	00	
Anthracite	Alta	331	79	75	00	24 00
Antigonishe Harbour	Antigonishe N. S.	13	50	12	00	
Antigonishe Harbour (South Side)	Antigonishe N. S.	12	25	12	00	
Antioch	Muskoka & P. Sd. O.	26	87	14	00	
Antrim	Halifax N. S.	9	92	12	00	
Antrim	Lanark, N.R. O.	99	00	44	00	
Anvil Island	Burrard B. C.	32	20	40	00	
Appin	Antigonishe N. S.	8	00	12	00	
Appin Road	Prince East P. E. I.	12	00	12	00	
Appleby	Halton O.	91	80	36	00	
Appledore	Bothwell O.	16	10	16	00	
Apple Grove	Stanstead Q.	22	00	16	00	
Apple River	Cumberland N. S.	57	97	36	00	10 00
Appleton	Lanark, N.R. O.	241	00	104	00	18 00
Apto	Simcoe, N.R. O.	32	30	16	00	
Arcadia	Yarmouth N. S.	166	64	70	00	3 00
Archer	Dundas O.	13	20	12	00	
Archibald	Colchester N. S.	23	00	12	00	
Archibald Settlement	Restigouche N. B.	21	97	12	00	
Arcoa	Assa, East	87	93	36	00	
Ardsness	Pictou N. S.	13	00	12	00	
Ardoch	Addington O.	175	42	44	00	
Ardtree	Simcoe, E.R. O.	30	00	18	00	
Argyle	Victoria, N.R. O.	152	00	64	00	
Argyle	Carleton N. B.	16	94	16	00	
Argyle	Yarmouth N. S.	32	02	24	00	6 00
Argyle	Selkirk M.	23	76	12	00	10 00
Argyle	Yarmouth N. S.	80	00	32	00	
Argyle Head	Prince East P. E. I.	14	00	12	00	
Argyle Shore	Yarmouth N. S.	79	00	30	00	
Argyle Sound	Muskoka & Parry Sd. O.	42	50	9	17	
†Ariel	Antigonishe N. S.	26	79	12	00	
Arisaig	Macdonald M.	28	91	22	00	
Arizona	Wellington, S.R. O.	81	50	36	00	
Arkell	Cardwell O.			18	00	
Arlington	Cardwell O.			18	00	

†Opened 1-8-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Arlington.....	King's..... N.S	14 00	12 00			
Arlington.....	Prince West..... P.E.I.	21 00	10 00			
Armadale.....	York, E.R..... O	35 00	20 00			
Armadale.....	King's..... P.E.I.	15 27	16 00			
Armagh.....	Bellechasse..... Q	159 05	56 00			
Armand.....	Temiscouata..... Q	97 00	56 00			
Armow.....	Bruce, W.R..... O	156 00	60 00			
Armstrong.....	King's..... N.B	3 00	10 00			
Armstrong.....	Beauce..... Q	36 00	16 00	8 00		
Armstrong Lake.....	Assa East..... M	33 78	22 00			12 00
Armstrong's Brook.....	Restigouche..... N.B	40 80	16 00			
Armstrong's Corner.....	Sunbury & Queen's..... N.B	123 00	48 00			
Armstrong's Mills.....	Wellington, S.R..... O	16 00	16 00			
Arner.....	Essex, S.R..... O	57 00	20 00			
Arnes.....	Selkirk..... M	28 00	20 00			
Arnott.....	Grey, N.R..... O	89 97	53 00			
Arnstein.....	Muskoka & Parry Sd..... O	69 00	20 00			
Aroostook Junction.....	Victoria..... N.B	129 50	68 00	4 00		
Arrochar.....	Assa East..... M	81 00	20 00			12 00
Arrow River.....	Marquette..... M	165 10	60 00			
Arrowton.....	Marquette..... M	14 00	20 00			
Arthurette.....	Victoria..... N.B	39 70	20 00			
Arthurville.....	Bellechasse..... Q	34 00	20 00			
Arundel.....	Argenteuil..... Q	283 47	60 00	8 00		
Ascot Corner.....	Sherbrooke..... Q	184 80	70 00	6 00		
Aseesipi.....	Marquette..... M	69 35	50 00			
Ash.....	Halton..... O	34 20	20 00			
Ashburn.....	Ontario, S.R..... O	176 70	76 00			
*Ashcroft.....	Yale & Cariboo..... B.C	27 00	16 00			
Ashdad.....	Renfrew, S.R..... O	46 68	24 00			
Ashdale.....	Antigonishe..... N.S	7 00	12 00			
Ashdown.....	Muskoka & Parry Sd..... O	142 32	76 00	10 00		
Ashfield.....	Inverness..... N.S	18 00	12 00			
Ashgrove.....	Halton..... O	51 86	27 00			
Ashland.....	Carleton..... N.B	13 00	12 00			
Ashley.....	Grey, N.R..... O	32 86	20 00			
Ashton.....	Carleton..... O	285 95	126 00	24 00		
Askilton.....	Inverness..... N.S	11 97	12 00			
Aspdin.....	Muskoka & Parry Sd..... O	163 50	70 00			
Aspen.....	Guysborough..... N.S	63 50	36 00	4 00		6 00
Aspotogan.....	Lunenburg..... N.S	11 00	12 00			
Asseltine.....	Lennox..... O	20 00	12 00			
Aston Station.....	Nicolet..... Q	206 25	60 00	10 00		
Atha.....	Ontario, W.R..... O	24 95	16 00			
Athelstan.....	Huntingdon..... Q	35 10	23 00			
Atherley.....	Ontario, N.R..... O	361 00	140 00			
Atherton.....	Norfolk, N.R..... O	15 68	12 00			
Athlone.....	Cardwell..... O	116 23	75 00			
Athol.....	Glengarry..... O	83 94	36 00			
Atkin.....	Middlesex, W.R..... O	30 00	12 00			
Atkinson.....	Frontenac..... O	25 05	16 00			
Atlanta.....	King's..... N.S	122 50	50 00			
Attercliffe.....	Wentworth, S.R..... O	173 50	80 00			
Attercliffe Station.....	Haldimand & Monck..... O	148 92	56 00	8 00		
Atwell.....	Selkirk..... M	49 59	20 00			
Atwood's Brook.....	Shelburne & Queen's..... N.S	32 15	16 00			

\* Closed 1-3-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Aubert Gallion	Beauce..... Q	62 00	40 00			
Aubigny	Provencher..... M	28 40	12 00			
Aubrey	Châteauguay..... Q	124 50	60 00			
Auburn	Queen's West..... P. E. I	12 00	12 00	2 00		
Auburndale	Lunenburg..... N. S	13 50	12 00			
Audet	Beauce..... Q	14 00	12 00			
Audley	Ontario, W. R..... O	69 00	22 00			
Anghrim	Lambton, E. R..... O	48 00	24 00			
Augsburg	Renfrew, N. R..... O	67 80	32 00			
Augustine Cove	Prince East..... P. E. I	50 50	20 00			
Auguston	Grey, E. R..... O	22 00	18 00			
Auld's Cove	Guyaborough..... N. S	12 25	12 00			
Aurigny	Gaspé..... Q	24 50	10 00			
Auvergne	Portneuf..... Q	57 61	20 00			
Avery's Portage	York..... N. B	30 85	24 00			
Avignon	Bonaventure..... Q	131 11	35 00			
Avoca	Argenteuil..... Q	87 00	40 00			
Avon	Middlesex, E. R..... O	155 00	70 00			
Avonbank	Perth, S. R..... O	65 00	30 00			
Avondale	Pictou..... N. S	34 00	28 00			
Avondale Station	Pictou..... N. S	39 24	16 00	8 00		
Avonmore	King's..... N. B	29 00	12 00			
Avonport	King's..... N. S	84 00	42 00			
Avonry	Bothwell..... O	4 00	12 00			
Avonton	Perth, S. R..... O	226 94	72 00	20 00		
Aweme	Macdonald..... M	15 25	12 00			
Axe Lake	Muskoka & Parry Sd... O	6 00	12 00			
<b>B</b> ABINGTON	Sunbury & Queen's... N. B	17 00	12 00			
Baccaro	Shelburne & Queen's... N. S	141 09	60 00			
Back Bay	Charlotte..... N. B	92 00	40 00			
Back Lands	Antigonishe..... N. S	3 00	10 00			
Back Meadows	Pictou..... N. S	13 00	12 00			
Baddeck Bay	Victoria..... N. S	14 00	12 00	4 00		
Baddeck Bridge	Victoria..... N. S	9 00	12 00			
Baddeck River, North	Victoria..... N. S	11 00	12 00			
Branch	Victoria, N. R..... O	45 60	20 00			
Baddow	Bruce, E. R..... O	88 96	44 00			
Badenoch	Grey, E. R..... O	152 00	90 00			
Badjeros	Macdonald..... M	336 00	110 00	2 00	10 00	
Baget	Saguenay..... Q	29 15	16 00			
Baie de la Trinité	Saguenay..... Q	35 05	20 00			
Baie des Bacons	Charlevoix..... Q	1 00	12 00		20 00	
Baie des Rochers	Jacques Cartier..... Q	58 25	16 00			
*Baie d'Urfe	Selkirk..... M	6 00	12 00			
Baie St. Paul	Westmoreland..... N. B	9 50	12 00			
Baie Verte Road	Lévis..... Q	175 96	50 00			
Baillargeon	Charlotte..... N. B	49 88	20 00			
Baillie	Victoria..... N. B	37 50	20 00	2 00		
Bairdville	Victoria..... N. B	31 94	16 00			
Baker Brook	Lunenburg..... N. S	25 03	12 00			
Baker Settlement	Grey, N. R..... O	90 00	40 00			
Balaclava	Asa. East..... O	52 56	16 00			
Balcarres	Lanark, S. R..... O	130 55	60 00	4 00		
Balderson						

\* Summer office.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.
Baldoon.....	Kent.....	O	70	00	28	00	
Baldwin.....	York, N.R.....	O	96	24	36	00	
Baldwin's Mills.....	Stanstead.....	Q	164	95	64	00	
Baldwin's Road.....	King's.....	P. E. I.	20	00	12	00	
Balfour.....	Prince Edward.....	O	9	50	12	00	
Balfour.....	Yale & Cariboo.....	B. C.	44	26	28	00	
Balfron.....	King's.....	N. B.	12	96	12	00	
*Baljennie.....	.....	Sask.	5	00	5	83	
Ballantrae.....	Ontario, W. R.....	O	119	90	52	00	
Ballantyne's Cove.....	Antigonishe.....	N. S.	27	44	12	00	
Ballantyne's Station.....	Frontenac.....	O	15	00	16	00	
Ballinafad.....	Wellington, S. R.....	O	260	46	80	00	
Ballycroy.....	Cardwell.....	O	122	00	50	00	
Ballyduff.....	Durham, E. R.....	O	50	50	27	00	
Ballymote.....	Middlesex, E. R.....	O	73	24	28	00	
Balmerino.....	Marquette.....	M	5	00	16	00	
Balmoral.....	Haldimand & Monck.....	O	87	73	36	00	
Balmoral.....	Restigouche.....	N. B.	41	00	20	00	
Balmoral.....	Richmond.....	N. S.	17	75	12	00	6 00
Balmoral Mills.....	Colchester.....	N. S.	39	97	20	00	
Balsam.....	Ontario, W. R.....	O	118	35	50	00	
Balsam Bay.....	Selkirk.....	M	13	82	12	00	
Balsam Grove.....	Victoria, N. R.....	O	7	50	12	00	
Balsam Hill.....	Renfrew, S. R.....	O	19	00	12	00	
Balsam Lake.....	Victoria, N. R.....	O	14	00	16	00	
Baltic.....	Prince.....	P. E. I.	27	52	16	00	
Balvenie.....	Renfrew, S. R.....	O	13	00	12	00	
Bamberg.....	Waterloo, N. R.....	O	49	00	26	00	
Banbury.....	Muskoka & Parry Sd.....	O	18	00	12	00	
Banda.....	Simcoe, N. R.....	O	97	25	48	00	
Bangor.....	King's.....	P. E. I.	12	00	12	00	
Banks.....	Grey, E. R.....	O	40	00	20	00	
Banks of Broad Cove.....	Inverness.....	N. S.	14	00	12	00	
Banner.....	Oxford, S. R.....	O	53	39	16	00	
Bannockburn.....	Hastings, N. R.....	O	167	00	56	00	
Barachois.....	Westmoreland.....	N. B.	17	00	12	00	
Barachois de Malbaie.....	Gaspé.....	Q	193	92	70	00	1 00
Barachois Harbour.....	Cape Breton.....	N. S.	20	00	12	00	
Barachois St. Louis.....	Richmond.....	N. S.	24	00	12	00	
Barb.....	Prescott.....	O	81	25	50	00	
Bardal.....	Brandon.....	M	11	39	12	00	
Bardolph.....	Lennox.....	O	10	97	12	00	
Bardsville.....	Simcoe, E. R.....	O	35	50	20	00	
Bark Lake.....	Renfrew, S. R.....	O	47	32	35	00	
Barkway.....	Ontario, N. R.....	O	48	50	20	00	2 00
Barnaby River.....	Northumberland.....	N. B.	163	62	70	00	2 00
Barnardo.....	Marquette.....	M	157	00	80	00	
†Barnesdale.....	Muskoka & Parry Sd.....	O	46	00	12	00	
Barnesville.....	King's.....	N. B.	57	00	24	00	
Barney River Station.....	Pictou.....	N. S.	39	00	16	00	
Barney's River.....	Pictou.....	N. S.	156	00	84	00	6 00
Barnsley.....	Lisgar.....	M	72	53	20	00	
Barnston.....	Stanstead.....	Q	284	45	120	00	18 00
Barra Glen.....	Victoria.....	N. S.	12	00	12	00	
Barra Head.....	Richmond.....	N. S.	21	90	12	00	
Barrettsholme.....	Albert.....	N. B.	11	94	12	00	
Barriefield.....	Frontenac.....	O	349	00	40	00	

\* Closed 1-2-99. † Late Gordon Bay.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Barrie Island.....	Algoma.....	O 14 97	12 00		
Barrington.....	Huntingdon.....	Q 119 50	44 00		
Barrington Passage.....	Shelburne & Queen's.....	N.S 363 31	130 00		
Barrington West.....	Shelburne & Queen's.....	N.S 23 55	16 00		
Barrio's Beach.....	Antigonishe.....	N.S 28 00	16 00		
Bar River.....	Algoma.....	O 15 94	16 00		
Barrow Bay.....	Bruce, N.R.....	O 86 90	52 00		
Barr Settlement.....	Hants.....	N.S 6 50	12 00		
Barry's Corner.....	Lunenburg.....	N.S 6 00	12 00		
Barryvale.....	Renfrew, S.R.....	O 78 00	36 00		
Barss' Corners.....	Lunenburg.....	N.S 296 10	90 00	10 00	
Bartholomew.....	Northumberland.....	N.B 5 25	10 00		
Bartibog.....	Northumberland.....	N.B 7 00	12 00		
Bartibog Bridge.....	Northumberland.....	N.B 34 30	24 00		
Bartlett Mills.....	Charlotte.....	N.B 31 00	16 00		
Barton.....	Digby.....	N.S 167 00	70 00		
Bartonville.....	Wentworth, S.R.....	O 230 00	60 00		
Barwick.....	Algoma.....	O 84 85	12 00		
Bas de la Baie.....	Charlevoix.....	Q 20 00	12 00		12 00
Bas de l'Anse.....	Charlevoix.....	Q 13 00	12 00		
Bas du Sault.....	Laval.....	Q 7 00	10 00		
Basin Depot.....	District of Nipissing.....	O 67 50	70 00		
Basin of Riv. Inhabitants.....	Richmond.....	N.S 25 58	16 00		
Basingstoke.....	Wentworth, S.R.....	O 70 00	24 00		
Basin.....	Chicoutimi.....	Q 26 00	12 00		
Basin du Lièvre.....	Labelle.....	Q 72 23	30 00		
Basewood.....	Marquette.....	M 108 55	40 00		
Basewood Ridge.....	Charlotte.....	N.B 9 00	12 00		
Bates.....	Lisgar.....	M 120 00	30 00		
* Batchawana.....	Algoma.....	O 10 00			
Bateston.....	Cape Breton.....	N.S 40 00	20 00		
Batoche.....	Sask.....	37 82	20 00		
Bateau.....	Simcoe, N.R.....	O 127 92	48 00		
Battersea.....	Frontenac.....	O 183 82	64 00		
Baxter.....	Simcoe, S.R.....	O 30 00	16 00		
Baxter's Harbour.....	King's.....	N.S 19 94	12 00		
Bay du Vin Mills.....	Northumberland.....	N.B 10 50	12 00		
Bayfield.....	King's.....	P.E.I 11 00	12 00		
Bay Fortune.....	King's.....	P.E.I 16 00	12 00		
Bayham.....	Elgin, E.R.....	O 100 00	50 00		20 00
Bay Road Valley.....	Victoria.....	N.S 18 00	12 00		6 00
Bayside.....	Hastings, W.R.....	O 45 00	50 00		
Bayside.....	Halifax.....	N.S 7 00	12 00		
Bayside.....	Northumberland.....	N.B 19 00	12 00	2 00	
Bayside.....	Charlotte.....	N.B 3 00	12 00		
Bay St. Lawrence.....	Victoria.....	N.S 35 86	24 00	2 00	10 00
Bayswater.....	King's.....	N.B 25 52	12 00		
Bayswater.....	Lunenburg.....	N.S 14 50	12 00		
Bay View.....	Digby.....	N.S 4 00	12 00		
Bay View.....	St. John.....	N.B 9 75	12 00		
Bayview.....	Queen's West.....	P.E.I 36 00	24 00		
Bayview.....	Grey, E.R.....	O 64 46	33 00	3 50	
Beach Meadows.....	Shelburne & Queen's.....	N.S 50 00	20 00		
Beach Point.....	Queen's East.....	P.E.I 25 00	18 00		
Beaconsfield.....	Lisgar.....	M 36 00	16 00		
Beaconsfield.....	Oxford, S.R.....	O 59 00	24 00		
Beaconsfield.....	Victoria.....	N.B 5 00	12 00		

\* Opened 1-6-99 (Summer Office).

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bealton.....	Norfolk, N.R.....	O 82 88	44 00		
Bear Brook.....	Russell.....	O 217 00	70 00	30 00	
Bear Cave.....	Muskoka & Parry Sd.....	O 27 94	16 00		
Bear Cove, Cheticamp.....	Digby.....	N.S 20 00	12 00		
Bear Cove.....	Halifax.....	N.S 1 25	10 00		
Bear Creek.....	Macdonald.....	M 52 84	20 00		
Bear Island.....	York.....	N.B 57 06	20 00		
* Bear Line.....	Kent.....	O 29 00	8 33		
Bear Point.....	Shelburne & Queen's, N.S.....	O 20 00	20 00		
Bear River.....	King's.....	P.E.I 65 85	24 00		
Bear's Hill.....	Alta.....	O 32 45	30 00		
Beaton's Mills.....	Queen's East.....	P.E.I 14 00	12 00		
Beatrice.....	Muskoka & Parry Sd.....	O 67 17	28 00		
Beauce Junction.....	Beauce.....	Q 162 00	56 00	8 00	
Beaudet.....	Portneuf.....	Q 17 20	12 00		
Beaudoin.....	Mégantic.....	Q 14 46	12 00		
Beaufort.....	Carleton.....	N.B 11 95	12 00		
Beaulac.....	Montcalm.....	Q 13 95	12 00		
Beaulieu.....	Montmorency.....	Q 89 00	36 00		
Beaulieu.....	Antigonishe.....	N.S 2 97	12 00		
Beaumaris.....	Simcoe, E.R.....	O 442 91	100 00		
Beaumont.....	Bellechasse.....	Q 54 00	30 00		12 00
Beaumont.....	Alta.....	O 48 59	16 00		
Beaumont.....	Quebec.....	Q 164 00	100 00		
Beaupré.....	Montmorency.....	Q 127 10	44 00	4 00	
Beaurepaire.....	Jacques Cartier.....	Q 37 00	12 00		
Beaurivage.....	Lotbinière.....	Q 196 45	70 00		
Beauséjour.....	Selkirk.....	M 272 21	115 00	10 00	
Beauvoir.....	Vaudreuil.....	Q 34 00	16 00		
† Beaver.....	Huntingdon.....	Q 40 75	9 17		
Beaver Brook.....	Albert.....	N.B 13 00	12 00		
Beaver Brook.....	Colchester.....	N.S 97 50	30 00		
Beaver Cove.....	Cape Breton.....	N.S 23 85	16 00	2 00	
Beaver Creek.....	Macdonald.....	M 24 83	16 00		
Beaver Creek.....	Vancouver.....	B.C 27 65	20 00		
† Beaverdale.....	Grey.....	O 20 00	16 00		
Beaver Dam.....	York.....	N.B 16 94	12 00		
Beaver Harbour.....	Charlotte.....	N.B 148 28	50 00		
Beaver Harbour.....	Halifax.....	N.S 60 84	30 00		
Beaver Hills.....	Alta.....	O 29 07	12 00		
Beaver Lake.....	Alta.....	O 42 84	20 00	2 00	
Beaver Mills.....	Algoma.....	O 97 99	28 00		
Beaver Mine.....	Algoma.....	O 24 52	22 00		
Beaver Point.....	Vancouver.....	B.C 21 00	16 00		
Beaver Rapids.....	Marquette.....	M 7 65	12 00		
§ Beaver River.....	Digby.....	N.S 100 87	50 00		
Beckstead.....	Dundas.....	O 32 94	12 00		
Bedford.....	Prince East.....	P.E.I 158 18	72 00	5 00	
Bedford Mills.....	Frontenac.....	O 134 89	48 00		
Bedford Park.....	York, W.R.....	O 161 96	58 00		
Beech Grove.....	Pontiac.....	Q 5 00	18 00		
Beech Hill.....	Albert.....	N.B 15 00	12 00		
Beech Hill.....	King's.....	N.S 6 00	12 00		
Beech Hill.....	Lunenburg.....	N.S 8 00	12 00		
Beech Lane.....	Norfolk, S.R.....	O 13 00	12 00		
Beechmont.....	Cape Breton.....	N.S 12 00	12 00		
Beechmount.....	Hastings, N.R.....	O 8 95	12 00		

\* Opened 1-9-98. † Late Erskine. ‡ Opened 1-8-98. § Late Beaver River Corner. || Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beech Ridge	Argenteuil	38 00	16 00		
Beechville	Halifax	8 85	12 00		
Beechwood	Antigonish	8 47	12 00		
Beechwood	Carleton	119 64	48 00	2 00	
Beechwood	Huron, S.R.	72 00	36 00		
Bélair	Portneuf	81 00	36 00		
Bélcourt	Selkirk	19 00	20 00		
Belfast	Huron, W.R.	317 00	120 00	10 00	
Bella Bella	Burrard	62 36	20 00		
Bella Coola	Burrard	98 45	36 00		
Bellamy's	Brockville	73 21	20 00		
Belle Anse	Gaspé	84 67	36 00		8 00
Belle Côte	Inverness	66 00	32 00		6 00
Belle Creek	Queen's East	59 44	24 00		
Belledune	Gloucester	132 94	44 00		
Belledune River	Gloucester	59 97	28 00		
Bellefleur	Victoria	29 25	20 00		3 00
* Bellegarde	Assa. East	69 23	9 17		
Belleisle	Annapolis	70 88	26 00		
Belleisle Bay	King's	12 25	12 00		
Belleisle Creek	King's	168 75	60 00	5 00	
Bellenden	Sunbury & Queen's	9 00	12 00		
Belle Prairie	Assa. East	24 00	16 00		
Bellerive	Beauharnois	247 00	50 00		
Belle Rivière	Two Mountains	138 00	60 00		
Belle Vallée	Missisquoi	21 00	12 00		
Belleville	Carleton	8 00	12 00		
Belleville	Yarmouth	60 00	20 00		
Bell Ewart	Simcoe, S.R.	106 50	44 00		
Bellingham	Algoma	49 00	24 00		
Belliveaux Cove	Digby	110 91	44 00		
Belliveaux Village	Westmoreland	9 00	12 00		
Bell Mount	Pontiac	94 70	44 00		
Belrock	Addington	48 72	24 00		
Belmina	Wolfe	51 24	20 00		
Belmont	Prince West	12 02	12 00		
Belmont	Colchester	186 83	76 00		
Belmore	Bruce, E.R.	290 17	110 00		
Belleil Station	Chambly & Verchères	153 00	80 00		
Belton	Middlesex, E.R.	75 95	32 00		
Belyea's Cove	Sunbury & Queen's	17 00	12 00	2 00	
Benacadie	Cape Breton	10 07	12 00		
Benacadie Pond	Cape Breton	15 94	12 00		
Benbecula	Assa. East	19 97	20 00		
Bendale	York, E.R.	25 92	16 00		
Benjamin's Mills	Hants	98 50	20 00		
Ben Lomond	St. John	2 50	12 00		
Bennett	Mégantic	36 65	16 00		
Bennington	Oxford, N.R.	40 00	24 00		
Bensfort	Peterborough, W.R.	71 71	36 00		
Bentpath	Bothwell	36 92	24 00		
Beranger	Missisquoi	14 00	12 00		
Beresford	Brandon	137 84	60 00		
Beresford	Gloucester	28 00	12 00		
Bernadette	Lévis	20 90	16 00		
Bernier	Mégantic	8 70	10 00		
Berrisdale	Muskoka & Parry Sd.	58 80	23 00	4 00	

\* Opened 1-8-96.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Berry Hill.....	Colchester.....	N.S. 9 00	12 00		
Berry Mill Station.....	Westmoreland.....	N.B. 64 00	24 00		
Berryton.....	Albert.....	N.B. 12 00	12 00		
Berryton.....	Leeds, S.R.....	O. 23 00	16 00		
* Bersimis.....	Saguenay.....	Q. 66 00	\$70 00		
Bertha.....	Brandon.....	M. 5 00	20 00		
Berthier (en bas).....	Montmagny.....	Q. 227 00	96 00		
Berthier Junction.....	Berthier.....	Q. 33 75	27 00	30 00	
Bertrand.....	Gloucester.....	N.B. 15 87	12 00		
Berwick.....	Stormont.....	O. 316 18	100 00	3 00	
† Bethany.....	Shefford.....	Q. 26 60	5 00		
Bethel.....	Shefford.....	Q. 90 80	38 00		
Bethel.....	Prince Edward.....	O. 140 91	50 00		
Bethesda.....	Ontario, W.R.....	O. 90 53	36 00		
Beulah.....	King's.....	N.B. 25 04	12 00		
Bewdley.....	Northumberland, W.R.O.	O. 142 54	50 00		
Bexley.....	Victoria, N.R.....	O. 152 32	50 00		
Bickford.....	Bothwell.....	O. 79 21	36 00		
Bienville.....	Lévis.....	Q. 196 20	90 00		
Big Bank.....	Victoria.....	N.S. 21 00	12 00		
Big Bar Creek.....	Yale & Cariboo.....	B.C. 53 97	20 00		
Big Bras d'Or.....	Victoria.....	N.S. 133 85	56 00	2 00	18 00
Big Brook.....	Inverness.....	N.S. 12 00	12 00		
Big Cove.....	Sunbury & Queen's.....	N.B. 10 50	12 00		
Big Fork.....	Algoma.....	O. 151 93	50 00		
Biggar Ridge.....	Carleton.....	N.B. 12 00	12 00		
Big Glen.....	Cape Breton.....	N.S. 5 00	10 00		
Big Harbour.....	Victoria.....	N.S. 16 00	12 00		
Big Harbour Island.....	Inverness.....	N.S. 12 00	12 00		
Big Hill.....	Victoria.....	N.S. 4 00	12 00		
Big Intervale (Cape N'rth).....	Victoria.....	N.S. 11 95	12 00		
Big Intervale (Margaree).....	Inverness.....	N.S. 14 00	12 00		
Big Island.....	Pictou.....	N.S. 14 92	12 00		
Big Island.....	Prince Edward.....	O. 14 96	12 00		
Big Lake.....	Algoma.....	O. 56 00	20 00		
Big Loraine.....	Cape Breton.....	N.S. 16 25	12 00		
Big Marsh.....	Antigonishe.....	N.S. 12 00	12 00		
Big Point.....	Kent.....	O. 32 00	16 00		
Big Pond.....	Cape Breton.....	N.S. 38 96	20 00	8 00	
Big Port L'Hebert.....	Shelburne & Queen's.....	N.S. 7 28	12 00		
Big Ridge.....	Cape Breton.....	N.S. 18 00	12 00		
Big Ridge South.....	Cape Breton.....	N.S. 13 97	12 00		
Big Springs.....	Hastings, N.R.....	O. 167 19	56 00		
Big Tracadie.....	Antigonishe.....	N.S. 154 24	66 00	10 00	
Billerica.....	Pontiac.....	Q. 185 00	72 00		
Billings' Bridge.....	Russell.....	O. 305 00	110 00		
Binbrook.....	Wentworth, S.R.....	O. 206 69	90 00		
Bingham Road.....	Haldimand & Monck.....	O. 19 45	12 00		
Binkham.....	Wellington, S.R.....	O. 10 50	16 00		
Birch Grove.....	Cape Breton.....	N.S. 6 00	12 00		
Birch Hills.....	Sask.....	20 09	12 00		
Birch Ridge.....	Victoria.....	N.B. 11 86	12 00		
Birchton.....	Compton.....	Q. 201 35	84 00	2 00	
Birchtown.....	Shelburne & Queen's.....	N.S. 30 00	16 00	20 00	6 00
Birchwood.....	Cumberland.....	N.S. 20 97	12 00		
Bird's Creek.....	Hastings, N.R.....	O. 90 50	44 00	8 00	6 00
Bird's Hill.....	Selkirk.....	M. 45 03	28 00		

\* Late Notre Dame de Betshiamits. † Opened 1-1-99. § Including \$40 Special Salary.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Birdsalls	Peterborough, E.R.	67 00	24 00		
Birdton	York	11 94	12 00		
Birnam	Lambton, E.R.	62 10	24 00		
Birr	Middlesex, E.R.	97 45	40 00	2 00	
Birson	Sask	17 94	12 00		
* Bishop Mountain	Kings	14 00	3 33		
Bishopville	King's	15 00	12 00		
Bismark	Lincoln & Niagara	241 31	70 00		
Bissett Creek	Nipissing	68 53	35 00		
Bisson	Beauce	15 00	12 00		
Black Avon	Antigonishe	8 67	10 00		
Black Bank	Simcoe, S.R.	125 20	65 00		
Black Brook	Cape Breton	12 00	12 00		
Blackburn	Russell	13 81	12 00		
Black Creek	Welland	120 00	48 00		
Black D. mald.	Renfrew, S.R.	8 13	12 00		
Black Heath	Wentworth, S.R.	264 49	96 00		
Blackett's Lake	Cape Breton	12 00	12 00		
Black Land	Restigouche	35 50	12 00		
Black Point	Restigouche	112 50	50 00		
Black Point	Halifax	60 25	20 00		
Black Point	Shelburne & Queen's	5 00	12 00		
Black River	Northumberland	9 83	12 00		
Black River	St. John	79 00	16 00		
Black River Bridge	Prince Edward	25 81	20 00		
Black River Bridge	Northumberland	33 06	16 00		
Black River Depot	Pontiac	52 00	24 00		
Black Rock	Cumberland	1 00	12 00		
Black Rock	Gloucester	12 00	12 00		
Black Rock	Victoria	12 00	12 00		
Black's Corners	Wellington, N.R.	28 05	16 00		
Black's Harbour	Charlotte	65 98	20 00		
Blackstone	Inverness	8 00	12 00		
Blackwater	Ontario, N.R.	143 05	65 00	24 00	
Blackwell Station	Lambton, W.R.	26 50	16 00		
Blackwood	Assa. East	32 00	20 00		
Blair Athol	Restigouche	15 00	12 00		
Blairhampton	Victoria, N.R.	32 91	16 00		
Blairton	Peterborough, E.R.	54 00	32 00		
Blake	Huron, S.R.	105 79	60 00		
Blakely	Sunbury & Queen's	12 00	12 00		
Blakeney	Lanark, N.R.	95 76	48 00		
Blanchard Road	Pictou	13 00	12 00		
Blanchard Settlement	Gloucester	12 00	12 00		
Blanche	Labelle	99 73	40 00		
Blanche	Shelburne & Queen's	10 00	12 00		
Blanchet	Lévis	51 00	28 00		
Blandford	Arthabaska	122 35	50 00		
Blandford	Lunenburg	94 87	32 00		
Blandford Station	Oxford, N.R.	65 00	24 00		
Blantyre	Grey, E.R.	107 60	40 00		
Blayne Ridge	York	14 97	12 00		
Blessington	Hastings, E.R.	52 87	32 00		
Blissfield	Northumberland	62 19	24 00		
Blissville	Sunbury & Queen's	24 62	16 00		
Block House	Lunenburg	26 99	20 00	2 00	
Blomidon	King's	32 00	20 00		

\* Opened 1-3-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Bloomfield.....	Prince West..... P. E. I	15 00	24 00			
Bloomfield.....	Carleton..... N. B	71 91	24 00			
Bloomfield.....	King's..... N. B	23 00	16 00			
Bloomfield.....	Digby..... N. S	22 90	12 00			
Bloomfield Ridge.....	York..... N. B	14 00	12 00			
Bloomfield Station.....	King's..... N. B	240 50	90 00	8 00		
Bloomfield Station.....	Prince West..... P. E. I	109 75	50 00	16 00		
Bloomfield Station.....	Waterloo, N. R..... O	130 00	53 00			
Bloomfield Station.....	Queen's East..... P. E. I	12 00	12 00			
Bloomfield Station.....	Ontario, W. R..... O	138 25	56 00			
Bloomington.....	Norfolk, N. R..... O	59 58	28 00			
Bloomsburg.....	Cardwell..... O	16 94	12 00			
Blount.....	Victoria..... N. B	18 90	12 00			
Blue Bell.....	Antigonishe..... N. S	4 25	12 00			
Blueberry Hill.....	Gloucester..... N. B	3 00	12 00			
Blue Cove.....	Pictou..... N. S	64 00	33 00			
Blue Mountain.....	Lunenburg..... N. S	11 50	12 00			
Blue Rock.....	Cumberland..... N. S	21 00	12 00			
Blue Sea Corner.....	Inverness..... N. S	31 50	22 00			
Blue's Mill.....	Selkirk..... M	29 64	12 00			
Blythfield.....	Charlotte..... N. B	61 76	24 00			
Bocabec.....	Hastings, E. R..... O	81 67	24 00			
Bogart.....	Ontario N. R..... O	24 60	10 00			
Bogarttown.....	Grey, N. R..... O	161 88	80 00			
Bognor.....	Assa, West..... Q	30 00	20 00			
Boharm.....	Labelle..... Q	30 93	22 00	4 00		
Boileau.....	Cape Breton..... N. S	16 00	12 00	2 00		
Boisdale Barachois.....	Cape Breton..... N. S	57 57	33 00			
Boisdale Chapel.....	Terrebonne..... Q		12 00			
Bois de Filion.....	Megantic..... Q	54 92	24 00			
Boissonneault.....	Beauce..... Q	176 28	50 00			
Bolduc.....	Lanark, S. R..... O	12 00	12 00			
Bolingbroke.....	Victoria, N. R..... O	103 67	44 00			
Bolsover.....	Brome..... Q	17 00	16 00			
Bolton Forest.....	Brome..... Q	47 00	20 00			
Bolton Glen.....	Northumberland, W. R. O	12 00	16 00			
Bomanton.....	Victoria..... N. B	93 44	44 00			
Bon Accord.....	Bonaventure..... Q	69 45	20 00			
Bonaventure East.....	Gaspé..... Q	46 87	20 00			
Bonaventure Island.....	Bonaventure..... Q	289 00	120 00			
Bonaventure River.....	Drummond..... Q	49 15	12 00			
Bon Conseil.....	Saguenay..... Q	15 71	12 00			
Bon Désir.....	Brome..... Q	103 00	40 00			
Bondville.....	Prince Edward..... O	56 20	22 00			
Bongard's Corners.....	Algoma..... O	127 17	48 00	16 00		8 67
Bonheur.....	Renfrew, S. R..... O	3 00	12 00			
Bonnechère.....	Saguenay..... Q	17 20	20 00			
Bonne Espérance.....	Charlotte..... N. B	132 48	56 06	4 00		
Bonney River Station.....	Selkirk..... M	23 49	12 00			
Bonnie Doon.....	Prince East..... P. E. I	77 50	48 00	3 00		
Bonshaw.....	Cornwall..... O	24 50	12 00			
Bonville.....	Prince East..... P. E. I	12 00	12 00			
Bonwell.....	Norfolk, N. R..... O	169 00	60 00			
Bookton.....	Grey, S. R..... O	43 98	24 00			
Boothville.....	Laval..... Q	45 90	24 00			
Bord à Plouffe.....	Laval..... Q	68 75	24 00			
Bordeaux.....						

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bornish.....	Middlesex, N.R. .... O	17 50	12 00		
Borromée.....	Russell..... O	4 25	12 00		
Boscobel.....	Shefford..... Q	63 00	28 00		
Boscurvis.....	Assa. East.....	48 10	32 00		
Boskung.....	Victoria, N.R. .... O	67 00	24 00		
Boston.....	Norfolk, N.R. .... O	153 93	68 00		
Boston Mills.....	Peel..... O	55 85	28 00		
Bosworth.....	Wellington, C.R. .... O	80 06	30 00	7 50	
Botany.....	Elgin, W.R. .... O	78 00	16 00		
Bothwell.....	King's..... P.E.I.	18 02	12 00		
Botreaux.....	Chateauguay..... Q	4 00	12 00		
Botsford Portage.....	Westmoreland..... N.B.	9 00	12 00		
Boucherville.....	Chambly & Verchères.. Q	208 90	100 00		
Bouchette.....	Wright..... Q	238 44	100 00		
Bouck's Hill.....	Dundas..... O	158 75	60 00	6 00	
Boudreau.....	Westmoreland..... N.B.	5 00	12 00		
Boudreau Village.....	Westmoreland..... N.B.	12 00	12 00		
Bougie.....	Jacques Cartier..... Q	20 00	12 00		
Boulardarie.....	Victoria..... N.S.	38 00	24 00	10 00	
Boulardarie Centre.....	Victoria..... N.S.	20 42	16 00		
Boulardarie East.....	Victoria..... N.S.	11 60	12 00		
Boulardarie West.....	Cape Breton..... N.S.	11 94	12 00		
Boulevard St. Denis.....	Maisonneuve..... Q		50 00		
Boulogne.....	Drummond..... Q	43 00	24 00		
Boulter.....	Hastings, N.R. .... O	52 83	28 00	8 00	
Boundary Creek.....	Westmoreland..... N.B.	52 50	20 00	2 00	
Boundary Falls.....	Yale & Cariboo..... B.C.	15 97	27 00		
Boundary, Presqu'Île.....	Carleton..... N.B.	18 00	12 00		
Bourdeau.....	Muskoka & Parry Sd. O	15 95	12 00		
Bourgeois.....	Kent..... N.B.	11 97	12 00		
Bourg Louis.....	Portneuf..... Q	180 00	70 00		
Bout de l'Isle.....	Laval..... Q		20 00		
Bowden.....	Alta.....	169 58	48 00		
Bowell.....	Leeds, S.R. .... O	22 80	12 00		
Bowen Island.....	Burrard..... B.C.	18 70	20 00		
Bowesville.....	Russell..... O	38 00	20 00		
Bowling Green.....	Wellington, N.R. .... O	89 67	40 00	2 00	
Boxall.....	Elgin, W.R. .... O	34 81	16 00		
Box Grove.....	York, E.R. .... O	62 68	20 00		
Boyer.....	Bellechasse..... Q	60 00	42 00		
Boyle.....	Lincoln & Niagara.. O	47 87	20 00		
Boyne.....	Halton..... O	15 93	18 00		
Boynton.....	Stanstead..... Q	88 00	36 00	4 00	
Brackenrig.....	Muskoka & Parry Sd. O	31 17	16 00		
Brackley Beach.....	Queen's East..... P.E.I.	24 42	16 00		
Brackley Point.....	Queen's East..... P.E.I.	11 47	12 00		
Brackley Point Road.....	Queen's East..... P.E.I.	11 00	12 00		
Bracondale.....	York, W.R. .... O	425 60	90 00		
* Bradford.....	Prince East..... P.E.I.	21 02	9 17		
Bradley.....	Bruce, E.R. .... O	25 30	16 00		
Bradshaw.....	Bothwell..... O	135 00	70 00		
Brae.....	Prince West..... P.E.I.	42 00	20 00		
Brae Lake.....	Muskoka & Parry Sd. O	11 00	12 00		
Braemar.....	Oxford, N.R. .... O	76 60	28 00		
Branch La Have.....	Lunenburg..... N.S.	11 00	12 00		
Brancepeth.....	Sask.....	21 97	16 00		

\* Opened 1-8-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Branchton.....	Waterloo, S.R.....	O 162 00	65 00		
Brandon Hills.....	Brandon.....	M 27 78	24 00		
Brandy Creek.....	Norfolk, N.R.....	O 10 75	18 00		
Bransfield.....	Northumberland.....	N.B 43 97	20 00		
Brass Hill.....	Shelburne & Queen's N.S.	117 05	56 00		
Bray's Crossing.....	Russell.....	O 20 49	12 00		
Brazil Lake.....	Yarmouth.....	N.S 63 96	24 00		
Breadalbane.....	Glengarry.....	O 18 00	16 00		
Breau's Creek.....	Westmoreland.....	N.B 14 00	12 00		
* Brèche à Manon.....	Gaspe.....	Q 11 50	2 50		
Bredenburg.....	Assa. East.....	15 00	18 00		12 00
† Brennen.....	Nipissing.....	O 31 83	3 33		
Brenton.....	Yarmouth.....	N.S 5 00	10 00		
Brentwood.....	Simcoe, N.R.....	O 96 26	40 00		
Bresaylor.....	Sask.....	23 20	12 00		
Breslau.....	Waterloo, S.R.....	O 230 39	100 00	20 00	
Brewer's Mills.....	Frontenac.....	O 73 27	30 00		
Brewster.....	Middlesex, N.R.....	O 37 97	24 00		
Brice.....	Alta.....	16 02	12 00		
Brickley.....	Northumberland, E.R.....	O 47 94	24 00		
Brickton.....	Annapolis.....	N.S 18 15	12 00		
Bridge Creek.....	Macdonald.....	M 5 80	20 00		
Bridgedale.....	Albert.....	N.B 6 00	12 00		
**Bridge End.....	Glengarry.....	O 60 00	24 00		
Bridgenorth.....	Peterborough, W.R.....	O 147 31	60 00		
Bridgeport.....	Waterloo, N.R.....	O 111 00	50 00		
Brierwood.....	Brandon.....	M 59 00	28 00	4 00	
Brigg's Corner.....	Sunbury & Queen's N.B.	79 90	40 00		
Brigham.....	Brome.....	Q 307 00	136 00	10 00	
Brighton.....	Digby.....	N.S 228 50	76 00		
Brightside.....	Lanark, N.R.....	O 11 00	12 00		
Briley's Brook.....	Antigonishe.....	N.S 11 00	12 00		
‡Brinkman's Corners.....	Bruce, N.R.....	O 19 50	5 00		
Brinsley.....	Middlesex, N.R.....	O 157 58	76 00		
Brinston's Corners.....	Dundas.....	O 234 67	84 00		
Brisbane.....	Wellington, S.R.....	O 33 00	16 00	4 00	
†Brisco.....	Yale & Cariboo.....	B.C 67 20	36 00		
Bristol Mines.....	Pontiac.....	Q 47 00	24 00		
Bristol Ridge.....	Pontiac.....	Q 85 45	36 00		
Britainville.....	Algoma.....	O 12 97	12 00		
Britannia.....	Peel.....	O 60 26	24 00		
Britannia Bay.....	Carleton.....	O 80 55	30 00		
Britannia Mills.....	Bagot.....	Q 54 80	22 00		
Britonville.....	Terrebonne.....	Q 24 00	16 00		
Britton.....	Perth, N.R.....	O 136 86	64 00		
Broadbent.....	Muskoka & Parry Sd.....	O 81 00	30 00		
Broad Cove (Lunenburg).....	Lunenburg.....	N.S 45 38	18 00		
Broad Cove Marsh.....	Inverness.....	N.S 9 91	12 00		
†† Broad Cove Mines.....	Inverness.....	N.S 103 70	44 00		
Broadlands.....	Bonaventure.....	Q 30 83	16 00		
Broadway.....	Pictou.....	N.S 23 00	12 00		
Brock Road.....	Ontario, W.R.....	O 30 00	24 00		
Brockton.....	Prince West.....	P.E.I 9 00	12 00		
§ Brockway.....	York.....	N.B 40 00	20 00		
Brodhagen.....	Perth, N.R.....	O 119 00	50 00		
Brodie.....	Glengarry.....	O 60 00	36 00		

\* Opened 1-4-99. † Opened 1-3-99. ‡ Opened 1-1-99.

†† Late Loch Leven.

§ Late Magaguadavic.

¶ Late Columbia Valley. \*\*Closed 1-4-99.



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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Brokenhead.....	Selkirk.....	M	20	00		
Brome Centre.....	Brome.....	Q	40	00		
Bromley Line.....	Renfrew, N.R.....	O	42	00		
Brompton.....	Richmond.....	Q	29	90		
Brompton Falls.....	Richmond.....	Q	337	90	130	00
Bronson.....	Hastings, N.R.....	O	17	00		
Brookbury.....	Compton.....	Q	95	90		
Brookdale.....	Cumberland.....	N.S.	19	92		
Brookdale.....	Labelle.....	Q	98	81		
Brookdale.....	Macdonald.....	M	11	00		
Brooke.....	Lanark, S.R.....	O	51	00		
Brookfield.....	Queen's West.....	P.E.I.	26	00		
Brookfield.....	Shelburne & Queen's.....	N.S.	192	31	80	00
Brookfield Station.....	Welland.....	O	267	75	96	00
Brookholm.....	Grey, N.R.....	O	113	00	44	00
Brookland.....	Pictou.....	N.S.	21	00		
Brooklyn.....	Queen's East.....	P.E.I.	41	00	20	00
Brooklyn.....	Yarmouth.....	N.S.	5	00		
Brooklyn.....	Yale & Cariboo.....	B.C.	853	00	400	00
Brooklyn Corner.....	King's.....	N.S.	172	15	64	00
Brooklyn Road.....	Westmoreland.....	N.B.	16	00		
Brookside.....	Halifax.....	N.S.			14	00
Brookside.....	Queen's East.....	P.E.I.	6	00	7	00
Brookside.....	Assa, West.....		33	88		
Brookton.....	Albert.....	N.B.	10	00		
Brookvale.....	Sunbury & Queen's.....	N.B.	11	75		
Brookvale.....	Halifax.....	N.S.	25	00		
Brook Village.....	Inverness.....	N.S.	123	00	60	00
Brookville.....	Cumberland.....	N.S.	18	48		
Brookville.....	Pictou.....	N.S.	5	50		
Brookville.....	Carleton.....	N.B.	6	00		
Brookville Station.....	St. John.....	N.B.	300	00	70	00
Broomhill.....	Brandon.....	M	11	00		
Brophy's.....	Antigonishe.....	N.S.	8	00		
Brosseau Station.....	Laprairie & Napierville.....	Q	32	80	16	00
Brotherston.....	Wellington, N.R.....	O	26	00		
Brouseville.....	Grenville, S.R.....	O	48	95	16	00
Brown Hill.....	York, N.R.....	O	107	85	40	00
Brown's Brook.....	Cumberland.....	N.S.	9	00		
Brownsburg.....	Argenteuil.....	Q	34	90	35	00
Brown's Corners.....	York, E.R.....	O	61	86	33	00
Brown's Flats.....	King's.....	N.B.	56	88	24	00
Brown's Mountain.....	Antigonishe.....	N.S.	3	00		
Brownsville.....	New Westminster.....	B.C.	25	51		
Brownsville.....	Pictou.....	N.S.	30	21		
Brownsville.....	King's.....	N.B.	22	50		
Bru.....	Lisgar.....	M	208	00	76	00
Bruce's Landing.....	Yale & Cariboo.....	B.C.	28	85	20	00
Bruce Mines.....	Algoma.....	O	222	90	130	00
Brudenell.....	Renfrew, S.R.....	O	273	08	106	00
Brudenell.....	King's.....	P.E.I.	36	50		
Bruederheim.....	Alta.....		9	00		
Brule.....	Colchester.....	N.S.	26	00		
Brulé Lake Station.....	Nipissing.....	O	35	00	1	67
Brule Shore.....	Colchester.....	N.S.	31	91		
Brunner.....	Perth, N.R.....	O	77	57		
Brunswick.....	Durham, E.R.....	O	25	00		

\* Opened 1-10-98. † Opened 1-1-99. ‡ Closed 31-1-99. § Opened 1-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electorat District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bruxelles.....	Lisgar..... M	98 08	40 00		
Bryanston.....	Middlesex, E.R..... O	131 59	64 00		
Bryenton.....	Northumberland..... N.B	97 46	40 00		
*Bryon Island.....	Gaspé..... Q	16 00	12 00		
†Brysonville.....	Chateauguay..... Q	19 50	0 83		
Buchanan.....	Renfrew, N.R..... O	11 94	12 00		
Buckfield.....	Shelburne & Queen's, N.S	5 00	12 00		
Buck Lake.....	Addington..... O	26 44	12 00		
Buckland.....	Bellechasse..... Q	110 57	44 00		
Bucklaw.....	Victoria..... N.S	14 20	12 00		6 00
Buckley.....	Addington..... O	30 00	16 00		
Bulger.....	Renfrew, N.R..... O	85 00	36 00		
Bullion.....	Yale & Cariboo..... B.C	115 00			
Bull Moose Hill.....	King's..... N.B	8 00	12 00		
Bull's Creek.....	Carleton..... N.B	41 96	20 00		
Bullock's Corners.....	Wentworth, S.R..... O	76 23	58 00		
Bulstrode Station.....	Arthabaska..... Q	111 30	40 00		
Bulwer.....	Compton..... Q	129 30	50 00		
Bunessan.....	Grey, S.R..... O	66 19	30 00		
Bungay.....	Queen's West..... P.E.I	19 50	12 00		
Bunyan.....	Lambton, W.R..... O	28 00	24 00		
Burden.....	York..... N.B	34 00	20 00		
Burgoyne.....	Bruce, W.R..... O	140 61	80 00		
Burke.....	Inverness..... N.S	4 50	12 00		
Burketon Station.....	Durham, W.R..... O	197 10	84 00	100 00	
Burleigh.....	Peterborough, E.R..... O	30 00	16 00		
Burleigh Falls.....	Peterborough, E.R..... O	34 87	18 00		
Burlington.....	Prince East..... P.E.I	40 00	16 00		
Burlington.....	King's..... N.S	64 00	20 00	2 00	
Burnaby.....	Haldimand & Monck..... O	108 00	40 00		
Burnbank.....	Marquette..... M	18 45	16 00	2 00	
Burnbrae.....	Northumberland, E.R..... O	58 87	50 00	2 00	
Burnhamthorpe.....	Peel..... O	124 88	50 00		
Burnley.....	Northumberland, W.R..... O	70 26	36 00		
Burns.....	Perth, N.R..... O	56 90	28 00		
Burnside.....	Macdonald..... M	167 94	70 00		10 00
Burnside.....	Pictou..... N.S	13 00	12 00		
Burnstown.....	Renfrew, S.R..... O	91 45	40 00		
Burnsville.....	Gloucester..... N.B	71 00	30 00		
Burnt Church.....	Northumberland..... N.B	32 00	12 00		
Burntcoat.....	Hants..... N.S	15 00	12 00		
Burnt Land Brook.....	Victoria..... N.B	40 00	20 00		
Burnt River.....	Victoria, N.R..... O	229 35	90 00		
Burridge.....	Addington..... O	54 46	20 00		
Burth.....	Brant, S.R..... O	63 00	20 00		
Burton.....	Durham, E.R..... O	20 00	16 00		
Burton.....	Sunbury & Queen's, N.B	25 22	16 00		
Burton.....	Prince West..... P.E.I	39 50	20 00		
Burton.....	Yale & Cariboo..... B.C	156 27	50 00		
Burt's Corner.....	York..... N.B	119 00	68 00		
Burwell Road.....	Middlesex, S.R..... O	96 01	40 00		
Bury's Green.....	Victoria, N.R..... O	20 00	12 00		
Bush Glen.....	Stormont..... O	17 45	12 00		
Bute.....	Mégantic..... Q	28 00	16 00		
Butler.....	Sunbury & Queen's, N.B	5 00	10 00		
Butterfield.....	Brandon..... M	57 42	36 00		
Buttonville.....	York, E.R..... O	109 00	36 00		

\* Summer office. † Opened 1-6-99. ‡ Credit for new office not yet opened.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward	Night
			(based on revenue of previous year.)	Allowance.	Allowance.
			\$ cts.	\$ cts.	\$ cts.
Buxton.....	Kent.....	O 177 90	76 00		
Byng.....	Haldimand & Monck.....	O 49 67	30 00		
Byrnedale.....	Essex, N.R.....	O 9 00	12 00		
Byrne's Road.....	King's.....	P.E.I 8 00	12 00		
Byron.....	Middlesex, S.R.....	O 127 25	40 00		
* CABANO.....	Témiscouata.....	Q 168 00	40 00		
Cable Head.....	King's.....	P.E.I 6 00	12 00		
Cable Head West.....	King's.....	P.E.I 11 97	12 00		
Cache Creek.....	Yale & Cariboo.....	B.C 45 00	24 00		
Cadmus.....	Durham, W.R.....	O 178 00	84 00		
Cæsarea.....	Durham, W.R.....	O 70 96	36 00		
Cahore.....	Stormont.....	O 26 00	12 00		
Cailmount.....	Assa, East.....	43 11	24 00	2 00	
Cain's Mountain.....	Victoria.....	N.S 12 00	12 00		
Cain's River.....	Northumberland.....	N.B 11 00	12 00		
Cainsville.....	Wentworth N. & Brant.....	O 207 25	100 00		
Caintown.....	Leeds, S.R.....	O 175 70	80 00		
Cairngorm.....	Middlesex, W.R.....	O 70 48	30 00		
Cairnside.....	Châteauguay.....	Q 64 50	20 00		
Caistor Centre.....	Wentworth, S.R.....	O 59 83	24 00		
Calder.....	Middlesex, S.R.....	O 27 74	12 00		
Calderwood.....	Grey, S.R.....	O 112 00	48 00		
Caldwell.....	Cardwell.....	O 41 34	27 00		
Caldwell.....	Pontiac.....	Q 139 00	68 00		
Caldwell's Mills.....	Lanark, N.R.....	O 180 15	76 00		
Caledonia.....	Guysborough.....	N.S 55 00	30 00		
Caledonia.....	Queen's East.....	P.E.I 39 94	30 00	4 00	
Caledonia Mills.....	Antigonishe.....	N.S 11 00	12 00		
Caledonia Mines.....	Cape Breton.....	N.S 171 36	70 00		
Caledonia Settlement.....	Albert.....	N.B 11 00	12 00		
Calf Mountain.....	Lisgar.....	M 109 53	40 00		
Calhoun.....	Westmoreland.....	N.B 90 85	48 00		
California.....	Victoria.....	N.B 13 50	12 00		
Calton.....	Elgin, E.R.....	O 100 00	40 00		
Calumet Island.....	Pontiac.....	Q 228 97	90 00	5 00	
Calvin.....	Nipissing.....	O 31 67	16 00		
Camborne.....	Northumberland, W.R.....	O 46 30	28 00		
Cambria.....	Argenteuil.....	Q 81 00	40 00		
Cambridge.....	Sunbury & Queen's.....	N.B 133 41	40 00	20 00	
Cambridge.....	Hants.....	N.S 51 50	24 00		
Cambridge Road.....	Queen's East.....	P.E.I 14 50	12 00		
Camden.....	Colchester.....	N.S 13 30	12 00		
Cameron.....	Victoria, N.R.....	O 103 05	40 00		
Cameron's Mills.....	Kent.....	N.B 26 00	12 00		
Cameron Settlement.....	Guysborough.....	N.S 15 00	12 00		
Camilla.....	Cardwell.....	O 203 50	80 00	6 00	
Camille.....	Macdonald.....	M 39 50	20 00		
Campania.....	Wellington, N.R.....	O 15 00	12 00		
Campbell.....	Inverness.....	N.S 36 00	24 00		10 00
Campbellcroft.....	Durham, E.R.....	O 277 09	100 00		
Campbell Mountain.....	Inverness.....	N.S 15 00	12 00		
Campbell's Corner.....	Mégantic.....	Q 78 49	42 00		
Campbell's Cove.....	King's.....	P.E.I 12 00	12 00		
Campbell's Cross.....	Peel.....	O 88 00	48 00		

\* Late Tête.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Campbell Settlement	King's . . . . . N.B	26 00	12 00		
Campbell Settlement	York . . . . . N.B	12 88	12 00		
Campbellton	Elgin, W.R. . . . . O	75 00	28 00		
Campbellville	Lisgar . . . . . M	27 80	16 00	6 00	
Campden	Lincoln & Niagara . . . . O	204 05	84 00		*12 00
Camperdown	Grey, E.R. . . . . O	95 87	52 00		
Camp McKinney	Yale & Cariboo . . . . . B.C	419 50	90 00	20 00	
Canaan	Yarmouth . . . . . N.S	8 82	12 00		
Canaan	King's . . . . . N.S	46 94	20 00		
Canaan	Russell . . . . . O	58 61	32 00		
*Canaan Rapids	Sunbury & Queen's . . . . N.B	9 00	9 00		
Canaan Road	King's . . . . . N.S	18 00	12 00		
Canaan Station	Westmoreland . . . . . N.B	57 00	32 00	10 00	
Canada Creek	King's . . . . . N.S	37 89	20 00		
Canard	King's . . . . . N.S	152 86	56 00		
Canard River	Essex, N.R. . . . . O	111 67	36 00		
Canboro'	Haldimand & Monck . . . . O	235 70	90 00		
Cannamore	Stormont . . . . . O	133 10	70 00		
Cannes	Richmond . . . . . N.S	55 00	30 00		6 00
Cannifton	Hastings, E.R. . . . . O	71 50	60 00		
Canning	Wentworth N. & Brant. O	57 10	37 00		
Canobie	Gloucester . . . . . N.B	8 00	12 00		
Canoe Cove	Queen's West . . . . . P.E.I	18 00	12 00		
Canoe Lake	Cape Breton . . . . . N.S	12 00	12 00		
Canterbury	Compton . . . . . Q	22 00	16 00		
Cantin	Lévis . . . . . Q	12 60	12 00		
Cantley	Wright . . . . . Q	132 95	53 00	10 00	
Canton	Durham, E.R. . . . . O	89 00	48 00		
Canuta	Two Mountains . . . . . Q	16 00	16 00		
Cap à la Baleine	Rimouski . . . . . Q	9 60	12 00		10 50
Cap à l'Aigle	Charlevoix . . . . . Q	172 00	†85 00		
Cap au Renard	Gaspé . . . . . Q		8 59		
Cap Chat	Gaspé . . . . . Q	232 00	84 00		18 00
Cap des Rosiers	Gaspé . . . . . Q	56 40	32 00		
Cape Augnet	Richmond . . . . . N.S	11 00	12 00		
Cape Chin	Bruce, N.R. . . . . O	31 00	16 00		
Cape Croker	Bruce, N.R. . . . . O	16 00	16 00		
Cape Dauphin	Victoria . . . . . N.S	12 00	12 00		
Cape de Moisselle Creek	Albert . . . . . N.B	32 00	16 00		
Cape Despair	Gaspé . . . . . Q	132 81	60 00		6 00
Cape Egmont	Prince East . . . . . P.E.I	15 47	12 00		
Cape Enrage	Albert . . . . . N.B	23 00	16 00		
Cape George	Antigonishe . . . . . N.S	18 76	18 00		
Cape George Harbour	Richmond . . . . . N.S	5 45	12 00		
Cape John	Pictou . . . . . N.S	23 77	16 00		
Cape Mabou	Inverness . . . . . N.S	7 00	12 00		
Cape Negro	Shelburne & Queen's . . . . N.S	69 25	32 00	4 00	
Cape Negro Island	Shelburne & Queen's . . . . N.S	23 00	16 00		
Cape Ozo	Gaspé . . . . . Q	40 00	16 00		
Cape Rich	Grey, E.R. . . . . O	28 00	14 00		
Cape Sable Island	Shelburne & Queen's . . . . N.S	66 00	24 00		
Cape Sable Island, S. Side	Shelburne & Queen's . . . . N.S	112 60	50 00		
§Cape Scott	Vancouver . . . . . B.C	10 00	1 67		
Cape Spear	Westmoreland . . . . . N.B	25 50	12 00		
Cape Station	Albert . . . . . N.B	37 00	18 00		
Cape Turmentine	Westmoreland . . . . . N.B	73 75	57 00	2 00	
Cape Wolfe	Prince West . . . . . P.E.I	37 50	24 00		

\* Closed 1-4-99. \* Special allowance. † Including \$25 summer season allowance. § Opened 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices— Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Cap La Ronde.....	Richmond N.S.	5 00	12 00			
Caplin River.....	Bonaventure Q	194 07	80 00	2 00		
Cap Magdeleine.....	Champlain Q	118 00	60 00			
Cap Rouge.....	Quebec Q	92 85	40 00			
*Cap Rouge.....	Inverness N.S.	6 00	0 83			
Cap St. Ignace Station.....	Montmagny Q	74 50	64 00			
Cap St. Martin.....	Laval Q	48 85	20 00			
Capucins.....	Rimouski Q	32 78	16 00			
Carden.....	Victoria, N.R. O	5 00	12 00			
Cardross.....	King's P.E.I.	8 00	12 00			
Carholme.....	Norfolk, S.R. O	73 88	28 00			
Cariboo Gold Mines.....	Halifax N.S.	109 75	50 00			
Cariboo Island.....	Pictou N.S.	8 00	12 00			
Cariboo Islands.....	Saguenay Q	26 10	16 00			
Cariboo Marsh.....	Cape Breton N.S.	11 97	12 00			
Cariboo River.....	Pictou N.S.	21 20	18 00			
Carievale.....	Assa. East	334 17	120 00			
Carillon.....	Argenteuil Q	193 00	120 00	16 00		
Carleton.....	Prince East P.E.I.	50 50	20 00			
Carleton.....	Yarmouth N.S.	102 91	44 00	2 00		
Carleton, West.....	Bonaventure Q	153 53	60 00			
Carling.....	Muskoka & Parry Sd. O	20 98	12 00			
Carlingford.....	Perth, S.R. O	115 21	56 00			
Carlingford.....	Victoria N.B.	13 25	12 00			
Carlingville.....	Marquette M	17 00	16 00			
Carlisle.....	Wentworth, S.R. O	193 50	70 00			
Carlisle.....	Carleton N.B.	19 50	16 00	1 00		
Carlow.....	Huron, W.R. O	121 00	50 00			
Carlow.....	Carleton N.B.	74 00	24 00			
Carlowrie.....	Provencher M	43 64	16 00			
Carlton.....	Sask	19 00	20 00			
Carluka.....	Wentworth N. & Brant O	96 50	50 00			
Carlyle.....	Assa. East	158 10	60 00	24 00		
Carlyon.....	Simcoe, E.R. O	16 00	12 00			
Carmanville.....	Addington O	19 00	12 00			
Carmel.....	Drummond Q	189 95	76 00	2 00		
Carmuncock.....	Perth, N.R. O	13 84	14 00			
Carnarvon.....	Victoria, N.R. O	120 90	40 00			
Carnoustie.....	Assa. East	29 78	16 00			
Caron.....	Assa. West	130 99	40 00			
Caron Brook.....	Victoria N.B.	22 85	16 00	2 00		
Carpenter.....	Sunbury & Queen's N.B.	22 97	16 00			
Carroll's Corners.....	Halifax N.S.	14 22	12 00			
Carroll's Crossing.....	Northumberland N.B.	31 00	16 00			
Carroll.....	Brandon M	200 08	90 00			10 00
Carr's Brook.....	Colchester N.S.	55 00	30 00			
Carrville.....	York, W.R. O	52 20	30 00			
Carson.....	Yale & Cariboo B.C.	59 08	55 00			
Carsonby.....	Carleton O	74 70	28 00			
Carsonville.....	King's N.B.	12 76	12 00			
Carswell.....	Renfrew, S.R. O	51 00	12 00			
Carthage.....	Perth, N.R. O	88 50	50 00			
Carter's Point.....	King's N.B.	19 97	16 00			
Carterton.....	Algoma O	32 00	16 00			
Cartier.....	Beauharnois O	8 95	12 00			
Cartierville.....	Jacques Cartier Q	45 00	20 00			
Casault.....	Montmagny Q	11 00	12 00			

\*Opened 1-6-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cascades	Wright. . . . . Q	84 90	24 00		
Cascades Point	Soulanges. . . . . Q	549 00	80 00		
Cashel	York, E.R. . . . . O	106 98	32 00		
Cashion's Glen	Glengarry . . . . . O	4 00	18 00		
Cashmere	Middlesex, W.R. . . . . O	78 60	36 00		
Cashtown	Simcoe, N.R. . . . . O	61 00	24 00		
Cass Bridge	Dundas . . . . . O	65 84	20 00		
Cassburn	Prescott . . . . . O	22 85	24 00		
Cassel	Oxford, N.R. . . . . O	169 73	68 00		
Cassilis	Northumberland . . . . . N.E	14 97	12 00		
Cassville	Stanstead . . . . . Q	31 50	16 00		
Castalia	Charlotte . . . . . N.E	43 97	28 00		
Castile	Renfrew, N.R. . . . . O	12 94	12 00		
Castleavery	Marquette . . . . . M	14 90	20 00		
Castlebar	Richmond . . . . . Q	6 00	18 00		
Castlederg	Cardwell . . . . . O	78 00	50 00		
Castleford	Renfrew, S.R. . . . . O	66 94	46 00		
Castleford Station	Renfrew, S.R. . . . . O	95 00	50 00	12 00	
Castlemore	Peel . . . . . N.O	59 87	24 00		
†Castlereagh	Colchester. . . . . N.S	7 00	10 00		
Catalone	Cape Breton. . . . . N.N.S	37 00	20 00	8 00	
Catalone Gut	Cape Breton. . . . . N.S	11 00	12 00		
Catalone Road	Cape Breton. . . . . N.S	3 00	12 00		
Cataract	Cardwell . . . . . O	97 09	40 00		
Cataractui	Frontenac . . . . . O	145 00	100 00		
Cathcart	Oxford, S.R. . . . . O	146 56	60 00		
Caughnawaga	Chateauguay . . . . . Q	278 00	100 00		
Causapscal	Rimouski . . . . . Q	560 83	150 00		12 00
Cavan	Durham, E.R. . . . . C.C	157 89	64 00		
Cavendish	Queen's West. . . . . P.E.I	73 00	24 00		
Cavignac	Bagot . . . . . Q	45 00	32 00		
Cawood	Pontiac . . . . . Q	11 67	12 00		
Cazaville	Huntingdon . . . . . C.C	176 00	76 00		
Cecebe	Muskoka & Parry Sd. . . . . O	17 00	16 00		
Cedar	Vancouver . . . . . B.C	14 28	20 00		
Cedar Camp	King's . . . . . N.B	4 00	10 00		
Cedar Grove	York, E.R. . . . . O	93 35	50 00		
Cedar Hill	Lanark, N.R. . . . . O	41 00	16 00		
Cedar Lake	Digby . . . . . N.S	20 91	12 00		
Cedar Mills	Cardwell . . . . . O	19 94	12 00		
*Cedar Park	Selkirk . . . . . M	5 76	5 00		
Cedar Springs	Kent . . . . . O	260 00	108 00		
Cedarville	Grey, E.R. . . . . O	143 54	56 00		
Centennial	Inverness . . . . . N.S	7 50	12 00		
Central Argyle	Yarmouth . . . . . N.S	91 50	36 00		12 00
Central Bedeque	Prince East. . . . . P.E.I	120 00	48 00		
Central Blissville	Sunbury & Queen's. . . . . N.B	20 47	12 00		
Central Cambridge	Sunbury & Queen's. . . . . N.B	14 00	16 00		
Central Chebogue	Yarmouth . . . . . N.S	15 66	14 00		
Central Clarence	Annapolis. . . . . N.S	40 00	38 00		
Central Grove	Digby . . . . . N.S	23 75	16 00		
Central Hampstead	Sunbury & Queen's. . . . . N.B	108 00	61 00	4 00	
Central Haynesville	York . . . . . N.B	11 93	12 00		
Central Keswick Ridge	York . . . . . N.B	11 96	12 00		
Central Kingsclear	York . . . . . N.B	13 50	12 00		
Central New Annan	Colchester . . . . . N.S	17 60	12 00		
Central Norton	King's . . . . . N.B	15 00	12 00		

\* Closed 1-12-98. † Closed 30-4-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Central Onslow	Colchester . . . . . N.S	26 92	16 00			
Central Park	New Westminster . . . . . B.C	160 97	50 00			
Central Waterville	York . . . . . N.B	33 88	16 00			
Central Wood Harbour	Shelburne & Queen's, N.S	62 00	20 00			
Centre Acadie	Kent . . . . . N.B	12 00	12 00			
Centre Augusta	Grenville, S.R. . . . . O	7 92	12 00			
Centredale	Pictou . . . . . N.S	12 00	12 00			
Centre Hampton	King's . . . . . N.B	11 50	12 00			
Centreton	Northumberland, W. R. O	155 00	52 00			
Centreton	King's . . . . . N.B	2 97	12 00			
Centre Village	Westmoreland . . . . . N.B	7 00	12 00			
Centreville	King's . . . . . N.S	197 90	76 00			
Centreville	Digby . . . . . N.S	233 42	70 00			
Centreville East	Inverness . . . . . N.S	24 00	12 00			
Chaffey's Locks	Leeds, S.R. . . . . O	17 00	12 00			
Chambers	Lennox . . . . . O	28 31	16 00			
Chambers Settlement	King's . . . . . N.B	10 00	12 00			
Chambord	Victoria . . . . . N.B	9 50	12 00			
Chambord	Chicoutimi . . . . . Q	198 32	96 00			
Chambord Junction	Chicoutimi . . . . . Q	94 87	16 00			
Champigny	Quebec . . . . . Q	85 34	52 00	10 00		
Chance Harbour	St. John . . . . . N.B	21 97	12 00			
Chance Harbour	Pictou . . . . . N.S	14 25	12 00			
Chandos	Peterborough, E.R. . . . . O	14 00	16 00			
Channay	Beauce . . . . . Q	44 53	16 00			
Channell	Brome . . . . . Q	60 00	40 00			
*Channeton	Burrard . . . . . B.C	20 00	11 67			
Chantelle	Montcalm . . . . . Q	12 00	12 00			
Chantier	Lincoln & Niagara . . . . . O	51 00	10 00			
Chantry	Leeds, S.R. . . . . O	128 85	40 00			
Chaplin	Halifax . . . . . N.S	14 00	12 00			
Chapman	Hastings, E.R. . . . . O	45 48	26 00			
Chapman	Westmoreland . . . . . N.B	36 00	20 00			
Chapman Settlement	Cumberland . . . . . N.S	13 47	12 00			
Chappell's Mills	Cumberland . . . . . N.S	30 97	28 00			
Chard	Prescott . . . . . O	41 00	20 00			
Charlecote	Durham, E.R. . . . . O	40 00	22 00			
Charlemagne	L'Assomption . . . . . Q	209 00	70 00			12 00
Charlemont	Bothwell . . . . . O	45 00	20 00			
Charlesbourg	Quebec . . . . . Q	188 30	95 00			
Charlesbourg West	Quebec . . . . . Q	40 00	24 00			
Charleston	Leeds, S.R. . . . . O	74 25	24 00			
Charleston	Carleton . . . . . N.B	4 88	10 00			
Charleville	Grenville, S.R. . . . . O	6 00	12 00			
Charlos Cove	Guysborough . . . . . N.S	50 00	24 00			
Charlo Station	Restigouche . . . . . N.B	179 00	80 00	4 00		
Charnwood	King's . . . . . P. E. I	11 00	12 00			
Charrington	Compton . . . . . Q	11 85	12 00			
Charteris	Pontiac . . . . . Q	43 00	20 00	6 00		
Chartersville	Westmoreland . . . . . N.B	10 00	12 00			
Charterville	Compton . . . . . Q	155 15	50 00			
Chatboro'	Argenteuil . . . . . Q	15 90	16 00			
Chateauguay	Chateauguay . . . . . Q	175 80	88 00			
Chateauguay Basin	Chateauguay . . . . . Q	168 50	82 00			
Chateau Richer	Montmorency . . . . . Q	132 33	73 00			
Chater	Brandon . . . . . M	141 80	63 00			23 33
Chatillon	Yamaska . . . . . Q	46 45	24 00			

\* Closed 1-2-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Chatterton	Hastings, W.R.	44	00	24	00	
Chaudière Basin	Lévis	58	53	30	00	
Chaudière Curve	Lévis	194	00	76	00	
Chaudière Mills	Lévis	133	71	57	00	
Chaudière Station	Lévis	35	20	24	00	
Chaumont	Lotbinière	55	07	20	00	
Cheam	New Westminster	39	00	20	00	
Chebogue Point	Yarmouth	32	00	16	00	
Cheddar	Peterborough, E.R.	34	97	20	00	
Chedoke	Wentworth, S.R.	51	90	30	00	
Chegoggin	Yarmouth	25	00	16	00	
Chelmsford	Northumberland	38	79	20	00	
Chelsea	Lunenburg	28	55	16	00	2 00
Chelton	Prince East	14	00	12	00	
Chemical Road	Albert	11	00	12	00	
Chemin Taché	Témiscouata	68	07	28	00	
*Chemong	Peterborough, E.R.	8	00	5	00	
Cheney	Muskoka & Farry Sd.	16	00	16	00	
Cheney Settlement	King's	8	00	12	00	
Cheney Station	Russell	27	55	18	00	
Chepstow	King's	5	50	12	00	
Chepstowe	Bruce, E.R.	194	92	70	00	
Cherry Creek	Yale & Cariboo	9	97	20	00	
Cherryfield	Lunenburg	13	97	12	00	
Cherry Grove	King's	10	00	12	00	
Cherry Grove	Middlesex, E.R.	42	48	18	00	
Cherry Hill	Lunenburg	28	30	12	00	
Cherry River	Sherbrooke	28	00	22	00	
Cherry Vale	Sunbury & Queen's	15	00	12	00	
Cherry Valley	Prince Edward	191	07	80	00	
Cherry Valley	Queen's East	50	00	28	00	4 00
Cherrywood	Ontario, W.R.	89	84	40	00	
Chester	Carleton	12	00	12	00	
Chesterfield	Wentworth, N. & Brant	260	93	90	00	
Chester Grant	Lunenburg	7	00	10	00	
Chester Nord	Arthabaska	45	00	20	00	
Cheticamp	Inverness	55	00	40	00	
Chevalier	Essex, N.R.	178	77	80	00	
Cheverie	Hants	238	50	100	00	10 00
Chichester	Pontiac	103	61	40	00	
Chickney	Assa, East	234	79	100	00	
Chicot	Berthier	151	90	60	00	
Chignecto	Cumberland	24	97	16	00	
Chilcote	Yale & Cariboo	113	40	44	00	
Chimney Corner	Inverness	11	10	12	00	
China Point	Queen's East	6	50	12	00	
Chipman's Brook	King's	19	38	18	00	
Chipman's Corners	King's	18	00	18	00	
Chippawa Hill	Bruce, N.R.	79	50	42	00	
Chiselhurst	Huron, S.R.	78	82	40	00	
Chisholm	Prince Edward	37	25	24	00	
Chiswick	Nipissing	3	00	12	00	
Chlorydormes	Gaspe	50	09	20	00	
Chortitz	Provencher	68	61	40	00	
Christian Island	Simcoe, E.R.	36	44	18	00	
Christie	Wentworth, N. & Brant	42	00	20	00	
†Christina	Yale & Cariboo	10	00	5	00	

\*Opened 1-1-99. †Opened 1-4-99.



APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Christina.....	Middlesex, S.R.....	O 50 24	24 00		
Christy's Lake.....	Lanark, S.R.....	O 23 00	18 00		
Churnah.....	Marquette.....	M 20 94	16 00		
Churchbridge.....	Assa. East.....	184 40	64 00	14 00	20 00
Churchill.....	Simcoe, S.R.....	O 269 00	130 00		
Church Hill.....	Albert.....	N.B. 38 00	16 00		
Church Over.....	Shelburne & Queen's, N.S.	20 82	12 00		
Church Point.....	Northumberland.....	N.B. 125 00	50 00		
Church Street.....	King's.....	N.S. 158 48	70 00		
Churchville.....	Peel.....	O 75 50	30 00		
Churchville.....	Pictou.....	N.S. 28 00	18 00	2 00	
Chute à Blondeau.....	Prescott.....	O 239 80	84 00		
City View.....	Carleton.....	O 48 24	20 00		
Clachan.....	Elgin, W.R.....	O 133 85	60 00		
Clair.....	Victoria.....	N.B. 95 51	50 00		
*Clairmont Road.....	King's.....	N.S. 6 67			
Clairvaux de Bagot.....	Bagot.....	Q 55 25	37 00		
Clairvaux de Charlevoix.....	Charlevoix.....	Q 24 40	16 00		
Clam Harbour.....	Halifax.....	N.S. 33 00	18 00		
Clandeboye.....	Haldimand & Monck.....	O 146 40	60 00		
Clanricarde.....	Selkirk.....	M 36 20	24 00		
Clan William.....	Peterborough, E.R.....	O 15 94	16 00		
Clapham.....	Marquette.....	M 31 00	24 00		
Clappison's Corners.....	Mégantic.....	Q 50 50	24 00	2 00	
Clare.....	Wentworth, S.R.....	O 23 15	16 00		
Claremont.....	Assa. East.....	75 00	24 00		
Clarendon.....	Cumberland.....	N.S. 12 88	12 00		
Clarendon Station.....	Charlotte.....	N.B. 26 00	12 00		
Clarendon Station.....	Addington.....	O 115 05	40 00		
Clareview.....	Sunbury & Queen's, N.B.	59 00	24 00		
*Clarina.....	Addington.....	O 13 00	12 00		
Clark Avenue.....	Peterborough, E.R.....	O 57 08	20 00		
Clarke's Mills.....	Glengary.....	O 2 59	12 00		
Clarkeleigh.....	Prince East.....	P.E.I. 12 00	12 00		
Clark's Corners.....	Selkirk.....	M 53 60	25 00	20 00	
Clark's Road.....	Sunbury & Queen's, N.B.	12 00	12 00		
Clarkson.....	Cape Breton.....	N.S. 6 45	10 00		
Clarktown.....	Peel.....	O 162 78	50 00		
Claude.....	Queen's East.....	P.E.I. 12 00	12 00		
Claverhouse.....	Peel.....	O 124 75	68 00		
Clavering.....	Inverness.....	N.S. 10 00	10 00		
Claxton.....	Grey, N.R.....	O 112 01	60 00		
Clay Bank.....	Burrard.....	B.C. 53 84	26 00		
Clayoquot.....	Renfrew, S.R.....	O 24 95	16 00		
Clayton.....	Vancouver.....	B.C. 120 00	50 00		
Clear Creek.....	New Westminster.....	B.C. 125 70	56 00		
Clear Lake.....	Norfolk, S.R.....	O 230 18	100 00	10 00	
Clear Springs.....	Ontario, N.R.....	O 54 00	20 00		
Clear Springs.....	King's.....	P.E.I. 12 00	12 00		
Clear View.....	Provencher.....	M 56 63	24 00		
Clement.....	Carleton.....	N.B. 10 00	24 00		12 00
Clementsvale.....	Wright.....	Q 21 46	16 00		
Clermont.....	Annapolis.....	N.S. 158 00	52 00		
Clevelands.....	Prince East.....	P.E.I. 12 50	12 00		
Clifton.....	King's.....	N.B. 5 00	12 00		
Clifton.....	Gloucester.....	N.B. 65 21	20 00	2 00	
Clifton.....	Colchester.....	N.S. 33 00	16 00		

\*Closed 1-3-99.

†Late Stony Lake.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clinch's Mills	St. John . . . . . N.B.	129 00	60 00	4 00	
Clinton	Queen's West . . . . . P.E.I.	30 00	16 00		
Clones	Sunbury & Queen's . . . N.B.	28 74	12 00		
Clontarf	Renfrew, S.R. . . . . O	31 55	20 00		
Cloudslee	Algoma . . . . . O	61 50	16 00		
Clover Bar	Alta . . . . . O	75 98	20 00		
Cloverdale	Colchester . . . . . N.S.	2 50	10 00		
Cloverdale	Carleton . . . . . N.B.	16 00	12 00		
Clover Hill	King's . . . . . N.B.	56 00	24 00		
Clover Valley	New Westminster . . . B.C.	37 58	30 00		
Cloverville	Antigonishe . . . . . N.S.	2 00	10 00		
Clumber	Assa. East . . . . . O	37 58	16 00		
Clyde	Wentworth, N. & Brant. O	71 00	40 00		
Clyde River	Queen's West . . . . . P.E.I.	39 50	20 00		
Clyde's Corners	Huntingdon . . . . . Q	40 55	16 00		
Clydesdale	Peterborough, E.R. . . . O	32 10	12 00		
Clyde Station	Queen's West . . . . . P.E.I.	12 00	12 00		
Coal Branch Station	Kent . . . . . N.B.	115 00	44 00		
Coal Creek	Sunbury & Queen's . . . N.B.	57 76	24 00	4 00	
Coal Fields	Assa. East . . . . . O	179 14	50 00		
Coal Mines	Sunbury & Queen's . . . N.B.	13 00	12 00		
Coates' Mills	Kent . . . . . N.B.	20 00	20 00		
Coatsworth Station	Kent . . . . . O	272 22	90 00		
Cobble Hill	Middlesex, E.R. . . . . O	18 00	18 00		
Cobble Hill	Vancouver . . . . . B.C.	269 60	100 00		
Cocagne Cape	Kent . . . . . N.B.	8 00	12 00		
Cochrane	Alta . . . . . O	385 00	100 00		30 00
Cochran's Lake	Cape Breton . . . . . N.S.	5 96	12 00		
Cockburn Island	Algoma . . . . . O	80 39	53 00		12 00
Coddle's Harbour	Guysborough . . . . . N.S.	6 00	12 00		
Codrington	Northumberland, E.R. . . O	128 20	65 00		
Cody	Yale & Cariboo . . . . . B.C.	289 15	110 00		
Coffey's Corners	Huntingdon . . . . . Q	104 70	16 00		
Coffinscroft	Shelburne & Queen's, N.S.	21 00	12 00		
Cogmagun River	Hants . . . . . N.S.	17 00	12 00		
Colbeck	Wellington, N.R. . . . . O	125 97	50 00		
Colchester	Essex, S.R. . . . . O	109 97	40 00		
Cold Brook	St. John . . . . . N.B.	25 00	18 00		
Cold Springs	Selkirk . . . . . M	13 00	12 00		
Cold Springs	Northumberland, W.R. O	108 45	52 00		
Coldstream	Middlesex, S.R. . . . . O	183 50	64 00		
Coldstream	Carleton . . . . . N.B.	107 87	32 00	16 00	
Coldstream	Colchester . . . . . N.S.	9 46	12 00		
Coldstream, East	Carleton . . . . . N.B.	12 00	12 00		
Colebrook	Addington . . . . . O	155 24	90 00		
Cole Harbour	Guysborough . . . . . N.S.	51 25	24 00		
*Cole Harbour Road	Halifax . . . . . N.S.	6 00	5 00		
Cole Lake	Addington . . . . . O	54 00	24 00		
Coleman	Prince West . . . . . P.E.I.	233 69	110 00	20 00	
Colenso	Grey, E.R. . . . . O	15 00	16 00		
Coleraine	Peel . . . . . O	60 68	24 00		
Coleraine Station	Mégantic . . . . . Q	356 60	120 00	25 00	
Cole's Island	Sunbury & Queen's . . . N.B.	123 34	40 00	4 00	
Colgan	Simcoe, S.R. . . . . O	83 50	30 00		
Colinville	Lambton, W.R. . . . . O	58 47	28 00		
College Bridge	Westmoreland . . . . . N.B.	165 75	90 00	2 00	

\* Opened 1-1-99.

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APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
College Grant.....	Antigonishe..... N.S	15 00	12 00		
Collegeville.....	Antigonishe..... N.S	9 00	12 00		
Colles.....	Alta.....	30 43	24 00		
Colleston.....	Sask.....	17 62	18 00	2 00	
Collfield.....	Pontiac..... Q	37 50	20 00		
Collingwood Corner.....	Cumberland..... N.S	168 47	76 00	10 00	
Collin's Inlet.....	Nipissing..... O	212 00	100 00		
Colquhoun.....	Dundas..... O	53 90	20 00		
Colwell.....	Simcoe, S.R..... O	23 76	16 00		
Colwood.....	Vancouver..... B.C	115 50	50 00		
Comeau's Hill.....	Yarmouth..... N.S	16 00	12 00		
Comeauville.....	Digby..... N.S	66 00	28 00		
Comet.....	Essex, S.R..... O	46 00	16 00		
Comin's Mills.....	Compton..... Q	23 00	12 00		
Commanda.....	Muskoka & Parry Sd. O	142 27	100 00	10 00	
Commercial Cross.....	King's..... P.E.I	14 00	12 00		
Comco.....	Vaudreuil..... Q	173 40	88 00		
Compton Station.....	Compton..... Q	138 50	70 00		
Conboyville.....	Brant, S.R..... O	18 00	16 00		
Concession.....	Digby..... N.S	31 71	20 00		
Concord.....	Pictou..... N.S	5 00	12 00		
Concord.....	York, W.R..... O	128 41	52 00		
Condon Settlement.....	King's..... N.S		10 00		
Coningsby.....	Wellington, S.R. O	13 00	12 00		
Conn.....	Wellington, N.R. O	301 00	112 00		
Connaught.....	Dundas..... O	28 00	16 00		
Connell.....	Carleton..... N.B	27 00	16 00		
Connor.....	Cardwell..... O	164 97	44 00		
Connor.....	Victoria..... N.B	101 72	50 00		
Conn's Mills.....	Cumberland..... N.S	49 34	20 00	2 00	
Conquerall Banks.....	Lunenburg..... N.S	16 00	20 00	2 00	
Conquerall Mills.....	Lunenburg..... N.S	12 65	12 00		
Conroy.....	Perth, S.R..... O	14 00	12 00		
Constance.....	Huron, S.R..... O	208 42	90 00		
Contrecoeur.....	Chambly & Verchères Q	231 00	100 00		
Conway.....	Lennox..... O	148 50	44 00		
Conway Station.....	Prince West..... P.E.I	69 50	30 00		
Cocococache.....	Champlain..... Q	14 15	12 00		
Cook's Brook.....	Halifax..... N.S	51 38	20 00		
Cook's Cove.....	Guysborough..... N.S	29 88	12 00		
Cook's Creek.....	Selkirk..... M	137 87	44 00	1 00	
Cookville.....	Westmoreland..... N.B	14 00	12 00		
Cooper.....	Hastings, N.R..... O	77 20	32 00	3 00	
Cooper's Falls.....	Ontario, N.R..... O	91 44	50 00	4 00	
Copenhagen.....	Elgin, E.R..... O	70 95	28 00		
Copetown.....	Wentworth, N. & Brant O	301 94	120 00		
Copleston.....	Lambton, E.R..... O	253 00	45 00		
Copperfield.....	Mégantic..... Q	30 00	12 00		
Copper Lake.....	Antigonishe..... N.S	14 00	12 00		
Coquitlam.....	New Westminster..... B.C	175 12	40 00		
Corberrie.....	Digby..... N.S	17 00	12 00		
Corbett.....	Middlesex, N.R..... O	58 00	36 00		
Corbetton.....	Grey, E.R..... O	262 35	110 00		
Corbin.....	Huntingdon..... Q	47 00	24 00	4 00	
Corbyville.....	Hastings, E.R..... O	46 25	60 00		
Cordova.....	Marquette..... M	37 57	24 00		
Cork Station.....	York..... N.B	21 00	16 00		

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Corliss.....	Stanstead.....	Q 59 75	30 00	16 00	
Cormac.....	Renfrew, S.R.....	O 25 00	16 00		
Cormier's Cove.....	Westmoreland.....	N.B 8 00	12 00		
Cormier Village.....	Westmoreland.....	N.B 10 00	12 00		
Cormierville.....	Kent.....	N.B 13 00	12 00		
Cornell.....	Oxford, S.R.....	O 179 00	85 00		
Corner of the Beach.....	Gaspe.....	Q 65 37	24 00		9 00
Corn Hill.....	King's.....	N.B 54 75	24 00		
Corn Hill East.....	King's.....	N.B 4 50	10 00		
Cornwall.....	Queen's West.....	P.E.I 66 50	24 00		
Cornwall Centre.....	Cornwall.....	O 32 00	16 00		
Corrville.....	King's.....	P.E.I 9 00	12 00		
Corris.....	Richmond.....	Q 31 70	20 00		
Corson's Siding.....	Victoria, N.R.....	O 292 02	145 00	16 00	
†Cortez Island.....	Burrard.....	B.C 9 72	8 33		
Corwhin.....	Wellington, S.R.....	O 49 90	24 00		
Costigan.....	Victoria.....	N.B 9 00	12 00		
Cote.....	Asso. East.....	15 00	20 00		
Côteau.....	Asso. East.....	39 54	16 00		
Côteau Station.....	Soulanges.....	Q 372 58	120 00		
Côte des Neiges.....	Jacques-Cartier.....	Q 192 15	90 00		
Côte des Neiges, Ouest.....	Jacques-Cartier.....	Q 32 75	20 00		
Côte's Mills.....	Wolfe.....	Q 12 40	12 00		
Côte Rouge.....	Two Mountains.....	Q 33 35	16 00		
Côte St. Emmanuel.....	Soulanges.....	Q 51 55	20 00		
Côte St. Leonard.....	Laval.....	Q 19 00	12 00		
Côte St. Louis.....	Maisonneuve.....	Q 75 00	†147 00	6 00	
Côte St. Michel.....	Laval.....	Q 33 10	20 00		
Côte St. Pierre.....	Labelle.....	Q 52 80	20 00		
Côte St. Vincent.....	Two Mountains.....	Q 30 00	16 00		
Côte Visitation.....	Maisonneuve.....	Q 47 50	28 00		
Cotham.....	Asso. East.....	23 26	20 00		
Cotswold.....	Wellington, N.R.....	O 65 50	24 00	3 00	
Cottam.....	Essex, S.R.....	O 333 88	120 00		
Cottesloe.....	Peterborough, E.R.....	O 18 97	16 00		
Cottonwood.....	Asso. West.....	57 95	20 00		
Cottonwood.....	Yale & Cariboo.....	B.C 88 12	24 00		
Coughlan.....	Northumberland.....	N.B 7 00	12 00		
Coulee.....	Asso. West.....	63 14	20 00		
*Coulombe.....	Dorchester.....	Q 37 50	5 00		
Coulson.....	Simcoe, E.R.....	O 79 48	30 00		
Coulter Vale.....	Brandon.....	M 22 72	20 00		
Country Harbour Mines.....	Guysborough.....	N.S 54 88	44 00		6 00
Courtice.....	Durham, W.R.....	O 100 00	40 00		
Cousineau.....	Wright.....	Q 22 00	12 00		
Coutts.....	Alta.....	103 70	16 00		
Covehead Road.....	Queen's East.....	P.E.I 5 00	12 00		
Coventry.....	Cardwell.....	O 29 87	20 00		
Coverdale.....	Albert.....	N.B 20 00	12 00		
Covey Hill.....	Huntingdon.....	Q 65 00	24 00		
Cowal.....	Elgin, W.R.....	O 58 73	32 00		
Cowan's.....	Huntingdon.....	Q 16 96	12 00		
*Cow Bay.....	Halifax.....	N.S 12 50	5 00		
Cowichan.....	Vancouver.....	B.C 31 00	24 00		
Cowichan Lake.....	Vancouver.....	B.C 53 66	24 00		
Cowichan Station.....	Vancouver.....	B.C 193 15	79 00		
Coxby.....	Sask.....	20 20	12 00		

\* Opened 1-1-99.

† Closed 1-12-98.

‡ Including \$63, salary from Oct. 1, '97, to June 30, '98.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Coxheath	Cape Breton . . . . . N.S	12 25	12 00			
Cox's Point	Sunbury & Queen's . . . N.B	24 00	12 00			
Craigellachie	Yale & Cariboo . . . . . B.C	53 56	24 00			
Craigie Lea	Simcoe, E. R. . . . . O	41 38	16 00			
Craigleith	Grey, E. R. . . . . O	81 82	28 00			
Craigmore	Inverness . . . . . N.S	12 00	12 00			6 00
Craigsholme	Wellington, C.R. . . . . O	30 97	16 00			
Craig's Road Station	Levis . . . . . Q	110 00	55 00	12 00		
Craigvale	Simcoe, S.R. . . . . O	218 58	82 00			
Crampton	Middlesex, E.R. . . . . O	66 28	36 00			
Cranberry	Mégantic . . . . . Q	56 89	20 00			
Cranbourne	Dorchester . . . . . Q	51 91	20 00	11 50		
Cranston	Haldimand & Monck . . . O	55 78	24 00			
Cranston Section	Inverness . . . . . N.S	17 00	12 00			
Cranworth	Leeds, S.R. . . . . O	11 96	12 00			
Crapaud	Prince East . . . . . P.E.I	192 94	70 00	4 00		12 00
Crathie	Middlesex, W.R. . . . . O	10 88	12 00			
Craven	Assa, West . . . . . O	37 69	20 00	8 00		
Crawford	Grey, S.R. . . . . O	37 50	27 00			
Credit Forks	Cardwell . . . . . O	99 50	36 00			
†Crediton East	Middlesex, N.R. . . . . O	32 00	7 50			
Creelford	Marquette . . . . . M	32 88	20 00			
Creek Bank	Wellington, C.R. . . . . O	53 94	26 00			
Creemorne	Pontiac . . . . . Q	16 00	12 00			
Creighton	Simcoe, E. R. . . . . O	60 00	28 00			
Creighton Valley	Yale & Cariboo . . . . . B.C	30 64	20 00			
Creignish Rear	Inverness . . . . . N.S	8 50	12 00			
Crescent Lake	Assa, East . . . . . O	9 52	20 00			
Cresswell	Victoria, S.R. . . . . O	125 75	60 00			
Cressy	Prince Edward . . . . . O	50 89	24 00			
†Creston	Yale and Cariboo . . . B.C	202 67	6 67			
Crewe	Marquette . . . . . M	37 97	12 00			
Crewe	Huron, W.R. . . . . O	19 00	12 00			
Crewson's Corners	Wellington, S.R. . . . . O	10 00	16 00			
Crieff	Wellington, S.R. . . . . O	19 97	18 00			
Crinan	Elgin, W.R. . . . . O	53 00	40 00			
Croft	Antigonishe . . . . . N.S	9 00	12 00			
Crofton	Prince Edward . . . . . O	33 51	18 00			
Cromarty	Perth, S.R. . . . . O	219 00	96 00			
Cromwell	Selkirk . . . . . M	13 40	12 00			
Crookston	Hastings, N.R. . . . . O	315 52	80 00			
Crossbury	Compton . . . . . Q	17 00	12 00			
Cross Creek	York . . . . . N.B	159 25	77 00	10 00		
Crosshill	Waterloo, N.R. . . . . O	82 50	40 00			
Crossland	Simcoe, N.R. . . . . O	18 00	28 00			
Crosspoint	Bonaventure . . . . . Q	54 00	36 00	16 00		
Cross Roads, Leitch's Creek	Cape Breton . . . . . N.S	83 00	40 00	8 00		
Cross Roads, Mid. Melford	Guysborough . . . . . N.S	32 00	20 00			
Cross Roads, Ohio	Antigonishe . . . . . N.S	30 80	24 00			
Cross Roads, St. George's Channel	Richmond . . . . . N.S	12 00	12 00			
Croton	Bothwell . . . . . O	52 88	20 00			
Crouse Town	Lunenburg . . . . . N.S	10 25	12 00			
Crowl	Shelburne & Queen's . . N.S	118 30	50 00			
Crowe's Mills	Colchester . . . . . N.S	5 00	12 00			
Crow Lake	Addington . . . . . O	14 50	12 00			
Crowland	Welland . . . . . O	63 00	30 00			

†Opened 1-10-98. ‡Opened 1-3-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.		Night Allow- ance.		
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Crown Hill	Simcoe, E. R.	78	00	50	00					
*Crowstand	Assa. East	52	86	5	83					
Croydon	Addington	64	28	42	00					
Cruikshank	Grey, N. R.	25	89	16	00					
Crumlin	Middlesex, E. R.	81	06	36	00					
†Crystal Beach	Welland	75	00	12	00					
Crystal Falls	Argenteuil	5	00	12	00					
Culdaff	Dorchester	58	54	30	00					
Culloden	Norfolk, N. R.	183	00	84	00					
Culloden	Digby	10	00	12	00					
Cullton	Renfrew, S. R.	47	00	22	00					
§Culross	Lisgar	6	00	0	83					
Cultus	Norfolk, S. R.	149	92	100	00					
Cumberland Bay	Sunbury & Queen's	114	63	44	00	6	00			
Cumberland House	Sask	39	00	33	00					
Cumberland Mills	Beauce	56	90	24	00					
Cumberland Point	Sunbury & Queen's	18	00	12	00	3	00			
Cummings' Bridge	Russell	442	00	130	00					
Cummings' Cove	Charlotte	12	50	12	00					
Cumnock	Wellington, C. R.	69	75	32	00					
Curran	Prescott	269	79	120	00					
Currie's Crossing	Oxford, S. R.	71	27	32	00					
Curry Hill	Glengarry	17	30	16	00					
Curryville	Albert	50	00	16	00					
Cushendall	Frontenac	20	00	16	00					
Cushing	Argenteuil	145	50	70	00	32	00			
Cymbria	Queen's East	9	00	12	00					
Cyrville	Russell	22	25	15	34					
<b>D</b>										
DABLON	Chicoutimi	145	75	60	00					
Dacre	Renfrew, S. R.	219	45	60	00	2	00			
Daigle	Victoria			10	00					
Dale	Kings	9	50	10	00					
Dalesboro'	Assa. East	20	03	18	00					
Dalesville	Argenteuil	152	55	56	00					
Dalhousie, East	King's	37	95	20	00					
Dalhousie Junction	Restigouche	98	00	46	00					
Dalhousie Mills	Glengarry	80	50	44	00					
Dalhousie Road	Lunenburg	48	50	20	00	2	00			
Dalhousie Settlement	Pictou	22	50	12	00			6	00	
Dalhousie Station	Soulanges	237	29	100	00					
Dalhousie, West	Annapolis	34	30	12	00					
Dalibaire	Rimouski	25	02	25	00				9	00
Dalkeith	Glengarry	188	30	80	00					
Dalling	Shefford	32	95	16	00					
Dalmeny	Russell	78	86	28	00					
Dalrymple	Victoria, N. R.	63	41	28	00					
Dalston	Simcoe, N. R.	112	57	64	00	1	00			
Daly	Brandon	7	00	12	00					
Damascus	Wellington, N. R.	86	00	40	00					
Danby	Drummond	134	00	50	00	8	00			
Danford Lake	Pontiac	70	80	32	00	2	00			
Danforth	York, E. R.	14	83	16	00					
Daniel	Sunbury & Queen's	37	00	20	00					
Daniston	Russell	21	25	16	00					
Dante	Bothwell	81	76	40	00					

\* Opened 1-12-98.

† Summer office.

§ Opened 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Danvers	Digby. N.S.	6 00	1 67		
D'Arcy	Frontenac. O	66 00	12 00		
Darcyville	Lanark, S.R. O	3 00	12 00		
Darling Lake	Yarmouth. N.S.	24 50	16 00		
Darlington	Queen's West. P.E.I.	31 00	24 00	8 00	
Darnley	Prince East. P.E.I.	45 75	20 00		
Darrell	Bothwell. O	17 72	14 00		
D'Artagnan	Lévis. Q	100 43	36 00		
Dartford	Northumberland, E.R. O	90 30	40 00		
Dartmoor	Victoria, N.R. O	23 19	16 00		
Dartville	Colchester. N.S.	10 50	12 00		
Darveau	Lévis. Q	26 00	12 00		
D'Auteuil	Arthabaska. Q	39 35	30 00		
Davin	Assa. West	5 85	12 00		
Davisburg	Alta	133 59	40 00		
Davis Mills	Renfrew, N.R. O	7 00	12 00		
Davison Street	King's. N.S.	6 00	10 00		
Davisville	York, W.R. O	144 00	56 00		
Dawn Mills	Bothwell. O	124 34	50 00		
Dawn Valley	Bothwell. O	22 00	12 00		
Dawson	Russell. O	24 46	16 00		
Dawson Settlement	Albert. N.B.	28 00	16 00		
Dawsonville	Restigouche. N.B.	22 91	14 00		
Day Mills	Algoma. O	43 64	30 00		
Day's Corner	King's. N.B.	12 25	12 00		
Dayspring	Lunenburg. N.S.	33 81	16 00		
Dayton	Yarmouth. N.S.	25 99	12 00		
Dayton	Algoma. O	19 79	12 00		
Deacon	Renfrew, N.R. O	6 50	12 00		
Dead Creek	Addington. O	16 85	12 00		
Dealtown	Kent. O	29 87	20 00		
Dean	Halifax. N.S.	53 00	24 00	2 00	
Deans	Haldimand & Monck. O	18 00	18 00		
Debert Station	Colchester. N.S.	152 58	72 00	16 00	
DeBlois Station	Prince West. P.E.I.	16 00	12 00	2 00	
DeCewsville	Haldimand & Monck. O	177 79	85 00		
De Clare	Marquette. M	35 65	20 00		
Deebank	Muskoka & Parry Sd. O	17 50	14 00		
Deemerton	Bruce, E.R. O	109 99	40 00		
Deep Brook	Annapolis. N.S.	151 98	70 00		
Deep Cove	Cape Breton. N.S.	21 00	12 00		
† Deepdale	Inverness. N.S.	40 00	16 00	3 00	
† Deerbrook	Essex, N.R. O	23 00	12 00		
Deerfield	Yarmouth. N.S.	34 89	20 00		
Deerhurst	York, N.R. O	45 00	24 00		
Deer Lake	Peterborough, E.R. O	26 81	20 00		
Deer Park	Yale & Cariboo. B.C.	138 00	60 00		
Deerwood	Lisgar. M	43 15	12 00		
Dee Side	Bonaventure. Q	4 91	12 00		
† DeGrassi Point	Simcoe, S.R. O	59 00	30 00		
De Gros Marsh	King's. P.E.I.	9 00	12 00		
Delagrave	Montmagny. Q	105 33	40 00		
Delap's Cove	Annapolis. N.S.	12 00	12 00		
Delhaven	King's. N.S.	43 00	20 00		
Delisle	Chicoutimi. Q	100 81	40 00	2 00	
Dell	Compton. Q	29 00	20 00		

\* Opened 1-5-99. † Late Broad Cove Mines. ‡ Late Ruscom River.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward	Night
			(based on revenue of previous year.)	Allow- ance.	Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Delmer	Norfolk, N.R.	O 79 50	30 00		
De Lorimier	Maisonneuve	Q 183 00	40 00		
Deloro	Hastings, N.R.	O 378 55	60 00		
Delta	New Westminster	B.C. 24 22	20 00		
Demorestville	Prince Edward	O 164 50	96 00	12 00	
Dempsey	Brandon	M 6 25	12 00		
*Dempsey's Corner	King's	N.S. 11 99	10 00		
Denfield	Middlesex, E.R.	O 197 50	80 00	20 00	
Denison's Mills	Richmond	Q 78 70	44 00		
Denman Island	Vancouver	B.C. 94 09	40 00		
Denmark	Colchester	N.S. 219 21	96 00	14 00	
Dennington	Assa, East		37 60	20 00	
Dennistown	Inverness	N.S. 15 00	12 00		
Densmore's Mills	Hants	N.S. 23 00	12 00		
Denville	Muskoka & Parry Sd.	O 7 00	20 00		
Departure Bay	Vancouver	B.C. 127 08	50 00		
Dequen	Chicoutimi	Q 62 40	20 00		
De Ramsey	Joliette	Q 29 00	16 00		
Derby	Northumberland	N.B. 43 00	24 00		
Derby Mills	Grey, N.R.	O 9 00	12 00		
Dereham Centre	Norfolk, N.R.	O 59 97	24 00		
Deroche	New Westminster	B.C. 71 66	32 00		
Derrynane	Wellington, N.R.	O 9 00	12 00		
Derryville	Ontario, N.R.	O 38 00	40 00		
Derry, West	Peel	O 21 63	16 00		
Derwent	Middlesex, S.R.	O 70 00	28 00		
De Sable	Prince East	P.E.I. 45 00	16 00		
Desaulniers	Nipissing	O 20 83	12 00		
Desbarats	Algoma	O 177 71	60 00		
Deschambault Station	Portneuf	Q 51 93	20 00	6 00	
Deschênes Mills	Wright	Q 79 37	40 00		
Desert Lake	Addington	O 23 21	12 00		
Desmond	Addington	O 20 35	16 00		
Devizes	Middlesex, E.R.	O 58 47	28 00		
Devon	Halifax	N.S. 19 50	12 00		
Devon	Perth, S.R.	O 15 00	12 00		
Dewdney	New Westminster	B.C. 141 00	64 00		
DeWinton	Alta		60 77	20 00	16 00
Dewittville	Huntingdon	Q 260 65	100 00	6 00	
De Wolfe	Charlotte	N.B. 47 31	16 00		
Dexter	Elgin, E.R.	O 39 97	24 00		
Diamond	Lanark, N.R.	O 33 73	20 00		
Diamond	Pictou	N.S. 16 00	12 00		
Didsbury	Alta		145 41	40 00	
Diligent River	Cumberland	N.S. 99 99	44 00		
Dillonton	Brome	Q 35 00	24 00		
Dingwall	Victoria	N.S. 23 98	12 00		
Dingwell's Mills	King's	P.E.I. 7 50	10 00		
Dinorwic	Algoma	O 80 00	18 00	24 00	5 42
Dipper Harbour	St. John	N.B. 13 25	16 00		
Dipper Harbour, West	St. John	N.B. 11 00	12 00		
Dirleton	Carleton	O 85 50	30 00		
Dixie	Peel	O 102 87	48 00		
Dixon	Stormont	O 64 97	50 00		
Dixon's Corners	Dundas	O 73 75	36 00	4 00	
Dobson's Corner	Westmoreland	N.B. 20 00	12 00		
Doctor's Brook	Antigonishe	N.S. 10 00	12 00		

\*Closed 1-5-99.



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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Doe Lake	Muskoka & Parry Sd. O	42 30	20 00		
Dog Creek	Yale & Cariboo B.C	126 69	44 00	8 00	
Dogherty	Sunbury & Queen's N.B	14 00	12 00		
Dolbeau	Saguenay Q	14 20	12 00		
Dollar	York, E.R. O	34 86	16 00		
Dominionville	Glengarry O	149 95	80 00		
Domremy	Sask	28 15	12 00		
Domville	Grenville, S.R. O	175 44	36 00		
Don	York, E.R. O	71 57	24 00		
Donaldson's Mills	Addington O	39 84	24 00		
Donegal	Perth, N.R. O	121 94	48 00		
Donegal	King's N.B	5 00	12 00		
Dongola	Assa, East	44 32	24 00	6 00	
Donore	Selkirk M	20 30	16 00		
Dorchester Crossing	Westmoreland N.B	30 00	12 00	2 00	
Dorking	Wellington, C.R. O	40 66	20 00		
Dorland	Lennox O	41 90	28 00		
Dornoch	Grey, N.R. O	166 00	72 00	2 00	
Dorn Ridge	York N.B	13 00	12 00		
Dorval	Jacques Cartier Q	128 50	48 00		
Dorval Station	Jacques Cartier Q	177 65	44 00		
* Doucetteville	Digby N.S	6 00	2 50		
Douglas	York N.B	46 00	20 00		
Douglasburg	Laprairie & Napierville Q	9 50	12 00		
Douglasfield	Northumberland N.B	3 00	10 00		
Douglas Lake	Yale & Cariboo B.C	45 00	20 00		
Douglastown	Gaspé Q	156 00	79 00	6 00	
Douglastown	Northumberland N.B	249 00	100 00		
Douglas West	Gaspé Q	25 00	20 00		
Douro	Peterborough, E.R. O	178 68	40 00		
Dover	Westmoreland N.B	19 90	12 00		
Dover Centre	Kent O	46 50	36 00		
Dovercourt	York, W.R. O	201 32	80 00		
Dover Hill	Victoria N.B	8 50	10 00		
Dover, South	Kent O	98 88	40 00		
Dover, West	Halifax N.S	15 00	12 00		
Downeyville	Victoria, S.R. O	28 00	18 00		
Downeyville	King's N.B	23 00	12 00		
Downsview	York, W.R. O	158 94	90 00		
Doyle	Pontiac Q	84 94	40 00		
Doyles	Kent O	59 00	24 00		
Doyles Brook	Northumberland N.B	15 00	12 00		
Doyle Settlement	Restigouche N.B	14 00	12 00	2 00	
Dracon	Wellington, C.R. O	38 25	16 00		
Drew	Wellington, N.R. O	65 79	32 00		
Dromore	Queen's East P.E.I	6 80	12 00		
Dromore West	Queen's East P.E.I	12 96	12 00		
Drummond	Lanark, S.R. O	30 00	20 00		
Drummond	Victoria N.B	41 97	20 00		
Drumquin	Halton O	59 42	30 00		
Dryden	Algoma O	492 05	250 00		16 25
Dry River	Lisgar M	45 17	24 00		
Drysdale	Huron, S.R. O	127 76	50 00		
Dublin Shore	Lunenburg N.S	43 00	20 00		
Dubreuil	Renfrew, S.R. O	32 85	16 00		
Dueloe	Wright Q	84 85	40 00	2 00	
Dudley	Simcoe, E.R. O	75 10	30 00		

\* Opened 1-4-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.
Dudswell Centre.....	Wolfe.....	Q	30	70	20	00	
Dufferin.....	Frontenac.....	O	26	00	20	00	
Dufferin Bridge.....	Muskoka & Parry Sd.....	O	80	75	44	00	
Dufferin Mines.....	Halifax.....	N.S.	292	91	40	00	
Dufour.....	Charlevoix.....	Q	35	90	12	00	18 00
Dufresne.....	Provencher.....	M	14	00	12	00	2 00
Dugald.....	Selkirk.....	M	99	63	40	00	
Duhamel.....	Labelle.....	Q	22	46	16	00	
Duhamel.....	Alta.....		117	06	50	00	
Dumbarton Station.....	Charlotte.....	N.B.	40	00	20	00	
Dumblane.....	Bruce, W.R.....	O	27	06	20	00	
Dumfries.....	York.....	N.B.	26	89	16	00	
Dumoine.....	Pontiac.....	Q	33	94	35	00	8 00
Dunallen.....	Brandon.....	M	9	92	16	00	
Dunany.....	Argenteuil.....	Q	32	00	12	00	
Dunara.....	Selkirk.....	M	21	00	20	00	
Dunbar.....	Dundas.....	O	223	87	112	00	20 00
Dunboro'.....	Missisquoi.....	Q	34	00	16	00	
Dunboyne.....	Elgin, E.R.....	O	53	91	24	00	
Duncan.....	Grey, E.R.....	O	62	50	30	00	
Duncan.....	Lunenburg.....	N.S.	33	50	16	00	
Duncan Station.....	Drummond.....	Q	114	85	48	00	
Duncrief.....	Middlesex, S.R.....	O	85	00	36	00	
Dundas.....	King's.....	P.E.I.	76	00	50	00	
Dundee.....	Huntingdon.....	Q	190	75	80	00	16 00
Dundee.....	Restigouche.....	N.B.	14	90	12	00	
Dundee.....	Selkirk.....	M	30	94	16	00	
Dundee.....	Richmond.....	N.S.	5	00	12	00	
Dundee Centre.....	Huntingdon.....	Q	83	28	30	00	
Dundela.....	Dundas.....	O	67	00	20	00	
Dundonald.....	Northumberland, E.R.....	O	112	60	40	00	
Dundurn.....	Assa West.....		144	63	50	00	
Dunedin.....	Simcoe, N.R.....	O	125	37	60	00	
Dunedin.....	Queen's West.....	P.E.I.	23	00	12	00	
Dungiven.....	Westmoreland.....	N.B.	4	50	10	00	
Dunkeld.....	Bruce, E.R.....	O	28	85	20	00	
Dunkerron.....	York, N.R.....	O	47	00	20	00	
Dunkin.....	Brome.....	Q	137	05	48	00	
Dunleath.....	Assa East.....		44	96	12	00	
Dunlop.....	Huron, C.R.....	O	99	00	40	00	
Dunlop.....	Gloucester.....	N.B.	17	00	12	00	
Dunmaglass.....	Antigonishe.....	N.S.	19	00	12	00	2 00
Dunmore.....	Antigonishe.....	N.S.	12	00	12	00	
Dunmore.....	Renfrew, N.R.....	O	15	00	16	00	
‡Dunmore.....	Assa West.....		81	00	40	00	4 00
*Dunnet.....	Nipissing.....	O	8	50	2	08	
Dunn's Valley.....	Algona.....	O	16	99	10	00	
Dunraven.....	Pontiac.....	Q	59	31	24	00	
Dunrobin.....	Carleton.....	O	141	00	60	00	
Dunsford.....	Victoria, S.R.....	O	132	00	50	00	
Dunvegan.....	Inverness.....	N.S.	53	78	20	00	2 00
Dupey's Corner.....	Westmoreland.....	N.B.	26	00	16	00	
Durell.....	King's.....	P.E.I.	15	00	12	00	
Durham.....	Pictou.....	N.S.	162	50	56	00	
Durham Bridge.....	York.....	N.B.	50	80	24	00	
†Durham Centre.....	Restigouche.....	N.B.	45	00	0	83	
§Durland.....	Lunenburg.....	N.S.	11	00	10	00	

\* Opened 15-4-99.

† Opened 1-6-99.

‡ Late Dunmore Junction.

§ Closed 1-5-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dutch Brook.....	Cape Breton..... N.S	11 93	12 00		
Dutch Settlement.....	Halifax..... N.S	12 00	12 00		
Duvar Road.....	Prince, West..... P.E.I	24 00	12 00		
Dwight.....	Muskoka & Parry Sd. O	120 84	50 00		
Dwyer Hill.....	Carleton..... O	113 00	30 00		
Dyer.....	Stormont..... O	13 00	12 00		
Dyer's Bay.....	Bruce, N.R..... O	72 91	24 00		
* Dymont.....	Algoma..... O	38 00	2 50		
Dynevor.....	Selkirk..... M	2 47	10 00		
<b>E</b>					
EADY.....	Simcoe, E.R..... O	66 90	28 00		
Eagle Head.....	Shelburne & Queen's N.S	34 97	16 00		
Eagle River Station.....	Algoma..... O	79 30	44 00		10 83
Eagle's Nest.....	Wentworth, N., & Brant O	241 00	80 00		
Eamer's Corners.....	Cornwall..... O	21 00	16 00		
Earldley.....	Wright..... Q	147 85	60 00		
Earlswood.....	Assa, East.....	34 90	16 00		
Earltown.....	Colchester..... N.S	166 26	70 00	10 00	6 00
Earncliffe.....	Simcoe, S.R..... O	19 94	12 00		
Earncliffe.....	Queen's, East..... P.E.I	25 99	16 00		
East Aldfield.....	Pontiac..... Q	13 25	12 00		
East Amherst.....	Cumberland..... N.S	30 90	20 00		
East Apple River.....	Cumberland..... N.S	181 97	80 00		6 00
East Arthabaska.....	Arthabaska..... Q	271 00	120 00	2 00	
East Baltic.....	King's..... P.E.I	14 92	12 00		
East Bay.....	Cape Breton..... N.S	51 00	38 00	12 00	
East Bay, North Side.....	Cape Breton..... N.S	18 00	16 00		
East Bolton.....	Brome..... Q	127 00	48 00		
East Broughton.....	Beauce..... Q	348 11	108 00		
† East Broughton Station.....	Beauce..... Q	20 00	5 00		
East Chebogue.....	Yarmouth..... N.S	20 35	12 00		
East Chezzetcook.....	Halifax..... N.S	21 34	16 00	2 00	
East Clifton.....	Compton..... Q	85 95	48 00		
East Dover.....	Halifax..... N.S	37 00	20 00		
East Dudswell.....	Wolfe..... Q	51 20	12 00		
East Dunham.....	Missisquoi..... Q	36 45	26 00		
East Earlton.....	Colchester..... N.S	83 34	30 00		
Eastern Harbour.....	Inverness..... N.S	272 43	100 00	6 00	
East Ferry.....	Digby..... N.S	9 97	12 00		
East Polly Mountain.....	Colchester..... N.S	20 00	16 00		
East Hall's Harbour Road.....	King's..... N.S	12 00	12 00		
East Hereford.....	Compton..... Q	36 00	20 00		
† East Hungerford.....	Hastings E.R..... O	14 00	10 00		
East Jeddore.....	Halifax..... N.S	23 85	12 00		
Eastlake.....	Inverness..... N.S	13 50	12 00		6 00
East Leicester.....	Cumberland..... N.S	74 00	28 00		
East Linton.....	Grey, N.R..... O	33 00	16 00		
East Magdala.....	Mégantic..... Q	6 00	10 00		
East Mapleton.....	Cumberland..... N.S	11 97	12 00		
East Margaree.....	Inverness..... N.S	44 00	20 00		
East Margaretville.....	Annapolis..... N.S	48 00	22 00		
East Mines Station.....	Colchester..... N.S	131 00	52 00		
East Mountain.....	Colchester..... N.S	18 00	12 00		
East New Annan.....	Colchester..... N.S	16 97	20 00		
East Oro.....	Simcoe, E.R..... O	44 00	28 00		
East Point.....	King's..... P.E.I	23 00	12 00		

\* Opened 1-4-99.

† Opened 1-1-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
East Port Medway.....	Shelburne & Queen's N.S.	37 00	20 00		
East River.....	Lunenburg..... N.S.	21 00	12 00		
East River, St. Mary's.....	Pictou..... N.S.	61 30	24 00	4 67	6 00
East Riv., Sheet Harbour.....	Halifax..... N.S.	117 25	50 00		
East Rogerville.....	Northumberland..... N.B.	9 00	12 00		
East Roman Valley.....	Guysborough..... N.S.	21 25	12 00		
East Sable River.....	Shelburne & Queen's N.S.	9 85	12 00		
East Scotch Settlement.....	King's..... N.B.	15 00	12 00		
East Selkirk.....	Selkirk..... M.	197 05	48 00		
East Side Port L'Hebert.....	Shelburne & Queen's N.S.	14 00	12 00		
East Side of Pubnico Harbour.....	Yarmouth..... N.S.	204 00	96 00	20 00	18 00
East Side of Ragged Island.....	Shelburne & Queen's N.S.	17 88	12 00		
East Sooke.....	Vancouver..... B.C.	22 89	20 00		
East Templeton.....	Wright..... Q.	149 27	50 00		
Eastville.....	Colchester..... N.S.	80 30	28 00		
East Wallace.....	Cumberland..... N.S.	54 70	20 00		
East Walton.....	Hants..... N.S.	28 50	20 00		
East Wellington.....	Vancouver..... B.C.	14 00	22 00		
East Wentworth.....	Cumberland..... N.S.	82 89	32 00		
* East Williamsburg.....	Dundas..... O.		3 00		
Eastwood.....	Oxford, S.R..... O.	174 27	100 00		
Eaton.....	Compton..... Q.	156 75	70 00		
Eatonville.....	Cumberland..... N.S.	71 97	43 00		
Eauclaire.....	Dist. of Nipissing..... O.	201 03	97 00		
Ebbsfleet.....	Prince West..... P.E.I.	39 97	20 00		
Ebenezer.....	Queen's East..... P.E.I.	13 00	12 00		
Ebenezer.....	Assa. East.....	24 90	20 00		
Eberts.....	Bothwell..... O.	77 83	24 00		
Ebor.....	Brandon..... M.	49 90	24 00		
Eburne.....	New Westminster..... B.C.	170 49	95 00		
Echo Bay.....	Algoma..... O.	196 76	80 00	6 00	
Echo Place.....	Wentworth, N., & Brant O.	114 00	60 00		
Echo River.....	Algoma..... O.	7 00	16 00		
Echo Vale.....	Compton..... Q.	63 75	36 00	4 00	
Economy Point.....	Colchester..... N.S.	90 15	30 00		6 00
Ecum Secum.....	Guysborough..... N.S.	80 00	40 00		
Ecum Secum Bridge.....	Halifax..... N.S.	123 25	40 00		
Eddystone.....	Northumberland, W.R. O.	63 00	20 00		
Eden.....	Elgin, E.R..... O.	183 00	80 00		
Eden.....	Macdonald..... M.	50 00	24 00		
Eden Grove.....	Bruce, E.R..... O.	168 00	80 00		
Eden Lake.....	Pictou..... N.S.	22 25	12 00		
Eden Mills.....	Wellington, S.R..... O.	198 00	68 00		
Edenwold.....	Assa. West.....	38 00	22 00		
Edgar.....	Simcoe, E.R..... O.	120 10	64 00		
Edgar Mills.....	Essex, S.R..... O.	40 28	24 00		
Edge Hill.....	Grey, S.R..... O.	99 00	44 00		
Edgeley.....	York, W.R..... O.	146 11	44 00		
Edgeley.....	Assa. East.....	129 51	48 00		
Edgett's Landing.....	Albert..... N.B.	68 75	28 00		
Edgington.....	Muskoka & Parry Sd. O.	37 91	24 00		
Edina.....	Argenteuil..... Q.	6 00	12 00		
Edna.....	Alta.....	96 60	28 00		
Edville.....	Northumberland, E.R. O.	58 76	36 00		
Edwardsville.....	Cape Breton..... N.S.	17 30	12 00		
Edwell.....	Alta.....	34 92	20 00		
Eddy's Mills.....	Bothwell..... O.	148 00	86 00		

\*Closed 1-10-98.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bel Brook	Yarmouth. N.S.	77 65	36 00		12 00
Bel Cove	Victoria. N.S.	26 50	12 00	0 50	
Bel Creek	Cumberland. N.S.	21 46	12 00		
Bel River Lake	York. N.B.	11 79	12 00		
Effingham	Lincoln & Niagara. O.	50 97	24 00		
Egan Creek	Hastings, N.R. O.	48 00	12 00		
Egan Estate	Nipissing. O.	220 97	60 00		
Egbert	Simcoe, S.R. O.	126 78	60 00		
Egerton	Wellington, N.R. O.	49 00	34 00		
Egg Island	Saguenay. Q.	21 33	20 00		
†Egg Lake	Alta.	8 26	12 00		
Eglington	York, E.R. O.	362 69	170 00		
Egmondville	Huron, S.R. O.	298 50	110 00		
Egmont Bay	Prince East. P.E.I.	20 00	16 00		
Egypte	Shefford. Q.	21 00	28 00		
Eight Island Lake	Guysborough. N.S.	12 00	12 00		
Elba	Cardwell. O.	12 00	12 00		
Elb Mills	Leeds, S.R. O.	71 76	28 00		
Elcho	Lincoln & Niagara. O.	93 00	36 00		
Elder	Cardwell. O.	5 97	12 00		
Elder's Mills	York, W.R. O.	69 67	30 00		
Eldon Station	Victoria, N.R. O.	58 44	20 00		
Eldorado	Hastings, N.R. O.	146 00	56 00	2 00	
Elford	Essex, S.R. O.	14 00	12 00		
Elfrida	Wentworth, S.R. O.	26 50	20 00		
Elgin	Pictou. N.S.	12 00	12 00		
Elgin	New Westminster. B.C.	31 42	20 00		
*Elgin	Brandon. M.	73 00	2 50		
Elginburg	Frontenac. O.	139 89	50 00		
Elginfield	Middlesex, E.R. O.	52 96	20 00		
Elgin Road	L'Islet. Q.	52 54	16 00		
Elha	York, W.R. O.	36 60	24 00		
†Elie	Selkirk. M.	38 08	9 17		
Elimville	Perth, S.R. O.	90 00	36 00	3 00	
Elizabethville	Durham, E.R. O.	147 00	60 00		
†Elizabeth Bay	Algoma. O.	13 33	3 33		
Ellaton	Norfolk, N.R. O.	21 00	16 00		
Ellengowan	Bruce, E.R. O.	29 00	18 00		
Ellen's Town	Northumberland. N.B.	22 97	12 00		
Ellershouse	Hants. N.S.		52 00	6 00	
Ellerslie	Alta.	27 50	20 00	2 00	
Ellesmere	York, E.R. O.	91 85	30 00		
Elliott	Lanark, S.R. O.	60 69	28 00		
Elliott's Corners	Simcoe, E.R. O.	36 41	20 00		
Elliott's Mills	Queen's West. P.E.I.	26 00	16 00		
Elliott Vale	King's. P.E.I.	11 00	12 00		
Ellisboro'	Assa. East.	150 92	90 00		
Ellis River	Prince West. P.E.I.	9 50	12 00		
Ellisville	Leeds, S.R. O.	98 89	36 00		
Elm	Lanark, N.R. O.	12 00	12 00		
Elma	Dundas. O.	124 00	40 00		
Elmbank	Peel. O.	95 28	40 00		
Elm Creek	Lisgar. M.	202 66	70 00		
Elmcroft	Charlotte. N.B.	11 96	12 00		
Elmfield	Pictou. N.S.	22 00	12 00		
Elmgrove	Simcoe, S.R. O.	45 90	24 00		
Elmhedge	Grey, E.R. O.	22 00	16 00		

\* Opened 1-4-99. † Opened 1-8-98. ‡ Opened 1-3-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Elmhurst	King's N.B.	13 00	12 00		
Elmira	King's P.E.I.	16 00	12 00		
Elmore	Assa. East	20 90	20 00		
Elmsdale	Prince West. P.E.I.	156 87	60 00		
Elmside	Pontiac Q.	147 65	68 00	6 00	
*Elm Springs	Assa West	33 63	9 17		
Elmstead	Essex, N.R. O.	62 69	32 00		
Elmsvale	Halifax N.S.	90 96	40 00		
Elmsville	Charlotte N.B.	91 78	40 00		
Elm Tree	Addington O.	16 20	12 00		
Elm Valley	Brandon M.	52 50	20 00		
†Elm Valley	King's N.B.	6 00	6 67		
Elmwood	King's N.B.	12 00	12 00		
Elmwood	Queen's West P.E.I.	8 97	12 00		
Elphin	Lanark, N.R. O.	120 95	36 00		
Elphinstone	Marquette M.	92 00	56 00		
Elsie	Victoria, N.R. O.	12 00	12 00		
Elsimore	Bruce, N.R. O.	136 00	60 00		
Elton	Brandon M.	11 95	16 00		
Elva	Brandon M.	386 17	130 00		
Emberson	Muskoka & Parry Sd. O.	9 90	12 00		
Emerald	Lennox O.	105 00	52 00		
Emerald	Inverness N.S.	12 00	12 00		
Emerald	Prince East P.E.I.	90 00	50 00	40 00	
Emery	York, W.R. O.	64 25	40 00		
Emigrant Road	Westmoreland N.B.	12 00	12 00		
Emileville	Rouville Q.	121 00	48 00		
Emmett	Renfrew, S.R. O.	17 91	16 00		
Emo	Algoma O.	259 16	70 00		
Empey	Hastings, N.R. O.	37 70	16 00		
Empire	Haldimand & Monck O.	39 94	20 00		
Empire Valley	Yale & Cariboo B.C.	14 66	20 00		
Emyvale	Prince East P.E.I.	9 00	12 00		
Enfield	Durham, W.R. O.	169 50	70 00		
Enfield	Hants N.S.	225 51	72 00	10 00	
English Bay	Gaspé Q.	101 20	20 00		
English Corner	Halifax N.S.	74 42	24 00		
§English Point	Yale & Cariboo B.C.	25 00	5 00		
Enmore	Prince West P.E.I.	28 00	16 00		
Ennis	Cardwell O.	11 06	12 00		
Ennishore	Victoria N.B.	12 00	12 00		
Enniskillen	Durham, W.R. O.	260 00	100 00		
Enniskillen Station	Sunbury & Queen's N.B.	55 00	24 00	2 00	
Ennismore	Peterborough, W.R. O.	174 48	70 00	8 00	
Ennotville	Wellington, C.R. O.	40 00	24 00		
Enon	Cape Breton N.S.	13 97	12 00	2 00	
Entry Island	Gaspé Q.	5 00	10 00		
Epping	Grey, E.R. O.	48 00	30 00	27 50	
Epsom	Ontario, N.R. O.	68 00	40 00		
Epworth	New Westminster B.C.	26 00	20 00		
Eramosa	Wellington, S.R. O.	60 00	36 00		
Erasmus	Wellington, N.R. O.	67 47	28 00		
Erb	King's N.B.	3 00	12 00		
Erbsville	Waterloo, N.R. O.	13 50	12 00		
Eric	Frontenac O.	58 84	12 00		
Erie	Norfolk, S.R. O.	11 00	12 00		

\* Opened 1-8-98. † Opened 1-11-98. § Opened 1-4-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Erie	Yale and Cariboo	196 00	20 00		
Erieau	Kent	152 10	24 00		
Erie View	Norfolk, S. R.	109 94	40 00		
Erinsville	Addington	117 20	52 00	2 00	
Erinview	Selkirk	34 08	20 00		
Erinville	Guysborough	22 25	12 00		
Erle	Wolfe	42 92	12 00		
Ernestown Station	Lennox	44 00	32 00	24 00	
Errington	Vancouver	35 75	24 00		
Escott	Leeds, S. R.	131 00	64 00		
Escuminac	Bonaventure	65 15	32 00	2 00	
Escuminac	Northumberland	23 16	12 00		
Esdraelon	Carleton	12 00	12 00		
Eskasoni	Cape Breton	12 00	12 00		
Eskasoni Island	Cape Breton	20 00	12 00		
Eskdale	Bruce, W. R.	7 41	16 00		
Esmonde	Renfrew, S. R.	1 00	16 00		
Esquering	Halton	119 87	60 00		
Esquimaux Point	Saguenay	72 00	35 00	20 00	
Essex	Inverness	8 00	12 00		
Essonville	Peterborough, E. R.	41 79	20 00		
Esterhaz	Assa. East	23 73	20 00		
Etmere	Victoria	28 71	18 00	20 00	
Etang du Nord	Gaspé	42 16	12 00		
Etna	King's	13 00	12 00		
Etrick	Middlesex, E. R.	8 00	12 00		
Eugenia	Grey, S. R.	181 00	78 00		
Eustis	Sherbrooke	200 00	93 00		
Evandale	King's	16 00	12 00		
Evansville	Algoma	20 00	16 00		
Evelyn	Middlesex, E. R.	119 50	50 00		
Everett	Victoria	24 88	16 00		
Eversley	York, N. R.	60 66	28 00		
Ewan	Victoria, N. R.	22 88	18 00		
Exmoor	Northumberland	11 94	12 00		
FACTORY DALE	King's	11 25	12 00		
Fairbairn	Victoria, S. R.	70 00	20 00		
Fairbank	York, W. R.	16 00	20 00		
Fairfax	Brandon	17 00	12 36		
Fairfax	Stanstead	22 85	16 00		
Fairfield	King's	17 00	16 00		
Fairfield	St. John	33 00	16 00		
Fairfield, East	Brockville	30 47	18 00		
Fairfield Plain	Oxford, S. R.	23 00	18 00		
Fairford	Selkirk	21 44	16 00		
Fair Ground	Norfolk, S. R.	138 43	50 00		
Fairhall	Lisgar	14 28	12 00		
Fairhaven	Charlotte	46 00	24 00	2 00	
Fairholme	Muskoka & Parry Sd.	19 00	12 00		
Fairley	Northumberland	46 00	27 00		
Fairlight	Assa. East	4 92	10 00		
Fairmede	Assa. East	99 60	48 00		
Fairmont	Antigonishe	9 00	12 00		
Fairmont Springs	Yale & Cariboo	18 50	20 00		
Fairmount	Grey, E. R.	26 94	19 00		

\* Summer office. † Closed 1-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fair Play	Essex, N.R.	O 34 50	16 00		
Fair Valley	Simcoe, E.R.	O 16 00	16 00		
Fairview	Perth, S.R.	O 22 00	20 00		
Fairview	Westmoreland	N.B 4 00	12 00		
Fairview	Queen's West	P.E.I 6 00	12 00		
Fairview Station	Halifax	N.S 95 85	30 00		
*Fairville	Assa. West	12 00	4 17		
Falding	Muskoka & Parry Sd.	O 101 84	44 00		
Falkenburg Station	Simcoe, E.R.	O 212 01	90 00	40 00	
Falkirk	Middlesex, N.R.	O 93 99	40 00		
Falkland	Brant, S.R.	O 43 76	18 00		
Falkland	Halifax	N.S 1 00	12 00		
Falkland	Yale and Cariboo	B.C 39 90	20 00		
Falkland Ridge	Annapolis	N.S 37 98	12 00		
Fallbrook	Lanark, S.R.	O 172 43	70 00		
Fallowfield	Carleton	O 181 38	76 00		
Falls View	Welland	O 278 00	208 00		
Falmouth	Hants	N.S 62 65	24 00		
Falmouth Station	Hants	N.S 194 71	84 00	8 00	
Fannystelle	Lisgar	M 159 90	50 00		
Fanshawe	Middlesex, E.R.	O 17 82	12 00		
Faraday	Hastings, N.R.	O 30 82	18 00		
Farewell	Wellington, N.R.	O 83 00	40 00	5 25	
Fargo	Kent	O 97 70	60 00		
Farmerston	Carleton	N.B 17 40	12 00		
Farmington	King's	P.E.I 9 00	12 00		
Farmington	Cumberland	N.S 12 00	12 00		
Farnboro'	Brome	Q 12 00	12 00		
Fardon	Missisquoi	Q 31 00	16 00		
Farnham Centre	Brome	Q 79 00	40 00		
Farquhar	Perth, S.R.	O 177 07	44 00		
Farran's Point	Stormont	O 623 32	200 00	50 00	
Farrelton	Wright	Q 105 00	46 00	3 00	
Fassifern	Glengarry	O 63 44	28 00		
Father Point	Rimouski	Q 182 90	70 00	48 00	
†Fauriel	Gaspé	Q 41 00	12 00		
Fauxbourg	Lunenburg	N.S 12 00	12 00		
Fawcett Hill	Westmoreland	N.B 63 50	20 00		
Fawkham	Ontario, N.R.	O 49 45	24 00		
Fawn	Ontario, N.R.	O 18 57	16 00		
Fecteau's Mills	Wolfe	Q 234 08	86 00		
Fellows	Lennox	O 26 50	12 00		
Felton	Russell	O 29 19	16 00		
Feltz, South	Lunenburg	N.S 12 59	12 00		
Fenaghvale	Prescott	O 18 50	16 00		
Fenella	Northumberland, W.R.	O 129 85	48 00		
Fennell's	Simcoe, S.R.	O 52 01	16 00		
Fenwick	King's	N.B 17 00	16 00		
Fenwick	Cumberland	N.S 16 00	12 00		
Ferguslea	Renfrew, S.R.	O 41 73	24 00		
Ferguson	Middlesex, E.R.	O 68 97	30 00		
†Ferguson	Yale & Cariboo	B.C 70 45	11 67		
Ferguson's Falls	Lanark, S.R.	O 11 34	1 34		
Ferguson's Point	Gloucester	N.B 50 00	28 00		
Fergusonvale	Simcoe, N.R.	O 121 17	50 00		
§Fermie Neuve	Wright	Q 27 99	8 33		
Fermoy	Addington	O 28 39	2 00		

\* Opened 1-2-99.

† Late Bryon.

‡ Opened 1-12-98.

§ Opened 1-9-98.



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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fernbank	Perth, N.R.	21 00	12 00		
Ferndale	Assa. East	12 49	12 00		
Ferndale	Albert	2 00	10 00		
Ferndale House	Simcoe, E.R.	40 00	16 00		
Fernetville	Berthier	64 00	28 00		
Fern Glen	Muskoka & Parry Sd.	22 00	12 00		
Fernhill	Middlesex, S.R.	126 64	52 00		
Fernton	Selkirk	21 64	16 00		
Ferris	Sunbury & Queen's	11 00	12 00		
Ferry Landing	Victoria	93 00	40 00	2 00	
Ferryville	Carleton	4 00	12 00		
Fesserton	Simcoe, E.R.	184 75	68 00		
Fetherston	Muskoka & Parry Sd.	32 00	20 00		
Fieldville	Wright	23 02	12 00		
Fifteen Mile Stream	Halifax	27 00	50 00		
Fifteen Point	Prince East	30 00	22 00		
Findlay	Brandon	92 06	36 00	12 00	12 00
Finger Board	Victoria, S.R.	28 00	24 00		
Fingrayson	Victoria	12 00	12 00		
Fintona	Cardwell	18 00	12 00		
Fire Valley	Yale & Cariboo	39 42	20 00		
Fir Grove	Albert	25 00	16 00		
First South	Lunenburg	20 00	12 00		
Fishburn	Alta	34 68	16 00		
Fisherman's Harbour	Guysborough	16 98	12 00		
Fisherville	Haldimand & Monck	257 82	108 00		
Fishing Lake	Assa. East	48 74	16 00		
Fish Lake	Prince Edward	53 50	24 00		
Fitzgerald Station	Prince West	161 00	64 00	8 00	
Fitzmaurice	Assa. East	18 72	12 00		
Fitzpatrick	Northumberland	37 00	16 00		
Five Mile River	Hants	57 22	20 00		
Flamboro', Centre	Wentworth, S.R.	89 05	30 00		
Flanders	Compton	27 95	16 00		
Flatlands	Restigouche	92 75	50 00		
Flat River	Queen's East	48 91	30 00	4 00	
Flee Island	Macdonald	19 00	16 00		
Fleetwood	Durham, E.R.	233 00	48 00		
Fletcher	Kent	145 50	76 00		
Fletcher's Station	Halifax	23 00	12 00		
Flett's Springs	Sask	40 77	16 00		
Fletwode	Assa. East	172 69	50 00		
Fleurant	Bonaventure	9 00	12 00		
Flint Hill	Albert	10 00	10 00		
Flodden	Richmond	60 00	32 00		
Floradale	Waterloo, N.R.	246 73	80 00		
Floronta	Macdonald	3 90	16 00		
Flowers' Cove	Sunbury & Queen's	12 00	12 00		
Flower Station	Lanark, N.R.	119 22	46 00		
Flume Ridge	Charlotte	17 91	12 00		
Folden's Corners	Oxford, S.R.	109 96	40 00		
Foley	Ontario, S.R.	19 00	12 00		
Foley Brook	Victoria	19 00	12 00		
Folger Station	Lanark, N.R.	134 70	40 00		
Folkins	King's	21 00	12 00		
Folly Lake	Colchester	74 94	35 00		

\* Summer Office.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Folly Mountain	Colchester N.S.	29 00	20 00		
Fontenelle	Gaspé Q.	8 00	12 00		
Fontenoy	Richmond Q.	11 85	12 00		
Foote's Bay	Simcoe, E.R. O.	104 15	48 00		
Forbes	Colchester N.S.	7 00	12 00		
Forbes Point	Shelburne & Queen's N.S.	30 96	24 00		
Ford's Mills	Kent N.B.	63 00	28 00		
Fordyce	Huron, W.R. O.	33 78	20 00		
Foreman	Norfolk, S.R. O.	27 50	33 00		
Forest Farm	Assa. East	16 00	16 00		
Forest Glade	Annapolis N.S.	27 00	20 00		
Forest Glen	Inverness N.S.	11 94	12 00		
Forest Hill	Albert N.B.	12 96	12 00		
Forest Hill	King's P.E.I.	17 00	12 00		
Forest Hill	Guysborough N.S.	109 00	70 00		
Forest Mills	Lennox O.	42 86	16 00		
Foreston	Carleton N.B.	120 86	40 00		
Forestville	Norfolk, S.R. O.	93 51	48 00		
Forfar	Leeds, S.R. O.	157 50	64 00		
Forks	Sunbury & Queen's N.B.	12 00	12 00		
Forks, Baddeck	Victoria N.S.	14 47	12 00	1 00	
Forks Road	Haldimand & Monck O.	104 39	47 00		
Forrest Station	Brandon M.	120 50	24 00		
Fort à la Corne	Sask.	23 88	16 00	12 00	
Fort Alexander	Selkirk M.	65 55	24 00		
Fort Augustus	Queen's East P.E.I.	5 00	12 00		
Fort Cudahy	N.W.T.	50 00	20 00		
Fort Ellice	Marquette M.	67 74	30 00	6 00	
Fortescue	Victoria, N.R. O.	11 85	12 00		
Fort Frances	Algoma O.	522 82	180 00	4 00	
Forties Settlement	Lunenburg N.S.	34 25	16 00		
Fort Lawrence	Cumberland N.S.	47 00	24 00	3 00	
Fort Louisburg	Cape Breton N.S.	26 00	20 00		
Fort Pelly	Assa. East	77 26	28 00		
*Fort St. James	Yale and Cariboo B.C.	20 00			
Fort Simpson	Burrard B.C.	364 35	112 00		
Fortune Bridge	King's P.E.I.	41 95	20 00	2 00	
Fortune Cove	Prince West P.E.I.	33 91	16 00		
Fort William	Pontiac Q.	85 94	36 00		
Forty Mile Creek	Yukon River N.W.T.		20 00		
Foster	Brome Q.	179 00	80 00	123 00	
Foster's	Lunenburg N.S.	32 00	18 00	2 00	
Foster's Croft	King's N.B.	6 70	12 00		
Fosterville	York N.B.	72 94	24 00		
Found's Mills	Queen's West P.E.I.	30 50	12 00		
Fourchu	Richmond N.S.	150 87	64 00		
Four Falls	Victoria N.B.	61 00	30 00	4 00	
Four Mile Brook	Pictou N.S.	21 25	12 00		
Four Roads	Gloucester N.B.	12 00	12 00		
Fowler's Corners	Peterborough, W.R. O.	44 86	20 00		
Fox Bay	Gaspé Q.		10 00		
Foxboro'	Hastings, E.R. O.	214 05	100 00	4 00	
Fox Creek	Westmoreland N.B.	161 00	44 00		
Fox Harbour	Cumberland N.S.	43 81	20 00		
Fox Island Main	Guysborough N.S.	7 00	12 00		10 00
Foxmead	Simcoe, E.R. O.	98 00	48 00		
Fox Point	Muskoka & Parry Sd. O.	69 50	24 00		

\* Summer office. † Including arrears from 1-5-96.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fox River.....	Gaspé..... Q	116 00	60 00	30 00	12 00
Fox River.....	Cumberland..... N.S	180 51	70 00		
Foxton.....	Selkirk..... M	86 71	24 00		
Foymount.....	Renfrew, S.R..... O	20 00	16 00		
Framboise.....	Richmond..... N.S	82 05	40 00	2 00	
Framboise Intervale.....	Richmond..... N.S	17 99	12 00		
Frampton.....	Dorchester..... Q	297 85	120 00	20 00	
Franconia.....	Haldimand & Monck..... O	73 52	32 00		
Frank Hill.....	Victoria, S.R..... O	3 00	12 00		
Franklin.....	Durham, E. R..... O	72 32	52 00	6 00	
Franks Bay.....	Muskoka & Parry Sd..... O	76 00	32 00		
Franktown.....	Lanark, S.R..... O	174 27	73 00		
Frankville.....	Antigonishe..... N.S	67 75	33 00		
Fraserburg.....	Ontario, N.R..... O	18 41	12 00		
Fraser's Grant.....	Antigonishe..... N.S	2 00	10 00		
Fraser's Mills.....	Antigonishe..... N.S	23 80	18 00		
Fraserville.....	Durham, E.R..... O	96 04	40 00		
Fréchette.....	Lévis..... Q	24 60	12 00		
Frederickton Road.....	Westmoreland..... N.B	17 92	12 00		
Frederickton Station.....	Prince East..... P.E.I	30 25	16 00		
Freeborn.....	Perth, N.R..... O	49 35	42 00		
Freeland.....	Leeds, S.R..... O	34 60	16 00		
Freeland.....	Prince West..... P.E.I	77 50	32 00		
Freeport.....	Waterloo, S.R..... O	31 00	16 00		
French Bay.....	Bruce, N.R..... O	9 00	12 00		
French Creek.....	Vancouver..... B.C	65 00	40 00		
French Lake.....	Sunbury & Queen's..... N.B	13 00	12 00		
French River.....	Pictou..... N.S	28 97	16 00	2 00	
French River.....	Queen's West..... P.E.I	124 50	50 00		
French Road.....	Cape Breton..... N.S	10 29	12 00		
Frenchvale.....	Cape Breton..... N.S	6 00	12 00		
French Village.....	Drummond..... Q	228 00	90 00		
French Village.....	Queen's East..... P.E.I	8 50	12 00		
French Village.....	King's..... N.B	14 94	12 00		
French Village.....	Halifax..... N.S	90 51	40 00		
Friar's Head.....	Inverness..... N.S	22 97	12 00		
Friar's Head Chapel.....	Inverness..... N.S	24 00	12 00		
Froatburn.....	Dundas..... O	9 94	12 00		
Frook.....	Burrard..... B.C	19 00	20 00		
Frogmore.....	Norfolk, S.R..... O	52 00	24 00		
Frome.....	Elgin, W.R..... O	49 80	24 00		
Frontenac.....	Lotbinière..... Q	63 33	24 00		
Frontier.....	Huntingdon..... Q	16 00	16 00		
Frost Village.....	Shefford..... Q	38 50	30 00		
Fruitland.....	Wentworth, S. R..... O	282 60	140 00		
Fulford.....	Brome..... Q	239 95	60 00		
Fulford Harbour.....	Vancouver..... B.C	80 00	30 00		
Fuller.....	Hastings, N.R..... O	26 50	12 00		
Fulton.....	Wentworth, S. R..... O	88 00	40 00		
Fulton Brook.....	Sunbury & Queen's..... N.B	10 00	12 00		
Fulton's Mills.....	Wellington, N.R..... O	30 95	16 00		
Furnace Falls.....	Victoria, N.R..... O	15 00	14 00		
Fyfield.....	Bruce, E.R..... O	3 00	12 00		
GABAROUSE BARACHOIS.....	Cape Breton..... N.S	107 00	52 00		
Gabarouse Lake.....	Cape Breton..... N.S	6 00	12 00		

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gabriola Island.....	Vancouver.....B.C	24 33	20 00		
Gad's Hill.....	Perth, N.R.....O	92 42	40 00		
Galbraith.....	Lanark, N.R.....O	15 00	12 00		
Galena.....	Yale & Cariboo.....B.C	29 90	20 00		
Galetta.....	Lanark, N.R.....O	283 38	110 00	24 00	
Galiano.....	Vancouver.....B.C	193 63	80 00		
*Gallingertown.....	Stormont.....O	22 00	10 00		
Galson.....	Compton.....Q	45 00	24 00		
Galway.....	Albert.....N.B	8 00	10 00		
Gamble's Corners.....	Prince East.....P.E.I	10 00	10 00		
Gamebridge.....	Ontario, N.R.....O	207 56	80 00		
Gananoque Junction.....	Leeds, S.R.....O	82 00	160 00		
Gang Ranch.....	Yale & Cariboo.....B.C		20 00		
Garden Hill.....	Durham, E.R.....O	121 00	70 00		
Garden Island.....	Frontenac.....O	244 00	110 00		
Garden of Eden.....	Pictou.....N.S	19 00	18 00		
Garden River.....	Algoma.....O	87 00	60 00		
Gardiner Mines.....	Cape Breton.....N.S	32 25	16 00		
Gardiner's Creek.....	St. John.....N.B	40 25	16 00		
Garfield.....	Queen's East.....P.E.I	11 00	12 00		
Garland.....	Chateauguay.....Q	24 00	12 00		
Garland.....	King's.....N.S	21 48	12 00		
Garneau.....	L'Islet.....Q	137 56	50 00		
Garnet.....	Norfolk, S.R.....O	60 71	36 00		
Garnet.....	St. John.....N.B	15 25	12 00		
Garnham.....	Vancouver.....B.C	61 26	26 00		
Garonne.....	Sask.....	31 00	12 00		
Garretton.....	Grenville, S.R.....O	28 00	16 00		
Garrison Road.....	Welland.....O	7 50	12 00		
Garryowen.....	Grey, N.R.....O	27 04	12 00		
† Gascons.....	Bonaventure.....Q	127 55	40 00		18 00
Gasparine.....	Chateauguay.....Q	13 00	12 00		
Gaspé Bay, South.....	Gaspé.....Q	41 00	20 00		
Gaspereaux.....	Queen's East.....P.E.I	32 00	16 00		
Gaspereaux.....	Sunbury & Queen's.....N.B	43 00	24 00		
Gaspereaux Station.....	Sunbury & Queen's.....N.B	83 86	30 00	4 00	
Gavelton.....	Yarmouth.....N.S	6 00	12 00		
Gawas.....	Algoma.....O	49 65	20 00		
Gay's River.....	Colchester.....N.S	114 50	52 00	10 00	
Gay's River Road.....	Halifax.....N.S	138 39	60 00		
Gaythorne.....	Northumberland.....N.B	18 00	12 00		
Geary.....	Sunbury & Queen's.....N.B	8 90	12 00		
Geleit.....	Victoria, N.R.....O	157 16	64 00		
Geneva.....	Argenteuil.....Q	30 70	16 00		
Geneva Lake.....	Algoma.....O	185 97	40 00		
Genoa.....	Argenteuil.....Q	19 00	12 00		
George's River.....	Cape Breton.....N.S	9 00	12 00		
George's River Station.....	Cape Breton.....N.S	26 00	16 00	6 00	
Georgeville.....	Antigonishe.....N.S	38 03	29 00	4 00	
Georgina Island.....	York, N.R.....O	25 00	16 00		
Geraldine.....	Huntingdon.....Q	18 00	12 00		
Germania.....	Ontario, N.R.....O	38 49	20 00		
Germanicus.....	Renfrew, N.R.....O	18 00	16 00		
German Mills.....	Waterloo, S.R.....O	20 00	20 00		
Germanstown.....	Albert.....N.B	9 00	12 00		
† Gesner's Creek.....	Annapolis.....N.S	14 80	6 00		
Gesto.....	Essex, S.R.....O	122 31	75 00		

\* Closed 1-1-99 and re-opened 1-3-99.

† Late L'anse aux Gascons.

‡ Closed 1-1-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Gethsemani	Saguenay.....Q	3 00	12 00			
Getson's Point	Lunenburg.....N.S	142 15	50 00			
Geyser	Selkirk.....M	40 00	16 00			
Giant's Lake	Guysborough.....N.S	16 00	12 00			
Gibbon	King's.....N.B	14 00	12 00			
Gibraltar	Grey, E.R.....O	57 89	24 00			
Gibson	Simcoe, E.R.....O	31 00	20 00			
Gilbert Cove	Digby.....N.S	116 50	40 00			
Gilbert Mountain	Cumberland.....N.S	15 00	12 00			
Gilbert Plains	Marquette.....M	79 46	50 00	6 00		
Gilbert's Mills	Prince Edward.....O	16 00	12 00			
Gilchrist	Simcoe, E.R.....O	38 00	20 00			
Gilead	Hastings, E.R.....O	17 00	12 00			
Gilford	York, N.R.....O	190 70	90 00	12 00		
Gilks	Northumberland.....N.B	41 90	16 00	6 00		
Gill	Haldimand & Monck...O	31 98	16 00			
Gillander's Mountain	Victoria.....N.S	12 00	12 00			
Gillespie	Victoria.....N.B	2 50	10 00			
Gillies Hill	Bruce, N.R.....O	55 00	30 00			
Gillies Lake	Cape Breton.....N.S	10 00	12 00			
Gillies Point	Victoria.....N.S	11 97	12 00			
Gillie's Point, East	Victoria.....N.S	11 16	12 00			
*Gillingham	Alta.....Q	58 66	18 33			
Gilman	Brome.....Q	34 00	16 00			
Gilmour	Hastings, N.R.....O	176 40	85 00			
Gimli	Selkirk.....M	126 34	48 00			
Girard	St. John's.....Q	21 00	18 00			
Giroux	Provencher.....M	13 97	12 00			
† Glacier	Yale & Cariboo.....B.C	54 50	6 67			
Gladstone	Middlesex, E.R.....O	101 00	30 00			
Gladstone	Victoria.....N.B	16 00	12 00			
† Gladstone	Yale & Cariboo.....B.C	46 00	5 00			
Gladwyn	Victoria.....N.B	14 00	12 00			
Gladys	Alta.....Q	35 60	12 00			
Glamorgan	Durham, E.R.....O	6 00	12 00			
Glandine	Victoria, S.R.....O	31 50	20 00			
Glanford	Wentworth, S.R.....O	169 39	80 00			
Glanford Station	Wentworth, S.R.....O	35 00	20 00			
Glanmire	Hastings, N.R.....O	11 94	12 00			
Glanworth	Middlesex, S.R.....O	150 54	64 00			
Glascott	Grey, S.R.....O	14 00	12 00			
Glasgow	Ontario, W.R.....O	35 00	20 00			
Glasgow	Cape Breton.....N.S	9 00	12 00			
Glasburn	Antigonishe.....N.S	17 29	12 00			
Glebe Road	Antigonishe.....N.S	15 00	12 00			
Gleichen	Alta.....Q	454 00	230 00	0 50	60 00	
Glen Adelaide	Assa, East.....Q	75 32	32 00			
Glen Alda	Peterborough, E.R...O	12 51	12 00			
Glen Almond	Labelle.....Q	54 79	20 00			
Glen Alpine	Antigonishe.....N.S	22 00	16 00			
Glen Anglin	Gloucester.....N.B	12 97	12 00			
Glenannan	Huron, E.R.....O	89 00	36 00			
Glenarm	Victoria, N.R.....O	178 00	80 00			
Glen Bean	Wright.....Q	58 50	24 00			
Glen Becker	Dundas.....O	25 00	12 00			
Glenberrie	Colchester.....N.S	38 22	16 00			
Glenburnie	Frontenac.....O	40 00	20 00			

\* Re-opened 1-8-98.

† Opened 1-3-99.

‡ Opened 1-4-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glencairn.....	Simcoe, S.R. O	316 00	120 00		
† Glencairn.....	Macdonald M	75 32	9 17	9 17	
Glen Campbell.....	Inverness N.S	8 00	12 00		
Glencoe.....	Inverness N.S	8 00	12 00	2 00	
Glencoe.....	Restigouche N.B	15 00	12 00		
Glen Colin.....	Elgin, E.R. O	8 30	16 00		
Glencorradales.....	King's P.E.I	16 00	12 00		
Glencove.....	Guysborough N.S	2 00	10 00		
Glencross.....	Lisgar M	22 94	16 00		
Glen Cross.....	Cardwell O	15 98	12 00		
Glendale.....	Inverness N.S	43 75	16 00	0 50	
Glendale.....	Middlesex, S.R. O	189 00	100 00		
Glendale.....	Macdonald M		18 00		
Glen denning.....	Lisgar M	40 73	24 00	2 00	
Glen Donald.....	Glen garry O	14 40	12 00		
Glen dower.....	Addington O	20 20	16 00		
Glen dyer.....	Inverness N.S	106 91	44 00		
Glen eden.....	Grey, S.R. O	52 98	24 00		
Glen elg.....	Guysboro N.S	43 40	20 00		6 00
* Glenella.....	Macdonald M	105 85	8 33	3 33	
Glen emma.....	Yale and Cariboo B.C	9 26	20 00		
Glen Ewen.....	Assa. East	158 47	24 00		
Glen fanning.....	King's P.E.I	13 00	12 00		
Glen Farrow.....	Huron, E.R. O	54 91	28 00		
Glen field.....	Addington O	15 92	11 69		
Glen finnan.....	Queen's East P.E.I	5 00	12 00		
Glen forsä.....	Marquette M	31 20	22 00		
Glen garry.....	Inverness N.S	8 00	12 00		
Glen garry.....	Prince West P.E.I	12 82	12 00		
Glen garry Station.....	Pictou N.S	112 79	70 00	14 50	
Glen garry Valley.....	Cape Breton N.S	12 00	12 00		
Glen Gordan.....	Labelle Q	93 60	30 00		
Glen gyle.....	Pontiac Q	47 00	29 00		
Glenholm.....	Macdonald M	35 26	20 00		
Glen Huron.....	Simcoe, N.R. O	177 24	76 00		
Glenila.....	Muskoka & Parry Sd. O	6 60	12 00		
Glen Iver.....	Sherbrooke Q	96 50	28 00		
Glenlea.....	Provencher M	453 00	36 00		
Glenlee.....	Wellington, N.R. O	25 30	12 00		
Glenlivet.....	Wright Q	11 00	12 00		
Glenlivet.....	Restigouche N.B	14 88	12 00		
Glen Lloyd.....	Megantic Q	19 20	18 00		
Glen Major.....	Ontario, W.R. O	14 00	12 00		
Glen Margaret.....	Halifax N.S	66 60	28 00	20 00	
Glen Martin.....	Queen's East P.E.I	12 03	12 00		
Glen Mary.....	Saak	12 18	12 00		
Glen Meyer.....	Norfolk, S.R. O	130 82	80 00		
Glen Millar.....	Hastings, W.R. O	60 35	30 00		
Glenmore.....	Grenville, S.R. O	34 00	16 00		
Glenmore.....	Colchester N.S	12 00	12 00		
Glen Morris.....	Wentworth N. & Brant O	110 81	57 00		
Glen Morrison.....	Cape Breton N.S	12 00	12 00		
Glen Murray.....	Megantic Q	73 15	30 00		
Glennevis.....	Glen garry O	63 00	42 00		
Glen Norman.....	Glen garry O	67 70	28 00		
Glen Oak.....	Middlesex, S.R. O	31 00	16 00		
Glenora.....	Inverness N.S	6 00	12 00		

\* Opened 1-9-98. † Opened 1-8-98.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Glenora	Lisgar..... M	35	94	24	00	
Glenora	Burrard..... B.C.	421	83	*466	25	
Glen Orchard	Simcoe, E.R..... O	54	61	20	00	\$10 00
Glenorchy	Halton..... O	24	63	12	00	
Glenpayne	Stormont..... O	20	00	12	00	
Glen Porter	Northumberland..... N.B.	9	00	12	00	
Glen Rae	Lambton, E.R..... O	111	83	60	00	
Glen Road	Antigonishe..... N.S.	5	00	12	00	
Glen Ross	Hastings, W.R..... O	38	97	24	00	
Glenroy	Glengarry..... O	132	00	60	00	4 00
Glen Sandfield	Glengarry..... O	142	75	50	00	
Glenshee	Norfolk, S.R..... O	30	81	20	00	
Glenshee	Pictou..... N.S.	12	00	12	00	
Glen Smail	Grenville, S.R..... O	12	00	18	00	
Glensmith	Macdonald..... M	90	00	30	00	
Glen Stewart	Dundas..... O	96	30	40	00	
Glen Sutton	Brome..... Q	130	90	60	00	
Glen Tay	Lanark, S.R..... O	101	13	50	00	8 93
Glen Uig (Pleasant Valley)	Antigonishe..... N.S.	37	70	16	00	
Glenvale	Frontenac..... O	49	73	24	00	
Glenvale	Westmoreland..... N.B.	11	94	12	00	
Glenville	Inverness..... N.S.	43	50	20	00	10 00
Glen Walter	Glengarry..... O	57	89	28	00	
Glen William	Queen's East..... P.E.I.	37	50	12	00	
Glen Williams	Halton..... O	738	36	280	00	
Glen Willow	Middlesex, W.R..... O	38	00	24	00	
Glenwood	New Westminster..... B.C.	40	70	20	00	
Glenwood Station	Kent..... O	92	90	36	00	
Gobeil	Charlevoix..... Q	14	92	12	00	
Goble's	Wentworth N. & Brant..... O	211	45	88	00	
Godbout	Saguenay..... Q	29	50	20	00	
Godfrey	Addington..... O	114	50	56	00	2 00
Godolphin	Northumberland, E.R..... O	15	00	12	00	
Goff's	Halifax..... N.S.	32	64	12	00	2 00
†Go Home	Simcoe, E.R..... O	33	00			
Goldenburgh	Algoma..... O	41	00	24	00	
Golden Grove	King's..... N.B.	5	00	10	00	
Golden Grove Mills	St. John..... N.B.	2	46	10	00	
Golden Lake	Renfrew, N.R..... O	151	67	80	00	2 00
Golden Ridge	Carleton..... N.B.	14	94	12	00	
Golden Valley	Muskoka & Parry Sd..... O	64	48	28	00	
Goldenville	Guysborough..... N.S.	300	00	110	00	
Goldfield	Stormont..... O	25	00	20	00	
Gold River	Lunenburg..... N.S.	59	00	24	00	
†Gold Rock	Algoma..... O	24	00			
Goldsmith	Essex, S.R..... O	17	00	16	00	
Goldstone	Wellington, C.R..... O	242	51	90	00	
Goldstream	Vancouver..... B.C.	65	55	20	00	
Golspie	Oxford, N.R..... O	168	25	44	00	
Gondola Point	King's..... N.B.	57	00	30	00	
Gonor	Selkirk..... M	27	00	20	00	
Good Corner	Carleton..... N.B.	16	00	12	00	
Goodwood	Ontario, W.R..... O	288	00	136	00	
Gooseberry Cove	St. John..... N.B.	17	25	12	00	
Goose Creek	St. John..... N.B.	15	00	12	00	
Goose River	King's..... P.E.I.	5	00	12	00	

‡Special allowance. †Opened 1-6-99. ‡Summer office opened June 15, '99. \*Including \$56.25 for rent. †Closed 22-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gordon	Assa East	9 63	12 00		
Gordon	Essex, S. R.	58 54	28 00		
†Gordon Bay	Muskoka & Parry Sd.	67 75	21 00		
*Gordon Lake	Algoma	169 82	60 00	2 00	
Gordonsville	Carleton N. B.	39 00	20 00		
Gordonville	Wellington, N. R.	68 97	24 00		
Gore	Hants N. S.	82 92	30 00	4 00	
Gore	Richmond	42 90	10 00		
Gore's Landing	Northumberland, W. R.	213 20	80 00		
Goring	Grey, E. R.	26 00	20 00		
Gormley	York, E. R.	79 50	44 00		
Goshen	Albert N. B.	15 00	12 00	2 00	
Goshen	Guysborough N. S.	74 00	30 00		
Gosport	Lennox	11 88	12 00		
Gosselin's Mills	Compton	107 00	36 00		
Goulais Bay	Algoma	47 00	20 00		
Goulais River	Algoma	17 00	16 00		
Gould	Compton	246 50	96 00	6 00	
Gould Station	Compton	27 00	12 00		
Gouldville	Westmoreland N. B.	23 00	12 00		
Gourock	Wellington, S. R.	170 90	66 00		
Gowan Brae	King's P. E. I.	25 00	12 00		
Gowanstown	Wellington, N. R.	182 79	80 00	25 00	
Gower Point	Renfrew, N. R.	76 00	46 00		
Gowland Mountain	Albert N. B.	9 00	12 00		
Gowrie	Perth, S. R.	41 00	24 00		
Graburn	Assa West	81 69	32 00		
Grafton	Carleton N. B.	21 00	16 00		
Grafton	King's N. S.	150 00	56 00		
Graham	Vaudreuil	118 00	50 00		
Graham's Road	Queen's West. P. E. I.	47 00	20 00		
Graham's Siding	Colchester N. S.	32 00	20 00		
Grahamsville	Peel	62 20	30 00		
Grainfield	Northumberland N. B.	8 88	12 00		
Granboro'	Shefford	14 00	12 00		
Grand Baie	King's N. B.	43 50	16 00		
Grand Bend	Middlesex, N. R.	174 97	70 00		
Grand Desert	Halifax N. S.	41 53	20 00		
Grande Anse	Richmond N. S.	42 00	16 00	50 00	10 00
Grande Baie	Chicoutimi	205 25	93 00	6 00	36 00
Grande Cascapédia	Bonaventure	185 58	50 00		
Grande Clairière	Brandon	73 30	48 00		
Grande Frenière	Two Mountains	42 00	20 00		
Grande Grève	Gaspé	242 60	116 00		
Grande Ligne	St. John's	251 90	116 00		
Grand Entry	Gaspé	96 62	40 00		
Grande Pointe	Provencher	6 00	10 00		
Grande Prairie	Yale & Cariboo	395 79	100 00	2 00	
Grandes Coudées	Beauce	13 61	12 00		
Grande Vallée	Gaspé	46 59	20 00		
Grand Falls Portage	Victoria N. B.	9 00	12 00		
Grand Fonds	Charlevoix	8 00	12 00		
Grand Harbour	Charlotte N. B.	225 00	70 00	8 00	
Grandigüe	Kent N. B.	29 00	24 00	2 00	
Grand Lake	Cape Breton N. S.	2 00	10 00		
Grand Lake Station	Halifax N. S.	6 00	12 00		
Grand Mira, North	Cape Breton N. S.	9 81	12 00		

\* Late Désert.

† Summer Office.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grand Mira, South.	Cape Breton . . . . . N.S	11 84	12 00		
Grand Narrows.	Cape Breton . . . . . N.S	177 75	70 00		
Grand Narrows, Rear.	Victoria . . . . . N.S	115 00	12 00		
Grand Pabos.	Gaspé . . . . . Q	77 13	35 00		18 00
Grand Rang.	Dorchester . . . . . Q	24 88	16 00		
Grand River.	Richmond . . . . . N.S	164 85	64 00	30 00	
Grand River Falls.	Richmond . . . . . N.S	17 97	12 00		
Grand St. Esprit.	Nicolet . . . . . Q	57 00	24 00		
Grand St. Louis.	Nicolet . . . . . Q	17 00	12 00		
Grand Tracadie.	Queen's East . . . . . P.E.I	26 25	16 00		
Grandview.	Queen's East . . . . . P.E.I	43 02	16 00		
Grange.	Lisgar . . . . . M	29 00	18 00		
Granger.	Cardwell . . . . . O	22 00	12 00		
Grante Creek.	Yale and Cariboo . . . . . B.C	142 00	60 00		
Granite Hill.	Muskoka & Parry Sd. . . . . O	20 67	12 00	2 00	
Granite Village.	Shelburne & Queen's . . . . . N.S	8 00	12 00		
Graniteville.	Stanstead . . . . . Q	84 50	8 33		
Grant.	Russell . . . . . O	37 94	16 00		
Grant.	Westmoreland . . . . . N.B	34 97	20 00		
Grantham.	Vancouver . . . . . B.C	14 00	16 00		
Granthurst.	Oxford, N.R. . . . . C	16 00	16 00		
Grantley.	Dundas . . . . . O	193 80	60 00		
Granton.	Pictou . . . . . N.S	38 00	20 00		
Granville.	Queen's West . . . . . P.E.I	54 00	24 00		
Grassmere.	Muskoka & Parry Sd. . . . . O	25 43	*22 00		
Grass River.	Macdonald . . . . . M	11 67	4 17		
Grassy's Corners.	Wentworth, S.R. . . . . O	60 53	20 00		
Grattan.	Northumberland . . . . . N.B	16 00	12 00		
Grattan.	Renfrew, S.R. . . . . O	61 87	24 00		
Gravel Hill.	Stormont . . . . . O	18 00	16 00		
Graystock.	Peterboro', E.R. . . . . O	26 50	12 00		
Great Desert.	Nipissing . . . . . O	17 92	12 00		
Greece's Point.	Argenteuil . . . . . Q	94 00	40 00		
Greeley.	Russell . . . . . O	42 24	18 00		
Greenbank.	Ontario, S.R. . . . . O	207 11	90 00		
Green Bay.	Algoma . . . . . O	43 96	26 00		
Greenbush.	Brockville . . . . . O	125 38	50 00		
Greenbush.	York . . . . . N.B	9 00	12 00		
Greenfield.	Antigonishe . . . . . N.S	1 00	10 00		
Greenfield.	Carleton . . . . . N.B	32 00	16 00		
Greenfield.	Shelburne & Queen's . . . . . N.S	82 94	30 00	2 00	
Greenfield.	Colchester . . . . . N.S	14 00	16 00		
Greenfield, St. Mary's.	Guysborough . . . . . N.S	18 00	12 00		6 00
Green Harbour.	Shelburne & Queen's . . . . . N.S	26 23	16 00		
Green Hill.	Pictou . . . . . N.S	35 00	16 00		
Green Hill.	York . . . . . N.B	18 85	12 00		
Greenlaw.	Alta . . . . . O	3 00	12 00		
Greenmount.	Prince West. . . . . P.E.I	19 00	12 00		
Greenock.	Bruce, E.R. . . . . O	92 89	40 00		
Green Point.	Prince Edward . . . . . O	15 00	12 00		
Green Point.	Gloucester . . . . . N.B	35 87	12 00		
Green Ridge.	Provencher . . . . . M	24 00	16 00		
Green River.	Témiscouata . . . . . Q	35 00	20 00		
Green River.	Ontario, W.R. . . . . O	153 64	64 00		
Green River.	Victoria . . . . . N.B	22 00	12 00		2 50
Green Road.	Carleton . . . . . N.B	17 84	12 00		
Green's Brook.	Pictou . . . . . N.S	16 00	12 00		

\* Including \$2 special allowance.

† Opened 1-2-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Green's Creek.....	Colchester..... N.S.	50 95	16 00		
Greenshields.....	Richmond..... Q	40 20	28 00		
Greensville.....	Wentworth, S.R..... O	176 87	70 00		
Greenvale.....	Pictou..... N.S.	4 97	12 00		
Greenvale.....	King's..... P.E.I.	16 50	12 00		
Green Valley.....	Glengarry..... O	132 00	50 00	36 00	
Greenview.....	Hastings, N.R..... O	15 20	12 00		
Greenville Station.....	Cumberland..... N.S.	111 00	55 00	6 00	
Greenway.....	Middlesex, N.R..... O	173 00	76 00		
Greenway.....	Lisgar..... M	239 81	70 00		
Greenwich.....	King's..... P.E.I.	9 00	12 00		
Greenwich Hill.....	King's..... N.B.	34 96	16 00		
Greenwood.....	Selkirk..... M	21 50	16 00		
Greenwood.....	King's..... N.S.	17 91	12 00		
Greer.....	St. John..... N.B.	25 00	12 00		
Greer Mount.....	Pontiac..... Q	43 00	20 00		
Gregory.....	Simcoe, E.R..... O	97 22	40 00	2 00	
Grenfel.....	Simcoe, N.R..... O	19 41	16 00		
Gresham.....	Bruce, W.R..... O	51 50	30 00		
Gretna.....	Lennox..... O	8 90	12 00		
Grey's Mills.....	King's..... N.B.	24 00	16 00		
Greywood.....	Annapolis..... N.S.	41 00	12 00		
*Griersford.....	Renfrew, N.R..... O	22 00	16 00		
†Grierson.....	Alta.....	27 94	20 00		
Griersville.....	Grey, E.R..... O	70 76	30 00		
Griffin.....	Stanstead..... Q	27 25	20 00		
Griffin Cove.....	Gaspé..... Q	46 44	24 00		12 00
Griffin's Corners.....	Elgin, E.R..... O	64 50	36 00		
Griffith.....	Renfrew, S.R..... O	131 77	44 00	6 00	
Grimsby Centre.....	Wentworth, S.R..... O	25 00	16 00		
‡Grimsby Park.....	Wentworth, S.R..... O				
Grimsthorpe.....	Algoma..... O	42 00	20 00		
Grimston.....	Grey, N.R..... O	28 94	12 00		
Grondines.....	Portneuf..... Q	250 49	96 00		
Grondines Station.....	Portneuf..... Q	41 00	20 00		
Grosses Coques.....	Digby..... N.S.	47 98	24 00		
Grosses Roches.....	Rimouski..... Q	26 00	12 00		12 00
Grosvenor.....	Guysborough..... N.S.	5 00	12 00		
Grovesend.....	Elgin, E.R..... O	52 14	24 00		
Groves Point.....	Cape Breton..... N.S.	12 00	12 00		
Groveton.....	Grenville, S.R..... O	18 40	12 00		
Grund.....	Lisgar..... M	40 00	20 00		
Grünthal.....	Provencher..... M	112 00	20 00		
Gueguen.....	Kent..... N.B.	13 00	12 00		
Guigues.....	Pontiac..... Q	52 97	20 00		
Guilds.....	Kent..... O	212 50	70 00		
Gulf Shore.....	Cumberland..... N.S.	6 01	12 00		
Gull Cove.....	Cape Breton..... N.S.	12 94	12 00		
Gull Creek.....	Addington..... O	23 64	12 00		
Gull Lake.....	Assa West.....	65 00	30 00		
Gunning Cove.....	Shelburne & Queen's..... N.S.	68 47	36 00	2 00	
Gunter.....	Hastings, N.R..... O	45 10	24 00		
Guthrie.....	Simcoe, E.R..... O	71 50	28 00		
Guthrie.....	Missisquoi..... Q	38 30	20 00		
Guysborough.....	Norfolk, S.R..... O	92 75	44 00		
Guysborough Intervale.....	Guysborough..... N.S.	35 73	20 00	2 00	
Gypsum Mines.....	Haldimand & Monck..... O	46 30	20 00		

\* Opened 1-3-98. † Late Rosebud. ‡ Summer Office.

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## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
HABERMEHL.....	Grey, S.R. .... O	31 71	12 00			
Hackett's Cove.....	Halifax ..... N.S	43 16	24 00			
Haddo .....	Dundas ..... O	25 00	16 00			
Hadlow Cove.....	Lévis ..... Q	92 60	40 00			1 70
Hagan.....	Vancouver ..... B.C	8 30	20 00			
Hagerman's Corners.....	York, E.R. .... O	57 00	20 00			
Hague.....	Sask ..... O	184 06	20 00			
Hainsville.....	Dundas ..... O	65 97	24 00			
Halcomb.....	Northumberland .. N.B	12 00	12 00			
Halcro.....	Sask ..... O	32 54	12 00			
Haleyon Hot Springs.....	Yale & Cariboo ..... B.C	196 35	30 00			
Haldane Hill.....	Muskoka & Parry Sd. .O	38 57	24 00			
Haley Station.....	Renfrew, N.R. .... O	190 04	64 00			
Half Island Cove.....	Guysborough..... N.S	10 25	18 00			8 00
Halfway.....	Nipissing ..... O	224 47	100 00			
Halfway Brook.....	Colchester ..... N.S	37 81	20 00			
Halfway Cove.....	Guysborough..... N.S	18 50	12 00			10 00
Halfway River Station.....	Cumberland ..... N.S	49 00	24 00	6 00		
Hall.....	Yale and Cariboo.... B.C	114 33	20 00			
Hallerton.....	Huntingdon ..... Q	103 00	44 00			
Halloway.....	Hastings, E.R. .... O	85 08	28 00			
Hall's Bridge.....	Peterborough, W.R. .O	169 06	60 00	3 00		
Hall's Glen.....	Peterborough, E.R. .O	15 00	12 00			
Hall's Harbour.....	King's ..... N.S	34 94	20 00			
Hall's Mills.....	Lanark, N.R. .... O	54 97	16 00			
Hall's Prairie.....	New Westminster. .B.C	48 50	30 00			
Hall's Stream.....	Compton ..... Q	68 00	24 00	12 00		
Halville.....	Dundas ..... O	175 84	70 00			
Halpenny.....	Lanark, N.R. .... O	6 16	12 00			
Halston.....	Hastings, E.R. .... O	11 50	12 00			
Halversen.....	Pontiac ..... Q	17 00	12 00			
Hamill's Point.....	Simcoe, E. R. .... O	95 00	50 00			
Hamilton.....	Prince East ..... P.E.I	33 45	16 00			
Hamilton Beach.....	Wentworth, S.R. .O	112 50	62 00			
Hamilton Cove.....	Saguenay ..... Q	45 00	20 00	*30 00		
Hamilton Mountain.....	Sunbury & Queen's. N.B	9 10	12 00			
Hamlet.....	Simcoe, E.R. .... O	48 00	20 00			
Hammond.....	Russell ..... O	147 43	60 00			
Hammondvale.....	King's ..... N.B	44 50	40 00	4 00		
Hampden.....	Grey, S.R. .... O	37 00	20 00			
Hampshire.....	Queen's West. .... P.E.I	13 50	12 00			
Hampshire Mills.....	Simcoe, E.R. .... O	25 93	18 00			
Hampstead.....	Oxford, N.R. .... O	200 03	40 00			
Hampton.....	Prince East ..... P.E.I	125 29	50 00	4 00		
Hampton.....	Annapolis ..... N.S	113 00	32 00			
Hamtown.....	York ..... N.B	9 00	12 00			
Hanceville.....	Yale & Cariboo.... B.C	79 60	32 00			
Hanford Brook.....	St. John..... N.B	10 00	16 00			
Hanlan.....	Peel ..... O	8 50	18 00			
Hanlan.....	Selkirk ..... M	27 98	20 00			
Hannon.....	Wentworth, S.R. .O	55 52	28 00			
Hansford.....	Cumberland..... N.S	50 00	24 00	2 00		
Hanwell.....	York ..... N.B	8 00	12 00			
Happy Valley.....	Victoria ..... B.C	20 00	20 00			
Harbord.....	Carleton ..... O	80 76	32 00			
Harbour Road.....	Antigonishe ..... N.S	7 50	10 00			
Harbourville.....	King's ..... N.S	140 00	60 00			

\* Including a special forward allowance. of \$24.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.		Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Hardinge.....	Addington.....	O	16 00	16 00					
Hardingville.....	St. John.....	N.B	28 03	16 00					
Hardwicke.....	Northumberland.....	N.B	97 44	30 00					
Hardwood Flat.....	Compton.....	Q	22 00	12 00					
Hardwood Lake.....	Renfrew, S.R.....	O	7 47	10 00					
Hardwood Lands.....	Hants.....	N.S	13 06	12 00					
Harewood.....	Westmoreland.....	N.B	7 50	10 00					
Hargrave.....	Brandon.....	M	246 00	60 00					18 00
Harkaway.....	Grey, E.R.....	O	274 35	60 00					
Harlem.....	Leeds, S.R.....	O	52 00	20 00					
Harley.....	Oxford, S.R.....	O	106 94	44 00		24 50			
Harley Road.....	Sunbury & Queen's.....	N.B	13 00	12 00					
Harlock.....	Huron, S.R.....	O	22 76	24 00					
Harlowe.....	Addington.....	O	62 61	28 00					
Harmony.....	King's.....	N.S	29 94	12 00					
Harmony Mills.....	Shelburne & Queen's.....	N.S	54 92	30 00		2 00			6 00
Harold.....	Hastings, N.R.....	O	109 93	40 00					
Harper.....	Lanark, S.R.....	O	99 94	48 00					
Harper's Camp.....	Yale & Cariboo.....	B.C	136 66	30 00					
Harperville.....	Selkirk.....	M	20 83	12 00					
Harpley.....	Middlesex, N.R.....	O	42 00	16 00					
Harrietsville.....	Middlesex, E.R.....	O	179 96	88 00					
Harrington Cove.....	Halifax.....	N.S	93 30	28 00					
Harrington.....	Queen's East.....	P.E.I	9 97	12 00					
Harrington, East.....	Argenteuil.....	Q	83 00	40 00					
Harrington Harbour.....	Saguenay.....	Q	6 00	12 00					
Harrison's Corners.....	Cornwall.....	O	90 46	44 00					
Harrison Hot Springs.....	New Westminster.....	B.C	573 17	100 00					
Harrison River.....	New Westminster.....	B.C	151 58	60 00					
Harrison Road.....	Cumberland.....	N.S	28 30	12 00					
Harrison Settlement.....	Cumberland.....	N.S	9 00	12 00					
Harrisville.....	Westmoreland.....	N.B	8 00	12 00					
Harrowby.....	Marquette.....	M	51 20	20 00					12 00
Hartfield.....	Muskoka & Parry Sd.....	O	11 50	12 00					
Hartfield.....	York.....	N.B	23 88	12 00					
Hartford.....	Norfolk, N.R.....	O	98 32	48 00					
Hartford.....	Cumberland.....	N.S	55 00	20 00					
Hartford.....	Carleton.....	N.B	11 90	12 00					
Hartington.....	Addington.....	O	93 35	50 00		4 00			
Hartley.....	Victoria, N.R.....	O	89 93	40 00					
Hartsmere.....	Addington.....	O	46 00	20 00					
Hartsville.....	Prince East.....	P.E.I	13 05	12 00					
Hartville.....	Hants.....	N.S	90 97	24 00					
Harvey.....	Renfrew, S.R.....	O	60 91	30 00					
Harvey Bank.....	Albert.....	N.B	130 00	70 00					
Harwich.....	Kent.....	O	189 36	70 00					
Harwood.....	Northumberland, W.R.....	O	134 00	80 00					
Harwood Plains.....	Carleton.....	O	15 00	12 00					
Haseville.....	Missisquoi.....	Q	3 00	10 00					
Hassett.....	Digby.....	N.S	12 00	12 00					
Hastings.....	Cumberland.....	N.S	6 50	12 00					
Hastings.....	Albert.....	N.B	11 97	12 00					
Hastings.....	Burrard.....	B.C	36 00	20 00					
Hatchley Station.....	Oxford, S.R.....	O	46 45	20 00					
Hatfield Point.....	King's.....	N.B	133 45	56 00		8 00			
Hatherton.....	Grey, E.R.....	O	24 57	12 00					

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Hatzic Prairie	New Westminster... B.C	10	00	20	00	
Haultain	Peterborough, E.R. . . . . O	31	90	18	00	
* Hauteur	Rimouski . . . . . Q	10	00	2	50	
Havelock	Digby . . . . . N.S	23	86	16	00	
Havergal	Hastings, N.R. . . . . O	55	91	24	00	
Hawk Lake	Algoma . . . . . O	24	98	16	00	
Hawkshaw	York . . . . . N.B	82	74	36	00	
Hawley	Lennox . . . . . O	30	10	20	00	
Hawthorne	Russell . . . . . O	32	66	16	00	
Hawthorne	Inverness . . . . . N.S	6	00	12	00	
Hawtreay	Oxford, S.R. . . . . O	358	00	110	00	20 00
Hay	Perth, S.R. . . . . O	262	00	100	00	
Hay Bay	Lennox . . . . . O	11	93	12	00	
Hayburn	Lennox . . . . . O	33	96	16	00	
Hay Cove	Richmond . . . . . N.S			12	00	12 00
Haydon	Durham, W.R. . . . . O	71	60	30	00	
Hayesland	Wentworth, S.R. . . . . O	24	44	16	00	
Hayesville	York . . . . . N.B	39	00	16	00	
Hayfield	Brandon . . . . . M	45	99	20	00	
Hay's River	Inverness . . . . . N.S	13	50	12	00	2 00
Haysville	Waterloo, S.R. . . . . O	202	84	90	00	
Hayward	Assa. East . . . . .	15	00	16	00	
Hazel Cliffe	Assa. East . . . . .	49	97	20	00	
Hazeldean	Carleton . . . . . O	156	00	68	00	
Hazel Grove	Queen's West. . . . . P.E.I	18	00	12	00	
Hazelmere	New Westminster . . . . . B.C	57	06	24	00	
† Hazelton	Burrard . . . . . B.C	20	00	3	33	
Hazzard's Corners	Hastings, N.R. . . . . O	41	49	20	00	
Headford	York, E.R. . . . . O	52	98	20	00	
Headingley	Selkirk . . . . . M	152	50	60	00	5 00
Head Lake	Victoria, N.R. . . . . O	21	00	14	00	
Head of Amherst	Cumberland . . . . . N.S	56	00	24	00	
Head of Cardigan	King's . . . . . P.E.I	18	00	12	00	
Head of Chezzetcook	Halifax . . . . . N.S	86	45	40	00	5 00
Head of Hillsborough	King's . . . . . P.E.I	16	00	12	00	
Head of Indian Harbour Lake	Guysborough . . . . . N.S	36	50	16	00	
Head of Jeddore	Halifax . . . . . N.S	65	00	24	00	6 00
Head of Jordan River	Shelburne & Queen's . . . . . N.S	139	00	60	00	
Head of Millstream	King's . . . . . N.B	32	50	16	00	
Head of River Hebert	Cumberland . . . . . N.S	76	00	42	00	
Head of St. Margaret's Bay	Halifax . . . . . N.S	145	00	60	00	
Head of Tatamagouche Bay	Colchester . . . . . N.S	70	00	28	00	4 00
Head of Tide	Restigouche . . . . . N.B	32	00	16	00	8 00
Heal	Vancouver . . . . . B.C		7 56	20	00	
Heaslip	Brandon . . . . . M	118	92	40	00	
Heathbell	Pictou . . . . . N.S	27	01	16	00	
Heather	Lambton, E.R. . . . . O	12	61	12	00	
Heatherdale	King's . . . . . P.E.I	27	02	14	00	
Heatherton	Antigonishe . . . . . N.S	200	00	90	00	14 00
Heathton	Stanstead . . . . . Q	59	85	42	00	
Hebertville Station	Chicoutimi . . . . . Q	220	47	60	00	
Hebron	Albert . . . . . N.B	12	00	12	00	
Hecla	Selkirk . . . . . M	31	73	16	00	
Heckston	Grenville, N.R. . . . . O	128	57	60	00	
Hectanooga	Digby . . . . . N.S	95	95	36	00	

\* Opened 1-3-99. † Opened 1-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hedgeville	Pictou . . . . . N.S	20 00	12 00		
Hedleyville	Quebec . . . . . Q	100 00	40 00		
Hednesford	Assa. West . . . . .	20 50	12 00		
Heidelberg	Waterloo, N.R. . . . . O	338 00	130 00		
Hekkla	Muskoka & Parry Sd. . . . . O	23 00	12 00		
Helena	Huntingdon . . . . . Q	55 80	48 00		
Hemford	Lunenburg . . . . . N.S	79 00	18 00		
Hemison	Dorchester . . . . . Q	40 05	27 00		
Hemlock	Norfolk, S.R. . . . . O	52 11	20 00		
Henderson Settlement	Sunbury & Queen's . . . . . N.B	12 00	12 00		
Henderson Settlement	Cumberland . . . . . N.S	32 35	24 50		
Henderson's Grove	Mégantic. . . . . Q	51 93	20 00		
Henderson Vale.	Mégantic. . . . . Q	8 00	12 00		
Henfryn	Huron, E.R. . . . . O	76 50	30 00		
Hennigar	Hants . . . . . N.S	22 94	12 00		
Henry	Prescott . . . . . O	17 92	16 00		
Henrysburg	Missisquoi. . . . . Q	75 43	36 00		
Herdman	Huntingdon . . . . . Q	121 85	48 00		
Hereford	Compton . . . . . Q	38 00	16 00		
Hereward	Wellington, C.R. . . . . O	58 93	33 00		
Heriot Bay	Burrard. . . . . B.C	87 53	30 00		
Hermanville	King's . . . . . P.E.I	13 00	12 00		
Hermion	Hastings, N.R. . . . . O	71 91	36 00		
*Hernando Island	Vancouver . . . . . B.C	20 00	15 00		
Hernefield	Brandon . . . . . M	19 60	16 00		
Heron	Assa. East . . . . .	16 74	12 00		
Heron Bay	Algoma . . . . . O	77 00	61 00		
Heron Island	Restigouche. . . . . N.B	17 00	12 00		
Heronville	Champlain . . . . . Q	43 08	10 00		
Herring Cove	Halifax . . . . . N.S	23 20	12 00		
Herron's Mills	Lanark, N.R. . . . . O	25 00	20 00		
Hesson	Perth, N.R. . . . . O	79 00	40 00		
Hewitt	Haldimand & Monck. . . . . O	57 49	28 00		
Hexham	Northumberland. . . . . N.B	8 00	12 00		
Heyworth	Wright. . . . . Q	33 87	20 00		
Hiawatha	Peterborough, E.R. . . . . O	23 00	12 00		
Hibernia	Sunbury & Queen's . . . . . N.B	50 00	20 00		
Hickson	Oxford, N.R. . . . . O	236 00	90 00		
Hicksville	Westmoreland. . . . . N.B	6 00	12 00		
Higgin's Road	Prince West. . . . . P.E.I	20 89	12 00		
High Bank	Queen's East. . . . . P.E.I	22 00	16 00		
Highbury	King's. . . . . N.S	8 00	12 00		
High Falls	Renfrew, S.R. . . . . O	3 00	12 00		
Highfield	York, W.R. . . . . O	46 00	20 00		
Highfield	Hants. . . . . N.S	34 90	20 00		
Highfield	Sunbury & Queen's. . . . . N.B	24 60	12 00		
Highland Grove	Peterborough, E.R. . . . . O	96 29	24 00		
Highland Village	Colchester . . . . . N.S	30 00	18 00		
Highlands	Carleton . . . . . N.B	52 97	32 00		
High View	Assa. East . . . . .	53 13	28 00		
Hildegard	Westmoreland . . . . . N.B	5 00	12 00		
Hilden	Colchester . . . . . N.S	31 55	16 00		
Hillandale	Victoria. . . . . N.B	14 00	12 00		
Hillaton	King's. . . . . N.S	78 91	33 00		
Hillburn	Assa. East . . . . .	38 44	16 00		
Hill Crest	Mégantic. . . . . Q	13 20	12 00		
Hillesden	Assa. East . . . . .	44 28	24 00		

\* Closed 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hill Farm	Assa. East	62 49	30 00		
Hill Grove	Digby N.S.	57 00	24 00		
Hill Head	Argenteuil Q.	21 10	12 00		
Hillhurst	Compton Q.	181 00	80 00		
Hillier	Prince Edward O.	148 70	72 00	8 00	
Hillman	Essex, S.R. O.	11 00	12 00		
Hillsborough	Lambton, W.R. O.	20 00	12 00		
Hillsborough	Inverness N.S.	43 97	20 00		6 00
Hillsburn	Annapolis N.S.	15 00	12 00		
Hillsdale	Inverness N.S.	9 00	12 00		
Hillsdale	King's N.B.	49 00	22 00		
Hill's Green	Huron, S.R. O.	107 08	34 00		
Hillside	Missisquoi Q.	6 50	0 83		
Hillside	Cape Breton N.S.	15 00	12 00		
Hillside, Boulardarie	Cape Breton N.S.	6 00	4 17		
Hillside	Albert N.B.	3 50	10 00		
Hillside	Muskoka & P. Sound O.	30 43	12 00		
Hillsvale	Hants N.S.	23 60	12 00		
Hillview	Brandon M.	73 21	48 00		
Hilly Grove	Algoma O.	21 34	16 00		
Hinch	Addington O.	16 82	16 00		
Hiram	Albert N.B.	13 00	12 00		
Hirsch	Assa. East	22 00	20 00		
Hnausa	Selkirk M.	36 97	20 00		
Hoard's Station	Northumberland, E.R. O.	105 37	48 00		
Hoasic	Dundas O.	12 00	12 00		
Hoath Head	Grey, N.R. O.	38 25	20 00		
Hobart	Simcoe, E.R. O.	19 50	12 00		
Hochstadt	Provencher M.	32 98	26 00		
Hockley	Cardwell O.	178 00	70 00		
Hodgins	Pontiac Q.	14 97	12 00		
Hodson	Pictou N.S.	20 00	16 00		
Holbrook	Oxford, S.R. O.	43 00	32 00		
Holderville	King's N.B.	41 90	16 00		
Holiday	Oxford, N.R. O.	29 00	16 00		
Holland's Mills	Labelle Q.	66 00	32 00		
Hollbroke	Alta	37 47	35 00		
Holleford	Addington O.	18 50	12 00		
Holly	Simcoe, S.R. O.	36 39	24 00		
Holly Park	York, N.R. O.	8 00	12 00		
Holmesville	Carleton N.B.	11 97	12 00		
Holmesville	Huron, S.R. O.	153 01	76 00	5 00	
Holmfield	Liagar M.	321 07	120 00		
Holt	York, N.R. O.	44 00	22 00		
Holton	Chateaugay Q.	64 71	28 00		
Holyrood	Bruce, W.R. O.	116 00	60 00		
Homer	Lincoln & Niagara O.	75 00	30 00		
Homeville	Cape Breton N.S.	35 00	16 00		
Honora	Algoma O.	79 50	20 00		
Hope Bay	Bruce, N.R. O.	53 44	24 00		
Hopefield	Renfrew, S.R. O.	3 00	12 00		
Hopefield	Queen's East P.E.I.	19 92	12 00		
Hope River	Queen's West P.E.I.	25 87	16 00		
Hopetown	Bonaventure Q.	31 00	38 00		12 00
Hopetown	Lanark, N.R. O.	93 00	36 00	4 00	
Hopeville	Grey, E.R. O.	121 00	68 00		

\*Opened 1-6-99.

+Opened 1-2-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Hopewell	Albert. N.B.	28	91	22	00	
Hopewell Hill	Albert. N.B.	299	50	110	00	10 00
Hopper	Albert. N.B.	22	97	12	00	
Hornby	Halton O	30	00	35	00	
Hornby Island	Vancouver B.C.	85	33	30	00	
*Horncastle	Victoria, N.R. O	10	65	12	00	1 00
Horn's Road	Cape Breton N.S.	14	00	12	00	
Horsefly	Yale & Cariboo B.C.	35	50	30	00	
Horse Hills	Alta	35	00	16	00	
Hotham	Muskoka & Parry Sd. O	15	00	12	00	
Hotspur	Peterborough, E.R. O	28	00	16	00	
Houghton	Norfolk, S.R. O	70	75	44	00	
Housey's Rapids	Ontario, N.R. O	99	51	32	00	
Howard	Marquette M	65	47	24	00	
Howard Valley	Argenteuil Q	42	00	10	00	
Howe Island	Frontenac O	15	00	12	00	
Howe Sound	Burrard B.C.	35	76	22	00	
Howlett	Middlesex, S.R. O	34	00	16	00	
Huberdeau	Argenteuil Q	212	75	68	00	
Hubley Settlement	Halifax N.S.	59	90	24	00	
Hubrey	Middlesex, S.R. O	72	00	40	00	
Hudson Heights	Vaudreuil Q	218	60	80	00	
Huestis Landing	Sunbury & Queen's N.B.	3	75	10	00	
Hulbert	Dundas O	45	00	20	00	
Hulcar	Yale & Cariboo B.C.	42	00	20	00	2 00
Humber	York, W.R. O	110	40	50	00	
Humber Bay	York, W.R. O	299	87	160	00	
Hun's Valley	Macdonald M	131	94	24	00	
Hunter's Home	Sunbury & Queen's N.B.	7	97	12	00	
Hunter's Mountain	Victoria N.S.	23	91	16	00	
Hunter's Point	Pontiac Q	109	00	65	00	
Hunter's River	Queen's West P.E.I.	179	93	100	00	60 00
Hunterstown	Maskinongé Q	47	50	16	00	
Huntingdon	New Westminster B.C.	108	05	50	00	
Huntingfield	Huron, E.R. O	57	00	20	00	
Huntington	Cape Breton N.S.	7	00	12	00	
Huntingville	Sherbrooke Q	57	00	24	00	
Huntley	Lanark, N.R. O	33	96	44	00	
Hunt's Point	Shelburne & Queen's N.S.	43	00	16	00	
Hurdman's Bridge	Russell O	31	00	16	00	
Hurdville	Muskoka & Parry Sd. O	31	43	16	00	
Hurondale	Perth, S.R. O	18	00	12	00	
Husavick	Selkirk M	18	54	16	00	
Hutchison	Middlesex, N.R. O	8	00	12	00	
Hutchinson Settlement	Halifax N.S.	6	50	12	00	
Hutton House	Simcoe, E.R. O	49	37	20	00	
Huttonsville	Peel O	186	00	64	00	
Hybla	Hastings, N.R. O	37	00	20	00	
Hyde Park Corner	Middlesex, E.R. O	212	74	60	00	
Hyder	Lisgar M	75	18	24	00	
Hyndford	Renfrew, S.R. O	95	00	30	00	
Hyndman	Grenville, S.R. O	11	97	12	00	
<b>I</b> CELANDIC RIVER	Selkirk M	158	57	80	00	4 00
Ida	Durham, E.R. O	87	00	40	00	
Ida	Sunbury & Queen's N.B.	4	50	10	00	

\* Closed 1-1-99.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ignace.....	Algoma..... O	237 02	110 00		10 83
Ifracombe.....	Muskoka & Parry Sd. O	47 42	24 00		
Imlah.....	King's..... N.B	15 00	12 00		
Inchby.....	Sunbury & Queen's. N.B	20 00	12 00		
Indian Brook.....	Victoria..... N.S	16 25	12 00		
Indian Ford.....	Macdonald..... M	61 25	30 00		
Indian Harbour.....	Halifax..... N.S	75 61	36 00		
Indian Island.....	Charlotte..... N.B	26 97	16 00		
Indian Lorette.....	Quebec..... Q	215 72	64 00	16 00	
Indian Mountain.....	Westmoreland..... N.B	7 00	10 00		
Indian Point.....	Lunenburg..... N.S	17 00	12 00		
Indian River.....	Peterborough, E.R..... O	21 36	18 00		
Indian River.....	Prince East..... P.E.I	50 29	20 00		
Indian Road.....	Hants..... N.S	18 91	12 00		
Ingle.....	Addington..... O	61 07	20 00		
*Ingle side.....	Macdonald..... M	4 48	1 67		
Inglis Falls.....	Grey, N.R..... O	43 00	20 00		
Inglisville.....	Annapolis..... N.S	29 00	16 00		
Ingolfsby.....	Victoria, N.R..... O	32 97	20 00		
Ingomar.....	Shelburne & Queens. N.S	52 00	24 00		
Ingomish Ferry.....	Victoria..... N.S	21 00	12 00		
Ingram River.....	Halifax..... N.S	49 87	20 00		
Inholmes.....	Muskoka & Parry Sd. O	34 75	20 00		
Inistioge.....	Grey, E.R..... O	13 00	16 00		
Inkerman.....	Dundas..... O	294 46	150 00		
Inlet.....	Labelle..... Q	19 00	16 00		
Innisfil.....	Simcoe, S.R..... O	13 00	16 00		
Innisville.....	Lanark, S.R..... O	85 44	38 00		
Inisinger.....	Assa. East.....	25 36	8 33		
Intervale.....	Westmoreland..... N.B	8 90	12 00		
Inverhaugh.....	Wellington, C.R..... O	16 00	12 00		
Inverhuron.....	Bruce, W.R..... O	137 50	50 00		
Inverness.....	Prince West..... P.E.I	12 50	12 00		
Iona Station.....	Elgin, W.R..... O	237 55	108 00	6 00	
Ireland.....	Renfrew, S. R..... O	16 95	12 00		
Irens.....	Dundas..... O	70 50	36 00	4 00	
Ireton.....	Yarmouth..... N.S	14 00	12 00		
Iris.....	Simcoe, N.R..... O	28 88	16 00		
Irish Cove.....	Queen's East..... P.E.I	19 00	12 00		
Irish Lake.....	Cape Breton..... N.S	94 21	30 00	2 00	
Irishtown.....	Grey, S.R..... O	13 98	12 00		
Iron Bridge.....	Westmoreland..... N.B		10 00		
Iron Hill.....	Algoma..... O	141 88	72 00	2 00	
Iron Mines.....	Brome..... Q	136 05	44 00		
Iron Ore.....	Inverness..... N.S	15 26	12 00		
Iron Rock.....	Pictou..... N.S	13 00	12 00		
Iron Rock.....	Pictou..... N.S	17 00	20 00		
Ironside.....	Wright..... Q	97 40	37 00		
Irvine.....	Mégantic..... Q	15 96	12 00		
Irvine's Landing.....	Burrard..... B.C	24 26	20 00		
Irvine Settlement.....	Albert..... N.B	16 00	12 00		
Isafold.....	Selkirk..... M	19 82	12 00		
Isberwood.....	Algoma..... O	28 97	16 00		
Island Brook.....	Compton..... Q	171 70	76 00		
Island River.....	Gloucester..... N.B	20 00	16 00		
Islay.....	Victoria, N.R..... O	46 00	24 00		
Isle aux Courtes.....	Charlevoix..... Q	59 00	24 00		

\* Closed 1-8-98.

+ Opened 1-9-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Isle aux Grues	Montmagny	Q	79 88	40 00	
*Isle aux Noix	St. Johns & Iberville	Q	143 90	56 00	
Isle Bizard	Jacques Cartier	Q	41 15	22 00	
Isle des Chênes	Provencher	M	19 76	12 00	
Isle Dupas	Berthier	Q	51 25	50 00	
Isle Perrot	Vaudreuil	Q	5 00	16 00	
Isle Perrot, Nord	Vaudreuil	Q	30 00	20 00	
Islington	York, W.R.	O	141 70	64 00	
Italy Cross	Lunenburg	N.S	31 00	16 00	
Ivan	Middlesex, S.R.	O	86 95	40 00	
Ivanhoe	Hastings, N.R.	O	175 30	84 00	
Ivera	Victoria	N.S	12 00	12 00	
Ives	Wolfe	Q	45 00	16 00	
Ivry	Témiscouata	Q	169 93	60 00	
Ivy	Simcoe, S.R.	O	143 96	64 00	
Ivy Lea	Leeds, S.R.	O	139 00	28 00	
<b>JACKFISH</b>					
Jack Fish Lake	Algoma	O	501 40	200 00	
Jack's Lake	Sask		6 50	12 00	
Jackson	Simcoe, N.R.	O	28 50	20 00	
Jackson	Cumberland	N.S	33 94	16 00	
Jackson	Grey, N.R.	O	83 91	36 00	2 00
Jacksontown	Carleton	N.B	16 96	16 00	
Jacksonville	Cape Breton	N.S	37 76	28 00	
Jaffa	Elgin, E.R.	O	19 82	16 00	
James River	Antigonishe	N.S	11 72	12 00	
James River Station	Antigonishe	N.S	72 66	30 00	19 50
Jamestown	Huron, E.R.	O	255 00	70 00	
Jamesville	Victoria	N.S	3 50	14 00	
Jamieson	Lanark, N.R.	O	9 00	12 00	
Janetville	Durham, E.R.	O	162 10	60 00	
Janeville	Gloucester	N.B	56 75	28 00	
†Jardineville	Kent	N.B	15 00	0 83	
Jarlsberg	Muskoka & Parry Sd.	O	70 20	28 00	
Jarnac	Labelle	Q	19 00	12 00	
Jarratt's Corners	Simcoe, E.R.	O	90 00	40 00	
Jeanette's Creek	Kent	O	160 05	70 00	
Jeddore Oyster Ponds	Halifax	N.S	124 48	48 00	2 00
Jefferson	York, W.R.	O	53 88	22 00	
Jeffry	King's	N.B	18 42	16 00	
Jellyby	Brockville	O	40 98	20 00	
Jemseg	Sunbury & Queen's	N.B	96 91	32 00	
Jenkins	Sunbury & Queen's	N.B	16 97	16 00	
Jericho	Lambton, E.R.	O	25 81	16 00	
Jermyn	Peterborough, E.R.	O	45 02	22 00	
Jersey Cove	Gaspé	Q	55 00	20 00	
Jersey Mills	Beauce	Q	188 40	60 00	60 00
Jerseyville	Wentworth N. & Brant	O	251 50	120 00	
Jessopville	Grey, E.R.	O	15 68	12 00	
Jewett's Mills	York	N.B	12 00	12 00	
Jocelyn	Algoma	O	124 00	12 00	
Jock Vale	Carleton	O	38 93	20 00	
Joggin Bridge	Digby	N.S	23 86	20 00	
Johnson	Grey, N.R.	O	30 00	16 00	
Johnson's Croft	King's	N.B	5 00	10 00	
Johnson's Mills	Westmoreland	N.B	25 30	12 00	

\* Late St. Valentin † Opened 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allowance.	Night Allowance.
		\$	cts.	\$	cts.		
Johnston	Sunbury & Queen's. N.B.	6	00	12	00		
Johnston's Corners	Russell. O	21	00	12	00		
Johnston's River	Queen's East. P.E.I.	9	00	12	00		
Johnstown	Richmond. N.S.	29	15	16	00		
Johnville	Compton. Q	197	00	84	00		
Johnville	Carleton. N.B.	30	00	20	00		
Jolicure	Westmoreland. N.B.	118	57	52	00		
Jones Corner	King's. N.B.	9	00	12	00		
Jones Falls	Leeds, S.R. O	108	71	24	00		
Jouquières	Chicoutimi. Q	259	04	100	00	4 00	12 00
Jordan Bay	Shelburne & Queen's. N.S.	13	97	16	00		
Jordan Bay, East Side	Shelburne & Queen's. N.S.	79	96	20	00		
Jordan Branch	Shelburne & Queen's. N.S.	6	00	12	00		
Jordan Ferry	Shelburne & Queen's. N.S.	25	40	12	00		
Jordan Station	Lincoln & Niagara. O	185	00	60	00		
Josephsburg	Waterloo, S.R. O	25	00	12	00		
Josephsburg	Assa. West	38	42	16	00		
Joyceville	Frontenac. O	25	51	20	00		
Joynt	Wright. Q	13	00	16	00		
Jubilee	Victoria. N.S.	15	00	12	00		
Juddhaven	Simcoe, E.R. O	81	70	30	00		
Judique	Inverness. N.S.	58	75	24	00	8 00	10 00
Jumping Pond	Alta	19	19	12	00		
Junetown	Leeds, S.R. O	46	50	27	00		
Juniper Mount	Cape Breton. N.S.			12	00		
Jura	Lambton, E.R. O	18	83	20	00		
Juvenile Settlement	Sunbury & Queen's. N.B.	30	78	20	00		
<b>KALADAR STATION.</b>	Addington. O	35	00	20	00		
Kaleida	Lisgar. M	16	51	16	00		
Kaimar	Algoma. O	67	63	8 33			
Kaministiquia	Algoma. O	179	45	50	00		30 00
Kamsack	Assa. East	29	19	30	00		
Kananaskis	Alta	51	25	30	00		12 00
Kaposvar	Assa. East	51	00	20	00	4 00	
Katepwe	Assa. East	66	16	24	00		
Katevale	Stanstead. Q	61	00	24	00		
Katrine	Muskoka & Parry Sd. O	116	07	55	00		
Kay Settlement	Westmoreland. N.B.	5	00	10	00		
Kazubazua	Wright. Q	402	45	120	00	6 00	
Keats	Westmoreland. N.B.	18	00	16	00		
Kebron	King's. N.B.	9	00	12	00		
Keeters	Yale & Cariboo. B.C.	57	23	45	00		
Keenansville	Cardwell. O	167	78	76	00		
Keirsteadville	King's. N.B.	23	80	16	00		
Keith	Compton. Q	20	85	16	00		
Keithley Creek	Yale & Cariboo. B.C.	29	14	24	00		
Keldon	Wellington, N.R. O	51	00	24	00		
Kelloe Station	Marquette. M	54	00	28	00		
Kells	Nipissing. O	27	00	16	00		
Kelly's Cross	Prince East. P.E.I.	60	00	24	00		
Kelly's Cove	Yarmouth. N.S.	29	51	20	00		
Kelly's Mills	Megantic. Q	† 6	00				
Kelao	Huntingdon. Q	94	60	50	00		
Kelao	Halton. O	60	40	30	00		
Kelvin	Norfolk, N.R. O	166	96	64	00		

\* Opened 1-9-98. † Credit for new office not yet opened.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Kelvin	Macdonald. M	4 60	1 00		
Kemble	Grey, N.R. O	181 50	84 00	4 00	
Kemnay	Brandon. M	123 00	50 00		12 00
Kempt	Shelburne & Queen's N.S	164 78	68 00		
Kempt Head	Victoria. N.S	14 00	12 00	2 00	
Kempt Road	Richmond. N.S	22 94	14 00		10 00
Kempt Shore	Hants. N.S	120 10	50 00		
Kempt Town	Colchester. N.S	20 97	12 00		
Kemptville	Yarmouth. N.S	116 91	48 00		
Kendal	Durham, W.R. O	191 00	80 00		
Kenilworth	Wellington, N.R. O	160 13	50 00	20 00	
Kenlis	Assa. East	332 94	120 00		
Kenmore	Russell. O	244 61	90 00		
Kennaway	Peterborough, E.R. O	20 00	12 00		
Kennebecasis Island	King's. N.B	9 24	12 00		
Kennicott	Perth, N.R. O	62 00	28 00		
Kennell	Assa. West	73 25	30 00		
Kennetcook Corner	Hants. N.S	69 85	12 00		
Kennington Cove	Cape Breton. N.S	11 00	12 00		
†Kénogami	Chicoutimi. Q	6 00	4 17		
Kensington	Huntingdon. Q	93 75	40 00		
Kensington	Middlesex, E.R. O	113 00	48 00		
Kent	Halifax. N.S	41 00	20 00		
Kent Bridge	Bothwell. O	409 82	140 00	6 00	
Kent Junction	Kent. N.B	10 00	18 00		
Keohan	King's. N.B	11 00	18 00		
Kepler	Frontenac. O	18 00	16 00		
Keremeos	Yale & Cariboo. B.C	116 00	40 00		
Kerfoot	Macdonald. M	32 00	30 00		
Kerrowgare	Pictou. N.S	54 00	24 00		
Kerry	Albert. N.B	6 00	12 00		
Kertch	Lambton, W.R. O	86 40	32 00		
Keswick Ridge	York. N.B	51 00	24 00	36 00	
Ketch Harbour	Halifax. N.S	4 00	12 00		
Keward	Grey, N.R. O	‡ 8 00			
Kewstoke	Inverness. N.S	9 00	12 00		
Khiva	Middlesex, N.R. O	46 88	12 00		
Kilbain	Huntingdon. Q	35 95	18 00		
Kilbride	Halton. Q	205 63	90 00		
Kildare	Joliette. Q	426 62	90 00	20 00	
Kildare	Prince West. P. E. I	66 00	20 00		
Kildare Capes	Prince West. P. E. I	11 00	16 00		
Kildonan	Selkirk. M	10 00	20 00		
Kilfoil	Carleton. N.B	19 91	12 00		
Kilgorie	Simcoe, S.R. O	8 00	12 00		
Kilkenny Lake	Cape Breton. N.S	15 85	12 00		
Killaloe	Renfrew, S.R. O	208 31	105 00	2 00	
Killaloe Station	Renfrew, S.R. O	515 00	190 00	30 00	
Killam's Mills	Westmoreland. N.B	7 00	12 00		
Killarney	Nipissing. O	196 48	80 00	30 00	24 00
Killean	Wellington, S.R. O	21 37	16 00		
Killowen	Argenteuil. Q	14 00	12 00		
Killyleagh	Simcoe, S.R. O	19 00	12 00		
Kilmanagh	Peel. O	14 00	12 00		
Kilmarnock	Lanark, S.R. O	26 90	16 00		
Kilmartin	Middlesex, W.R. O	12 00	12 00		
Kilmaurs	Carleton. O	57 63	28 00		

\* Closed 1-8-98. † Opened 1-2-99. ‡ Credit for new office not yet opened.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.		Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Kilworthy.....	Ontario, N.R.	O	116 53	56 00					
Kimball.....	Lambton, W.R.	O	59 47	20 00					
Kimbo.....	Wentworth, S.R.	O	23 82	16 00					
Kinbrae.....	Assa. East	O	31 00	20 00					
Kincardine.....	Victoria, N.B.	O	44 25	20 00		10 00			
Kingarf.....	Bruce, W.R.	O	73 87	28 00					
Kingsborough.....	King's, P.E.I.	O	28 00	16 00					
King Creek.....	York, N.R.	O	21 00	16 00					
Kingarth.....	York, N.B.	O	12 60	12 00					
Kinghurst.....	Grey, N.R.	O	11 00	12 00					
Kinglake.....	Norfolk, S.R.	O	67 94	24 00					
Kingross.....	Inverness, N.S.	O	15 00	12 00					
Kingsbridge.....	Huron, W.R.	O	110 00	44 00					
Kingsbury.....	Lunenburg, N.S.	O	16 00	12 00					
Kingscote.....	Grey, E.R.	O	27 00	16 00					
Kingscourt.....	Lambton, E.R.	O	28 00	20 00					
Kingscroft.....	Stanstead, Q.	O	59 00	20 00					
Kingsey.....	Drummond, Q.	O	91 50	44 00					
Kingsford.....	Hastings, E.R.	O	82 77	48 00					
King's Head.....	Pictou, N.S.	O	17 30	12 00					
Kingsley.....	Lisgar, M.	O	44 95	20 00					
Kingsley.....	York, N.B.	O	6 00	12 00					
*Kingsmere.....	Wright, Q.	O	37 50	20 00					
Kingsmill.....	Elgin, E.R.	O	205 00	80 00		12 00			
Kingston.....	Queen's West, P.E.I.	O	43 00	16 00					
Kingston Mills.....	Frontenac, O.	O	35 79	18 00		6 00			
Kingston Station.....	Kingston, O.	O	214 00	90 00					
Kingston Village.....	King's, N.S.	O	85 00	32 00					
Kingsville.....	Inverness, N.S.	O	23 44	12 00		4 00			
King's Wharf.....	Victoria, S.R.	O	40 00	20 00					
Kinistino.....	Sask.	O	78 16	36 00					
Kinkora.....	Perth, N.R.	O	32 00	24 00					
Kinkora.....	Prince East, P.E.I.	O	72 50	28 00		4 00			
Kinlock.....	Queen's East, P.E.I.	O	23 50	12 00					
Kinloss.....	Bruce, W.R.	O	102 00	36 00		16 00			
Kinlough.....	Bruce, W.R.	O	116 00	50 00		4 00			
Kinosota.....	Macdonald, M.	O	64 75	28 00		4 00			
Kinross.....	Queen's East, P.E.I.	O	52 00	24 00		2 00			
Kinsale.....	Ontario, W.R.	O	134 20	40 00					
Kinsman's Corners.....	King's, N.S.	O	105 47	40 00					
Kinsmore.....	Brandon, M.	O	26 45	12 00					
Kintail.....	Huron, W.R.	O	235 31	90 00					
Kintyre.....	Elgin, W.R.	O	33 25	20 00					
*Kipling.....	Nipissing, O.	O	8 50	1 67					
Kipegun.....	Selkirk, M.	O	29 87	12 00					
Kippewa.....	Pontiac, Q.	O	224 60	90 00		10 00			
Kirby.....	Durham, W.R.	O	46 00	28 00					
Kirkdale.....	Drummond, Q.	O	129 05	48 00					
Kirkhill.....	Glengarry, O.	O	107 97	44 00					
Kirkhill.....	Cumberland, N.S.	O	14 00	12 00					
Kirkland.....	Carleton, N.B.	O	110 75	34 00					
Kirkmount.....	Pictou, N.S.	O	10 00	12 00					
Kirk's Ferry.....	Wright, Q.	O	26 50	16 00					
Kirkpatrick.....	Sask.	O	16 00	16 00					
Kirkwall.....	Wentworth N. & Brant, O.	O	69 00	25 00					
Kirkwood.....	Inverness, N.S.	O	16 20	12 00					6 00
Kiskisink.....	Portneuf, Q.	O	21 45	12 00					

\* Summer office. ‡ Opened 1-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kissina .....	Assa East	21 00	16 00		
Kitchener .....	Yale and Cariboo B.C.	† 15 00			
Kleczkowski .....	Assa East	3 00	3 00		
Kleefeld .....	Provencher M.	42 20	20 00		
Knappdale .....	Middlesex, W.R. O.	3 00	12 00		
Knatchbull .....	Halton O.	14 00	12 00		
Knee Hill Valley .....	Alta	26 85	16 00		
Knowlesville .....	Carleton N.B.	29 75	16 00	2 00	
Knowlton Landing .....	Brome Q.	64 00	24 00		
Knoxford .....	Carleton N.B.	54 00	24 00	2 00	
Knoydart .....	Pictou N.S.	11 94	12 00		
Kohler .....	Haldimand & Monck O.	67 00	32 00		
Koksilah .....	Vancouver B.C.	58 01	40 00		
Kola .....	Brandon M.	150 23	68 00		
Kolapore .....	Grey, E.R. O.	86 10	48 00		
Kolbeck .....	Cumberland N.S.	19 00	12 00		
Korah .....	Algoma O.	12 00	12 00		
Kossuth .....	Waterloo, S.R. O.	108 78	34 00		
Kouchibouguac Beach .....	Kent N.B.	16 72	12 00		
Kronau .....	Assa West	10 00	12 00		
Kualt .....	Perth, N.R. O.	205 00	60 00		
* Kuhnryville .....	Yale & Cariboo B.C.	14 50	5 00		
Kuper Island .....	Vancouver B.C.	80 00	28 00		
Kurtzville .....	Wellington, N.R. O.	70 97	40 00		
† Kuskonook .....	Yale and Cariboo B.C.	246 72	15 00		
Kutawa .....	Assa West	115 67	64 00		
<b>LA BARRIÈRE</b> .....	Berthier Q.	19 00	12 00		
Laberge .....	Châteauguay Q.	15 00	14 00		
La Broquerie .....	Provencher M.	68 28	20 00		
L'Acadie .....	St. John's and Iberville Q.	88 25	60 00		
Lac à la Tortue .....	Champlain Q.	287 47	80 00	21 67	
La Carrière .....	Bagot Q.	28 00	12 00		
Lac au Saumon .....	Rimouski Q.	84 97	16 00		10 50
Lac aux Sables .....	Portneuf Q.	180 97	50 00		
Lac Bellemare .....	Three Riv. & St. Maurice Q.	51 00	24 00		
Lac Chapleau .....	Assa East	2 00	3 00		
Lac Clair .....	Chicoutimi Q.	11 16	12 00		
Lachenaie .....	L'Assomption Q.	35 00	24 00		
La Chevrotière .....	Portneuf Q.	222 00	72 00	56 00	
Lachine Rapids .....	Jacques Cartier Q.	20 00	35 00		
Lac la Biche .....	Alta	11 57	12 00		
Lac La Hache .....	Yale & Cariboo B.C.	309 22	113 00		
Lac la Pêche .....	Champlain Q.	50 00	24 00		
§ Lac Marguerite .....	Assa East		9 24		
Lac Masson .....	Terrebonne Q.	124 50	44 00	2 00	
Lac Nantel .....	Terrebonne Q.	69 00	16 00		
La Conception .....	Labelle Q.	87 10	30 00		
La Conception Station .....	Labelle Q.	44 45	20 00		
Laconia .....	Lunenburg N.S.	7 00	12 00		
Lac Rond .....	Labelle Q.	11 57	12 00		
Lac St. Joseph .....	Portneuf Q.	76 20	30 00		
La Décharge .....	Chicoutimi Q.	11 40	12 00		
Ladd's Mills .....	Stanstead Q.	63 95	28 00		
Lady Bank .....	Grey, E.R. O.	16 73	12 00		

\* Opened 1-1-99.

† Opened 1-10-98.

|| Closed 1-10-98.

§ Closed 7-4-99.

‡ Credit for new office not yet opened.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
La Fayette.....	Bellechasse.....	Q 131 46	50 00		
Lafontaine.....	Simcoe, E. R.....	O 167 00	68 00		
Laggan.....	Glengarry.....	O 161 00	68 00		
La Guerre.....	Huntingdon.....	Q 65 70	28 00		
La Have Island.....	Lunenburg.....	N.S. 49 59	16 00		
Laird.....	Algoma.....	O 30 82	12 00		
Lake.....	Hastings, N. R.....	O 22 00	12 00		
Lake Ainslie Chapel.....	Inverness.....	N.S. 9 00	12 00		
Lake Ainslie (W. Side).....	Inverness.....	N.S. 14 00	14 00		
Lake Ainslie (E. Side).....	Inverness.....	N.S. 16 60	14 00		6 00
Lake Ainslie (S. Side).....	Inverness.....	N.S. 18 00	18 00	10 00	6 00
Lake Annis.....	Yarmouth.....	N.S. 25 75	12 00		
Lake Ayimer.....	Wolfe.....	N.Q. 101 00	48 00		
Lake Baker.....	Victoria.....	N.E. 12 00	12 00		
Lake Beauport.....	Quebec.....	Q 22 36	18 00		
Lakeburn.....	Westmoreland.....	N.E. 12 00	12 00		
Lake Charles.....	Grey, N. R.....	O 20 51	16 00		
Lake Clear.....	Renfrew, S. R.....	O 12 00	16 00		
Lake Clementi.....	Brandon.....	M 10 00	10 00		
Lakedale.....	Guysborough.....	N.S. 11 00	12 00		
Lake Doré.....	Renfrew, N. R.....	O 171 87	60 00		
Lake Edward.....	Portneuf.....	Q 11 94	12 00		
Lake Egmont.....	Halifax.....	N.S. 147 50	60 00	10 00	
Lake Etchemin.....	Dorchester.....	Q 86 40	34 00		
Lakefield.....	Argenteuil.....	Q 41 96	22 00		
Lake Frances.....	Selkirk.....	M 53 88	16 00		
Lake George.....	York.....	N.B. 14 72	12 00		
Lake George.....	King's.....	N.S. 7 00	12 00		
Lake George.....	Yarmouth.....	N.S. 74 70	32 00		
Lakehurst.....	Peterborough, E. R.....	O 21 80	22 00		
Lakeland.....	Macdonald.....	M 12 00	12 00		
Lakelands.....	Cumberland.....	N.S. 8 00	12 00		
Lake La Rose.....	Annapolis.....	N.S. 12 00	12 00		
Lake Law.....	Inverness.....	N.S. 160 22	68 00		
Lakelet.....	Huron, E. R.....	O 20 00	12 00		
Lake Munro.....	Annapolis.....	N.S. 22 50	18 00		
Lake Opinicon.....	Frontenac.....	O 12 00	12 00		
Lake Paul.....	King's.....	N.S. 11 99	12 00		
Lake Ramsay.....	Lunenburg.....	N.S. 6 00	12 00		
Lake Road.....	Albert.....	N.E. 12 50	10 00		
Lake Road.....	Colchester.....	N.S. 302 00	90 00		
* Lakeside.....	Jacques Cartier.....	Q 15 00	12 00		
Lakeside.....	Oxford, N. R.....	O 46 00	24 00		
Lakeside.....	Yarmouth.....	N.S. 9 00	12 00		
Lake St. Mary.....	Wright.....	Q 205 95	88 00		
Lake Stream.....	Kent.....	N.B. 8 50	12 00		
Lake Talon.....	District of Nipissing.....	O 20 00	12 00		
Laketon.....	Kent.....	N.B. 12 00	12 00		
Lake Uist.....	Richmond.....	N.S. 12 00	12 00		
Lakevale.....	Antigonishe.....	N.S. 10 50	12 00		
Lake Verd.....	Queen's East.....	P.E.I. 7 50	10 00		
Lakeview.....	King's.....	N.S. 25 97	20 00		
Lakeview.....	Argenteuil.....	Q 15 00	12 00		
Lakeview.....	Sunbury & Queen's.....	N.B. 100 00	48 00		
Lakeview.....	Elgin, E. R.....	O 75 20	30 00		
Lakeville.....	Carleton.....	N.B.			

\* Summer office opened 1-6-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lakeville.....	King's..... N.S	242 54	90 00	2 00	
Lakeville.....	King's..... P.E.I	37 04	20 00		
Lakeville Corner.....	Sunbury & Queen's... N.B	37 00	16 00		
Lake Weedon.....	Wolfe..... Q	182 82	90 00		
Lakewood.....	St. John..... N.B	11 96	12 00		
Lalonde.....	Prescott..... O	6 00	12 00		
La Macaza.....	Labelle..... Q	20 50	12 00		
La Mare.....	Charlevoix..... Q	7 48	12 00		
L'Amaroux.....	York, E.R..... O	50 25	22 00		
Lamartine.....	L'Islet..... Q	145 29	84 00	4 00	
Lambton Station.....	Beauce..... Q	177 01	50 00		
Lameque.....	Gloucester..... N.B	97 00	30 00		
Lamerton.....	Alta.....	196 50	76 00		
Lamlash.....	Grey, S.R..... O	33 40	20 00		
Lammermoor.....	Lanark, N.R..... O	36 52	12 00		
L'Amoureux.....	Alta.....	52 96	12 00		
Lancelot.....	Muskoka & Parry Sd. O	28 97	16 00		
Landor.....	Colchester..... N.S	22 00	12 00		
Landreville.....	Beauharnois..... Q	19 00	12 00		
Landry.....	Gloucester..... N.B	15 97	12 00		
Lands End.....	King's..... N.B	14 50	12 00		
Land Villa.....	Montmagny..... Q	45 00	12 00		
Lanes.....	Huron, W.R..... O	67 50	30 00		
Lanesville.....	Colchester..... N.S	5 00	12 00		
Lang.....	Peterborough, E.R... O	154 05	50 00		
Langbank.....	Bothwell..... O	74 94	36 00		
Langdon.....	Alta.....	55 46	24 00		12 00
Langenberg.....	Assa. East.....	170 00	60 00		20 00
Langevin.....	Dorchester..... Q	101 47	40 00		
Langford.....	Wentworth N. & Brant O	49 00	45 00		
Langille's.....	Lunenburg..... N.S	54 00	16 00	2 00	
Langley Prairie.....	New Westminster... B.C	140 00	57 00		
Langman.....	Simcoe, N.R..... O	29 98	12 00		
Langside.....	Bruce, W.R..... O	72 00	40 00		
Langstaff.....	York, E.R..... O	25 00	16 00		
Langvale.....	Lisgar..... M	52 00	24 00		
L'Annonciation.....	Labelle..... Q	267 75	100 00	2 00	
Lanoieville.....	Bagot..... Q	100 50	30 00		
Lansdown.....	Carleton..... N.B	23 00	12 00		
Lansdowne.....	Digby..... N.S	28 00	16 00		
Lansdowne Hotel.....	Prince East..... P.E.I	183 10	72 00	19 00	
Lansdowne Station.....	Pictou..... N.S	134 72	64 00	5 67	
L'Anse à Brilliant.....	Gaspé..... Q	16 25	12 00		9 00
L'Anse à Giles.....	L'Islet..... Q	117 00	65 00		
L'Anse à la Barbe.....	Bonaventure..... Q	39 47	16 00		6 00
L'Anse à la Cabane.....	Gaspé..... Q	10 00	20 00		
L'Anse au Beaufile.....	Gaspé..... Q	84 30	40 00		6 00
L'Anse au Foin.....	Chicoutimi..... Q	81 17	36 00		
L'Anse St. Jean.....	Chicoutimi..... Q	74 05	28 00		14 00
Lansing.....	York, W.R..... O	87 42	40 00		
Lantz.....	Lunenburg..... N.S	27 19	12 00		
La Petite Rivière St. François.....	Charlevoix..... Q	72 57	24 00		
La Plaine.....	Terrebonne..... Q	91 50	36 00		
La Présentation.....	St. Hyacinthe..... Q	150 00	60 00		
Lapland.....	Lunenburg..... N.S	10 00	12 00		
L'Archevêque.....	Richmond..... N.S	21 34	12 00		



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
L'Ardoise	Richmond . . . . . N.S.	114 90	52 00		
Larkin	Hastings, E.R. . . . . O	8 00	12 00		
Laroche	Brome . . . . . Q	13 00	16 00		
Larochelle	Mégantic . . . . . Q	13 00	12 00		
Larochelle	Provencher . . . . . M	61 53	18 00		
* Larose Station	Argenteuil . . . . . Q	17 00	5 83		
Larry's River	Guysboro' . . . . . N.S.	93 00	44 00		
La Salette	Norfolk, N.R. . . . . O	113 52	60 00		
La Salle	Selkirk . . . . . M	103 05	50 00	8 00	
Lascelles	Wright . . . . . Q	60 60	24 00		
Laskay	York, N.R. . . . . O	182 00	75 00		
Lasswade	Peterborough, E.R. . . . . O	38 69	20 00		
Laterrière	Chicoutimi . . . . . Q	47 71	30 00		
Latimer	Frontenac . . . . . O	35 50	20 00		
La Trappe	Two Mountains . . . . . Q	158 00	85 00		
Lattie's Brook	Hants . . . . . N.S.	49 00	16 00		
La Tuque	Champlain . . . . . Q	15 50	12 00	2 00	
Launching Place	King's . . . . . P.E.I.	15 47	12 00		
Laurel	Argenteuil . . . . . Q	11 94	12 00		
Lauretta	Prince, West . . . . . P.E.I.	11 94	12 00		
Laurier	Huron, W.R. . . . . O	69 94	24 00		
Laurier	Macdonald . . . . . M	413 94	90 00		
† Lauriston	Grey, S.R. . . . . O	8 00	6 00		
Lauvina	Sunbury & Queen's . . . . . N.B.	12 00	12 00		
Laval	Montmorency . . . . . Q	13 00	12 00		
Lavaltrie	L'Assomption . . . . . Q	130 05	50 00		
Lavant	Lanark, N.R. . . . . O	18 78	12 00		
Lavant Station	Lanark, N.R. . . . . O	137 53	65 00	6 00	
Lavender	Simcoe, S.R. . . . . O	55 64	32 00		
§ La Visitation	Yamaska . . . . . Q	14 50	1 67		
Lawfield	Sunbury & Queen's . . . . . N.B.	4 00	10 00		
Lawrence Mills	Muskoka & Parry Sd. . . . . O	6 00	12 00		
Lawrence Station	Charlotte . . . . . N.B.	78 97	28 00		
Lawrence Station	Elgin, W.R. . . . . O	164 00	60 00		
Lawrencetown	Halifax . . . . . N.S.	35 27	16 00	2 00	
Lawrenceville	Shefford . . . . . Q	359 25	120 00	8 00	
Lawson	Sunbury & Queen's . . . . . N.B.	20 97	12 00		
Lawson	Simcoe, E.R. . . . . O	26 68	16 00		
Layton	Ontario, N.R. . . . . O	56 00	24 00		
Leadbury	Huron, S.R. . . . . O	147 31	50 00		
Leadville	Brome . . . . . Q	25 00	10 00		
Leadfield	Peterborough, E.R. . . . . O	31 80	24 00		
Leamington	Cumberland . . . . . N.S.	30 00	16 00		
Learned Plain	Compton . . . . . Q	42 90	24 00		
Leaside Junction	York, E.R. . . . . O	33 97	16 00		
Leaskdale	Ontario, N.R. . . . . O	68 40	32 00		
Lebanon	Wellington, C.R. . . . . O	25 57	16 00		
Le Bras	Beauce . . . . . Q	91 97	36 00		
Lebret	Assa. East . . . . .	242 00	90 00		
Leclercville	Lotbinière . . . . . Q	148 17	69 00		
Ledge	Charlotte . . . . . N.B.	47 20	24 00		
Lee Avenue	York, E.R. . . . . O	60 00	75 00		
Leeburn	Algoma . . . . . O	31 44	12 00		
Leesboro'	Middlesex, E.R. . . . . O	32 00	16 00		
Leetonia	Norfolk, S.R. . . . . O		0 68		
Lefave's Corners	Simcoe, E.R. . . . . O	12 98	12 00		
Leger Brook	Westmoreland . . . . . N.B.	20 00	12 00		

\* Opened 1-12-98.

† Closed 1-1-99.

§ Opened 1-5-99.

‡ Closed 23-7-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Legere	Northumberland. . . . . N. B	5 00	12 00		
Legere Corner	Westmoreland. . . . . N. B	90 00	30 00		
Legerville	Kent . . . . . N. B	22 97	12 00		
Leg Lake	Simcoe, E. R. . . . . O	41 00	20 00		
Leinster	Lennox. . . . . O	11 94	12 00		
Leitche's Creek	Cape Breton. . . . . N. S	11 00	12 00	2 00	
Leith	Grey, N. R. . . . . O	122 04	53 00		
*Leitrim	Russell. . . . . O	28 27	7 00		
Leland	Addington . . . . . O	12 00	12 00		
Lemesurier	Mégantic. . . . . Q	59 46	26 00		
Lemieux	Prescott. . . . . O	31 61	18 00		
Lemonville	Ontario, W. R. . . . . O	102 75	36 00		
Lena	Lisgar . . . . . M	13 75	20 00		
Lennox	Brandon. . . . . M	19 72	20 00		
Lennox Ferry	Richmond. . . . . N. S	34 00	22 00		
Lenore	Brandon. . . . . M	15 08	16 00		
Leonardville	Charlotte. . . . . N. B	65 97	30 00		
Leopold	Argenteuil . . . . . Q	38 00	16 00		
Leoville	Prince West. . . . . P. E. I	17 88	12 00		
Lequille	Annapolis . . . . . N. S	187 00	100 00		
Lerwick	Victoria . . . . . N. B	5 00	10 83		
Les Dalles	Montcalm . . . . . Q	9 00	12 00		
Les Ecureuils	Portneuf . . . . . Q	100 67	50 00		
Les Escoumains	Saguenay. . . . . Q	97 00	56 00		16 00
Les Fonds	Lotbinière . . . . . Q	72 00	32 00		
Les Grandes Bergeronnes	Saguenay. . . . . Q	21 70	12 00		
Leskard	Durham, W. R. . . . . O	77 00	48 00	2 00	
Les Petites Bergeronnes	Saguenay. . . . . Q	12 12	12 00		
Lessard	Beauce. . . . . Q	47 38	27 00		
Les Saules	Quebec. . . . . Q		18 00		
Letang	Charlotte. . . . . N. B	96 97	28 00		
L'Etete	Charlotte. . . . . N. B	63 00	28 00		
Letterkenny	Renfrew, S. R. . . . . O	11 20	12 00		
† Lever	Charlotte. . . . . N. B	6 00	2 50		
Levesqueville	Nipissing. . . . . O	23 26	12 00		
Lewis Bay	Cape Breton. . . . . N. S	15 92	12 00		
Lewisham	Ontario, N. R. . . . . O	53 25	16 00		
Lewis Head	Shelburne & Queen's N. S	29 96	20 00		
Lewis Mills	Hants. . . . . N. S	12 70	12 00		
Lewis Mountain	Westmoreland. . . . . N. B	8 97	12 00		
Lewis Mountain	Inverness. . . . . N. S	13 04	12 00		
Lewisville	Alta. . . . .	55 05	20 00		
Lewisville	Westmoreland. . . . . N. B	125 85	36 00	2 00	
Lexington	Inverness. . . . . N. S	12 00	12 00		
Libbytown	Stanstead. . . . . Q	32 00	20 00		
Lidford	Marquette. . . . . M	5 00	12 00		
Lifford	Durham, E. R. . . . . O	56 88	36 00		
Lillyfield	Selkirk. . . . . M	16 08	12 00		
Lily	Cumberland. . . . . N. S	15 97	12 00		
Lily Lake	King's. . . . . N. B	23 00	18 00		
Lily Lake	Algoma. . . . . O	12 00	12 00		
Lily Oak	Grey, N. R. . . . . O	24 46	16 00		
Lily Plain	Sask. . . . .	17 00	12 00		
Lime Bank	Russell. . . . . O	24 00	16 00		
Lime Hill	King's. . . . . N. B	12 00	12 00		
Lime Hill	Inverness. . . . . N. S	18 84	12 00		12 00
Limehouse	Halton. . . . . O	96 42	60 00		

\* Re-opened 1-11-98.

† Opened 1-4-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Limekiln.....	York..... N.B.	9 00	12 00			
Lime Lake.....	Hastings, E.R..... O	25 04	16 00			
Lime Rock.....	Pictou..... N.S.	10 00	12 00			
Limestone.....	Lanark, N.R..... O	8 95	12 00			
Lincoln.....	Sunbury & Queen's... N.B.	16 00	12 00			
Lincoln.....	Queen's West..... P.E.I.	9 50	12 00			
Linda.....	Compton..... Q	16 00	14 00			
Linden.....	Cumberland..... N.S.	95 00	44 00	4 00		
Linden Valley.....	Victoria, S.R..... O	92 13	40 00			
Lindenwood.....	Grey, N.R..... O	11 86	12 00			
Lindsay.....	Carleton..... N.B.	12 00	12 00			
Lineboro'.....	Stanstead..... Q	65 85	30 00			
Lineham.....	Alta.....	27 53	20 00			
Lingan.....	Cape Breton..... N.S.	66 90	30 00			
Lingan Road.....	Cape Breton..... N.S.	15 99	12 00			
Linière.....	Beauce..... Q	217 96	80 00	10 00		
Linkletter.....	Prince, East..... P.E.I.	25 00	12 00			
Linton.....	York, N.R..... O	40 17	16 00			
Linton's.....	Sunbury & Queen's... N.B.	12 00	12 00			
Lintrathen.....	Lisgar..... M	46 54	20 00			
Linwood.....	Antigonishe..... N.S.	80 32	30 00			
Lippentott.....	Brandon..... M	17 00	20 00			
Lisbon.....	Oxford, N.R..... O	16 00	16 00			
Lisburn.....	Bruce, W.R..... O	25 75	12 00	1 50		
Liscombe.....	Guysborough..... N.S.	120 78	54 00			
*Liscombe Mills.....	Guysborough..... N.S.	62 33	22 00	1 83		
Lisgar.....	Peel..... O	34 00	20 00			
Lisgar Station.....	Drummond..... Q	121 90	48 00			
L'Islet Station.....	L'Islet..... Q	144 95	+ 84 00			
Lismore.....	Pictou..... N.S.	28 97	16 00			
Lisson.....	King's..... N.B.	8 00	12 00			
Little Bartibog.....	Northumberland..... N.B.	5 25	10 00			
Little Bass River.....	Colchester..... N.S.	81 85	36 00	2 00		
Little Beach.....	St. John..... N.B.	14 00	10 00			
Little Branch.....	Northumberland..... N.B.	35 97	16 00			
Little Bras d'Or (S. Side).....	Cape Breton..... N.S.	10 25	12 00			
Little Brook.....	Digby..... N.S.	116 94	44 00			
Little Brook Station.....	Digby..... N.S.	47 98	24 00	12 00		
Little Cape.....	Westmoreland..... N.B.	19 00	12 00			
Little Dover.....	Guysborough..... N.S.	16 00	12 00			
Little Forks.....	Cumberland..... N.S.	300 00	40 00			
Little Harbour.....	King's..... P.E.I.	17 88	12 00			
Little Harbour.....	Pictou..... N.S.	52 94	36 00	2 00		
Little Judique.....	Inverness..... N.S.	40 81	22 00	2 00	10 00	
Little Judique Ponds.....	Inverness..... N.S.	5 50	10 00			
Little Lake.....	Sunbury & Queen's... N.B.	12 03	12 00			
Little Lorraine.....	Cape Breton..... N.S.	11 00	12 00			
Little Mabou.....	Inverness..... N.S.	3 00	12 00			
Little Métis Station.....	Rimouski..... Q	177 34	76 00		12 00	
Little Musquash.....	St. John..... N.B.	12 19	12 00			
Little Narrows.....	Victoria..... N.S.	26 00	12 00			
Little Pabos.....	Gaspé..... Q	85 00	40 00		18 00	
Little Pierre Jacques.....	Prince West..... P.E.I.	26 50	14 00			
Little Pond.....	Cape Breton..... N.S.	5 00	12 00			
Little Pond.....	King's..... P.E.I.	14 00	12 00			
Little Rapids.....	Algoa..... O	177 50	50 00			
Little Rideau.....	Prescott..... O	57 58	40 00			

\* Reopened 1-8-98.

† Including \$28 arrears for previous year.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Little Ridge	Albert N. B.	11 00	12 00		
Little Ridgeton	Charlotte N. B.	9 00	12 00		
Little River Cheticamp	Inverness N. S.	14 96	12 00		
Little River (Coverdale)	Albert N. B.	19 97	12 00		
Little River, East	Gaspé Q.	57 00	30 00		6 00
Little River, West	Gaspé Q.	28 97	20 00		12 00
Little River (Elgin)	Albert N. B.	15 50	12 00		
Little River	Sunbury & Queen's N. B.	20 50	12 00		
Little River	Cumberland N. S.	27 00	16 00		
Little River	Digby N. S.	65 92	24 00		
Little Riv. Musquodoboit	Halifax N. S.	270 00	100 00		
Little Rocher	Albert N. B.	57 00	24 00		
Little Sands	Queen's East P. E. I.	39 00	24 00		
Little Shemogue	Westmoreland N. B.	38 00	20 00		
Little Shippigan	Gloucester N. B.	13 00	12 00		
Little Tignish	Prince West P. E. I.	6 50	12 00		
Littlewood	Middlesex, S. R. O.	39 00	16 00		
Little York	Queen's East P. E. I.	27 06	16 00	10 00	
Living Spring	Wellington, C. R. O.	26 50	16 00		
Livingstone	Alta	100 13	50 00		
Livingstone Cove	Antigonishe N. S.	18 00	12 00	2 00	
Livingstone Creek	Algoma O.	69 60	20 00		
Lloyd	Lanark, N. R. O.	16 00	12 00		
Lobo	Middlesex, S. R. O.	201 78	82 00		
Lochaber Bay	Labelle Q.	54 59	35 00		
Lochalsh	Huron, W. R. O.	151 00	60 00		
Loch Ban	Inverness N. S.	10 20	12 00		
Loch Broom	Pictou N. S.	17 77	12 00		
Lochiel	G'engarry O.	139 00	55 00		
Loch Katrine	Antigonishe N. S.	50 05	24 00		
Lochlin	Victoria, N. R. O.	92 00	44 00		
Loch Lomond	Richmond N. S.	77 44	36 00	1 00	
Loch Lomond West	Richmond N. S.	15 00	12 00		
Lochside	Richmond N. S.	38 50	24 00		
Loch Winnoch	Renfrew, S. R. O.	62 91	30 00		
Locke Road	Prince East P. E. I.	9 00	12 00		
Lockhartville	King's N. S.	91 00	58 00		
Locksley	Renfrew, N. R. O.	26 00	20 00		
Locketon	Cardwell O.	73 44	30 00		
Locust Hill	York, E. R. O.	95 00	50 00		
Lodi	Stormont O.	34 88	24 00		
Lodore	Lanark, N. R. O.	7 00	10 00		
Logan	Alta	10 33	12 00	4 00	
Logan's Tannery	Pictou N. S.	230 27	96 00		
Loganville	Pictou N. S.	32 00	18 00		
Logberg	Assa, East	21 00	12 00		
*Log Cabin	Burrard B. C.	50 00	3 33		
Logierait	Lambton, W. R. O.	20 85	16 00		
Logoch	Marquette M.	44 73	30 00		
Lombardy	Leeds, N. R. O.	184 99	84 00		
Londonderry	King's N. B.	13 00	12 00		
Londonderry Station	Colchester N. S.	125 50	64 00		
Lone Tree	Marquette M.	49 92	20 00		
Long Bay	Algoma O.	30 54	16 00		
†Long Beach	St. John N. B.		2 10		
Long Beach	Digby N. S.	34 40	20 00		
Long Branch	York, W. R. O.	42 00	16 00		

\* Opened 1-5-99.

† Closed 15-9-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Longburn.	Macdonald. . . . . M	28 30	20 00		
Long Creek	Queen's West. . . . . P. E. I	25 00	12 00		
Long Creek	Sunbury & Queen's. . . . . N. B	17 75	12 00		
Long Island	King's. . . . . N. S	12 00	12 00		
Long Island Main.	Cape Breton. . . . . N. S	24 00	12 00		
Long Lake.	Addington. . . . . O	36 94	20 00		
Longlaketon.	Assa. West	25 76	20 00		
Long Point	Inverness. . . . . N. S	54 17	26 00	4 00	10 00
Long Point	King's. . . . . N. B	16 93	12 00		
Long Point	Leeds, S. R. . . . . O	42 97	20 00		
Long Point of Mingan.	Saguenay. . . . . Q	36 49	16 00		
Long Reach	King's. . . . . N. B	38 90	20 00		
Long River	Queen's West. . . . . P. E. I	65 34	24 00		
Long Settlement	Carleton. . . . . N. B	12 00	12 00		
Longtinville	Russell. . . . . O	131 50	44 00		
Longwood	Middlesex, S. R. . . . . O	90 00	40 00	9 00	
Lonsdale.	Hastings, E. R. . . . . O	136 00	64 00		
Lonsdale.	King's. . . . . N. B	2 00	12 00		
Loon Creek.	Assa. West	28 00	12 00		
Loree.	Grey, E. R. . . . . O	22 00	16 00		
Lorette.	Quebec. . . . . Q	230 95	96 00		
Loretto.	Cardwell. . . . . O	153 00	44 00	4 00	
Loretto.	Provencher. . . . . M	122 47	44 00		
Lorimer Lake.	Muskoka & Parry Sd. . . . . O	14 00	12 00		
Lorlie	Assa. East	82 35	36 00		
Lorne	Restigouche. . . . . N. B	5 50	10 00		
Lorne	Bruce, W. R. . . . . O	21 00	18 00		
Lorne	Pictou. . . . . N. S	31 50	22 00		
†Lorne House.	Charlevoix. . . . . Q	242 00	72 00		
§Lorne Park.	Peel. . . . . O	19 00	16 00		
Lornevale	Colchester. . . . . N. S	34 91	16 00		
Lorne Valley	Kings. . . . . P. E. I	10 50	12 00		
Lorneville	Victoria, N. R. . . . . O	240 00	90 00		
Lorneville	Cumberland. . . . . N. S	24 00	12 00		
Lorraine.	Cardwell. . . . . O	15 95	16 00		
*Lorraineville.	Pontiac. . . . . Q	17 17	3 33		
Lorway Mines	Cape Breton. . . . . N. S	456 29	104 00		
Lost Channel.	Hastings, E. R. . . . . O	3 00	12 00		
Lost River.	Argenteuil. . . . . Q	130 90	40 00	4 00	
Lot 1.	Prince West. . . . . P. E. I	16 00	12 00		
" 4.	Prince West. . . . . P. E. I	108 98	52 00	12 00	
" 6.	Prince West. . . . . P. E. I	41 00	20 00		
" 8.	Prince West. . . . . P. E. I	28 50	16 00		
" 10.	Prince West. . . . . P. E. I	25 44	18 00		
" 11.	Prince West. . . . . P. E. I	35 00	20 00		
" 12.	Prince West. . . . . P. E. I	245 42	110 00		
" 14.	Prince West. . . . . P. E. I	50 00	20 00		
" 16.	Prince West. . . . . P. E. I	31 50	12 00		
" 30.	Prince East. . . . . P. E. I	11 00	12 00		
" 35.	Queen's East. . . . . P. E. I	11 00	12 00		
" 40.	King's. . . . . P. E. I	93 00	28 00		
" 48.	Queen's East. . . . . P. E. I	10 00	12 00		
" 56.	King's. . . . . P. E. I	111 50	52 00	6 00	
" 67.	Prince East. . . . . P. E. I	27 41	16 00		
Lothair	Brandon. . . . . M	120 94	40 00		
Lotus	Durham, E. R. . . . . O	120 00	52 00		
Louisa.	Argenteuil. . . . . Q	9 00	12 00		

\* Opened 1-3-99. † Summer office. § Closed 20-8-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Louis Creek.....	Yale & Cariboo..... B.C	20 00	20 00		
Louise.....	Grey, S.R..... O	75 08	40 00		
Louise Bridge.....	Selkirk..... M	238 80	48 00		
Louisville.....	Bothwell..... O	61 00	24 00		
Lourdes.....	Mégantic..... Q	103 00	36 00		
Lourdes.....	Pictou..... N.S	95 11	44 00		
Lourdes du Blanc Sablon.....	Saguenay..... Q	19 97	20 00		
Lovat.....	Bruce, W.R..... O	28 00	20 00		
Lovat.....	Pictou..... N.S	9 00	12 00		
Lovering.....	Simcoe, E.R..... O	57 65	32 00		
Lovett.....	Northumberland, E.R. O	30 03	20 00		
Lowbanks.....	Haldimand & Monck. O	128 76	60 00		
Lowell.....	Albert..... N.B	3 00	12 00		
Lower Abougoggin.....	Westmoreland..... N.B	12 00	12 00		
Lower Barney's River.....	Pictou..... N.S	50 00	20 00		
Lower Blomidon.....	King's..... N.S	25 91	12 00		
Lower Branch.....	Lunenburg..... N.S	10 50	12 00		
Lower Brighton.....	Carleton..... N.B	32 00	20 00		
*Lower Burlington.....	Hants..... N.S	22 00	3 33		
Lower Caledonia.....	Guysborough..... N.S	33 50	18 00		
Lower Cambridge.....	Sunbury & Queen's. N.B	21 50	12 00		
Lower Canard.....	King's..... N.S	69 43	30 00		
Lower Cape.....	Albert..... N.B	17 91	14 00		
Lower Caraquet.....	Gloucester..... N.B		12 00		
Lower Caverhill.....	York..... N.B	15 00	12 00		
Lower Church Street.....	King's..... N.S	33 00	12 00		
Lower Cove.....	Cumberland..... N.S	20 00	20 00		
Lower Coverdale.....	Albert..... N.B	5 00	12 00		
Lower Derby.....	Northumberland..... N.B	27 00	12 00		
Lower Dumfries.....	York..... N.B	25 00	12 00		
Lower East Chezzetcook.....	Halifax..... N.S	11 00	12 00		
Lower East Pubnico.....	Yarmouth..... N.S	173 07	80 00		
Lower Economy.....	Colchester..... N.S	100 10	44 00		10 00
Lower Five Islands.....	Colchester..... N.S	70 25	44 00	3 00	12 00
Lower Fort Garry.....	Selkirk..... M	101 78	50 00	2 00	
Lower Foster Settlement.....	Lunenburg..... N.S	25 00	12 00	2 00	
Lower Freetown.....	Prince East..... P.E.I	60 00	22 00		
Lower French Village.....	York..... N.B	13 00	12 00		
Lower Gagetown.....	Sunbury & Queen's. N.B	43 00	22 00		
Lower Granville.....	Annapolis..... N.S	143 70	44 00		
‡ Lower Greenfield.....	Carleton..... N.B	6 00	2 50		
Lower Hayneville.....	York..... N.B	17 68	12 00		
Lower Hillsdale.....	Inverness..... N.S	7 10	12 00		
Lower Ireland.....	Mégantic..... Q	75 00	28 00		
Lower Jordan Bay.....	Shelburne & Queen's. N.S	43 97	24 00		
Lower La Have.....	Lunenburg..... N.S	30 00	12 00		
Lower Line, Queensbury.....	York..... N.B	13 14	12 00		
Lower Maccan.....	Cumberland..... N.S	12 00	12 00		
Lower Meagher's Grant.....	Halifax..... N.S	21 50	16 00		
Lower Millstream.....	King's..... N.B	68 67	24 00	5 67	
Lower Montague.....	King's..... P.E.I	33 00	16 00		
Lower Mount Thom.....	Pictou..... N.S	12 00	12 00		
Lower Nappan.....	Northumberland..... N.B	30 35	† 18 00		
Lower Newcastle.....	Northumberland..... N.B	51 00	24 00		
Lower Nicola.....	Yale & Cariboo..... B.C	100 74	40 00		
Lower Northfield.....	Lunenburg..... N.S	3 00	10 00		
Lower Ohio.....	Shelburne & Queen's. N.S	36 00	12 00		

\* Opened 1-3-98.

† Including \$2.00 special allowance.

‡ Opened 1-4-99.

SESSIONAL PAPER No. 12

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lower Onslow	Colchester	N.S	61 68	20 00	
Lower Poquiock	York	N.B	20 00	12 00	
Lower Prince William	York	N.B	74 30	30 00	
Lower Prospect	Halifax	N.S	10 95	10 00	6 00
Lower Queensbury	York	N.B	15 00	12 00	
Lower Ridge	King's	N.B	6 00	12 00	
Lower River Hebert	Cumberland	N.S	13 00	12 00	
Lower River Inhabitants	Richmond	N.S	37 89	16 00	
Lower Rollo Bay	King's	P.E.I	15 00	12 00	
Lower Sackville	Halifax	N.S	49 06	16 00	
Lower Salmon Creek	Sunbury & Queen's	N.B	22 00	12 00	
Lower Sandy Point	Shelburne & Queen's	N.S	16 00	12 00	
Lower Selmah A.	Hants	N.S	108 28	30 00	
Lower Settlement Middle River	Victoria	N.S	6 00	12 00	
Lower Settlement, South River	Antigonishe	N.S	24 39	12 00	2 00
Lower Shag Harbour	Shelburne & Queen's	N.S	8 97	16 00	
Lower Ship Harbour	Halifax	N.S	26 68	12 00	
Lower Ship Harbour, East	Halifax	N.S	10 96	12 00	
Lower Southampton	York	N.B	63 00	36 00	
Lower St. Mary's	York	N.B	3 00	12 00	
Lower Turtle Creek	Albert	N.B	10 94	12 00	
Lower Wakefield	Carleton	N.B	20 00	12 00	2 00
Lower Washabuck	Victoria	N.S	12 00	12 00	
Lower Westworth	Cumberland	N.S	16 98	12 00	
Lower West Jeddore	Halifax	N.S	16 60	12 00	
Lower West Pubnico	Yarmouth	N.S	17 00	16 00	
Lower West River	Antigonishe	N.S	10 19	12 00	
Lower Whitehaven	Guysborough	N.S	78 00	36 00	
Lower Windsor	Carleton	N.B	22 85	12 00	
Lower Woodstock	Carleton	N.B	89 94	36 00	
Lowlands	Lambton, E.R.	O	19 00	12 00	
Low Point	Inverness	N.S	50 57	18 00	10 00
Lowville	Halton	O	164 00	70 00	
Lozier Settlement	Gloucester	N.B	18 30	12 00	
Lucas	Marquette	M	27 94	16 00	
Lucasville	Lambton, W.R.	O	32 79	20 00	
Lucerne	Wright	Q	18 02	12 00	
Lucille	Cardwell	O	17 00	18 00	
Ludlow	Northumberland	N.B	77 00	28 00	
Lulu Island	New Westminster	B.C	108 27	56 00	
Lumby	Yale & Cariboo	B.C	30 00	*38 00	4 00
Lumley	Perth, S.R.	O	22 00	16 00	
Lumsden's Mills	Pontiac	Q	162 28	90 00	
Lund	Burrard	B.C	59 35	20 00	
Lundar	Selkirk	M	17 50	12 00	
Lundyville	Selkirk	M	23 97	18 00	4 00
†Lurgan	Bruce, W.R.	O	33 34	13 84	
Luskville	Wright	Q	87 00	40 00	
Lutes Mountain	Westmoreland	N.B	13 00	12 00	
Luton	Elgin, E.R.	O	41 00	22 00	
Lyleton	Brandon	M	40 95	24 00	
Lynch's Corner	King's	N.B	9 00	12 00	
Lyndale	King's	P.E.I	8 00	12 00	
Lyndon	Alta		161 88	60 00	
Lynn	Colchester	N.S	12 97	12 00	
Lynnfield	Charlotte	N.B	41 00	20 00	
Lynn Valley	Norfolk, S.R.	O	104 00	60 00	

\* Including \$6 arrears for previous year.

† Closed 1-10-98, re-opened 15-11-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lynnville	Norfolk, N.R.	O 59 00	24 00		
Lyons	Middlesex, E.R.	O 115 07	50 00	1 00	
Lyonshall	Lisgar	M 44 00	30 00		
Lysander	Mégantic	Q 47 45	20 00		
Lyttleton	Northumberland	N.B 12 00	12 00		
<b>M</b> CADAM'S LAKE	Cape Breton	N.S 12 00	12 00		
*McAllister	King's	N.B 6 00	4 00		
McArras Brook	Antigonishe	N.S 12 85	12 00		
McArthur's Mills	Hastings, N.R.	O 45 81	16 00		
McAulay's	Victoria	N.S 13 43	12 00	2 00	
McCallum's Settlement	Colchester	N.S 9 00	12 00	?	
McConnell Creek	New Westminster	B.C 11 98	20 00		
McCormick	Inverness	N.S 27 00	12 00		
McCormick	Glengarry	O 36 02	20 00		
McCready	Middlesex, W.R.	O 33 24	12 00		
†McCreary	Macdonald	M 121 50	24 00		
McCrimmon	Glengarry	O 114 00	40 00		
McDonald's Corner	Sunbury & Queen's	N.B 51 00	24 00		
‡McDonald Hills	Assa, East	5 00	6 67		
McDonald's Point	Sunbury & Queen's	N.B 30 00	20 00		
McDougall	Renfrew, S.R.	O 77 91	24 00		
McDougall Settlement	Westmoreland	N.B 22 00	12 00		
McGarry	Lanark, S.R.	O 48 93	18 00		
McGinley	Westmoreland	N.B 152 00	50 00		
McGrath Mountain	Pictou	N.S 4 00	12 00		
McGregor	Essex, S.R.	O 89 18	44 00		
McGuigan	Yale & Cariboo	B.C 100 00	50 00		
McInnes	Middlesex, N.R.	O 40 02	16 00		
McIntyre	Grey, E.R.	O 110 00	48 00	2 00	
McIntyre's Lake	Richmond	N.S 17 41	16 00	2 00	
McIntyre's Mountain	Inverness	N.S 6 00	12 00		
McIver	Bruce, N.R.	O 13 00	12 00		
McKee's Mills	Kent	N.B 19 00	12 00		
McKenzie	Lisgar	M 81 00	10 00		
McKenzie Lake	Nipissing	C 12 00	12 00		
McKenzie's Corner	Carleton	N.P 22 94	16 00		
McKinlay	Lanark, N.R.	C 6 00	12 00		
McKinnon's Harbour	Victoria	N.S 45 00	20 00	4 00	
McKnight	King's	N.B 10 00	12 00		
§ McLachlan	Macdonald	M 13 00	2 50		
McLaughlin Road	Kent	N.B 19 50	12 00		
McLean	Addington	O 28 94	12 00		
McLean	Assa, West	98 04	16 00		6 50
McLean	Kent	N.B 16 94	12 00		
McLeaville	Cape Breton	N.S 11 97	12 00		
McLellan's Brook	Pictou	N.S 30 90	18 00		
McLellan's Mountain	Pictou	N.S 13 00	12 00		
McLeod Mills	Kent	N.B 62 91	24 00		
McLeod's Crossing	Compton	Q 94 63	28 00		
McMillan's Corners	Cornwall	O 27 45	20 00	3 00	
McNab's Cove	Richmond	N.S 30 00	12 00		
McNair	Kent	N.B 37 74	20 00		
McNamee	Northumberland	N.B 25 00	16 00		
McNaughton	Antigonishe	N.S 100 97	50 00	2 00	
McNeill's Mills	Prince, West	P.E.I 11 48	12 00		

\* Closed 1-11-98. † Late Elliott station. ‡ Opened 1-11-98.

§ Opened 1-4-99.

|| Including arrears.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	\$	\$
McNeil's Vale	Victoria	N.S	9 00	12 00		
McNutt's Island	Shelburne & Queen's	N.S	12 00	12 00		
McPhail	Lanark, S.R.	O	17 00	12 00		
McPherson	Antigonishe	N.S	32 00	16 00		
McPherson's Ferry	Richmond	N.S	21 05	16 00		
McPherson's Mills	Pictou	N.S	45 00	20 00		
McQuade	Westmoreland	N.B	2 00	10 00		
McVicar	Bruce, N.R.	O	39 73	20 00		
Mabee	Norfolk, N.R.	O	196 44	70 00		
Mabel	Argenteuil	Q	12 00	12 00		
Mabou Coal Mines	Inverness	N.S	52 00	20 00		
Mabou Harbour	Inverness	N.S	12 00	12 00		
Mabou Harbour Mouth	Inverness	N.S	5 00	12 00		
Macdonald	Lennox	O	9 00	12 00		
Macdonald	Macdonald	M	313 11	130 00	3 00	
MacDougall	Prince West	P.E.I	31 00	16 00		
Mace's Bay	Charlotte	N.B	71 95	30 00		
Macinquac	York	N.B	9 00	12 00		
MacIntosh Mills	Leeds, S.R.	O	28 83	20 00		
Mackey's Station	Nipissing	O	176 28	80 00		
Mackville	King's	N.B	5 00	12 00		
MacLennan	Algoma	O	227 08	96 00	3 00	
Mactaquack	York	N.B	12 00	12 00		
Macton	Wellington, C.R.	O	25 00	12 00		
Macville	Cardwell	O	62 86	28 00		
Maddock	Prince West	P.E.I	69 00	30 00		
Mader's Cove	Lunenburg	N.S	45 00	16 00		
Madford	Brandon	M	42 79	38 00		
Magenta	Rouville	Q	6 00	12 00		
Maguire	Middlesex, N.R.	O	132 91	44 00		
Magoon's Point	Stanstead	Q	9 00	12 00		
Magpie	Saguenay	Q	14 70	20 00		
Magrudy	York	N.B	24 88	16 00		
Maidstone	Essex, N.R.	O	188 44	80 00		
Mailhot	Megantic	Q	30 00	12 00		
Main River	Kent	N.B	48 00	24 00		
Main Stream	Carleton	N.B	22 00	12 00		
Mair's Mills	Simcoe, N.R.	O	2 00	12 00		
Maitland	Grenville, S.R.	O	207 54	90 00	20 00	
Maitland	Annapolis	N.S	66 47	46 00		
Maitland Forks	Lunenburg	N.S	9 00	12 00		
Malaga Gold Mines	Shelburne & Queen's	N.S	132 80	60 00		
Malagash	Cumberland	N.S	12 00	12 00		
Malagash Point	Cumberland	N.S	59 93	20 00		
Malagawatch	Inverness	N.S	16 00	16 00	2 00	12 00
Malakoff	Carleton	O	77 61	26 00		
Mal Bay	Gaspé	Q	177 39	85 00		1 00
Malcolm	Bruce, E.R.	O	38 96	26 00		
Malignant Cove	Antigonishe	N.S	57 00	28 00		
Malmaison	Missisquoi	Q	175 55	50 00	30 00	
Malone	Hastings, N.R.	O	114 67	44 00		
Malta	Ontario, N.R.	O	36 01	16 00		
Malton	Peel	O	189 52	84 00		
Malvern	York, E.R.	O	79 87	44 00		
Malvina	Compton	Q	85 00	40 00		
Malwood	Carleton	O	21 77	12 00		
Mamette Lake	Yale & Cariboo	B.C	27 00	20 00		

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Manawan	Alta		6 74		
Manchester	Ontario, S.R.	O 260 85	100 00		
Manda	Brandon	M 15 00	18 00		
Mandamin	Lambton, W.R.	O 157 76	64 00	2 00	
Mandeville	Muskoka & Parry Sd.	O 38 07	20 00		
‡Manganese Mines	Colchester	N.S. 12 00	10 50		
Manion	Lanark, S.R.	O 49 83	20 00		
Manners Sutton	York	N.B. 64 65	20 00		
Mannheim	Waterloo, S.R.	O 64 50	24 00		
Mannhurst	King's	N.B. 12 00	12 00		
Manotick Station	Russell	O 48 96	20 00	2 00	
Mansewood	Halton	O 59 00	30 00		
Mansfield	Simcoe, S.R.	O 182 30	80 00		
Mansfield	Cumberland	N.S. 10 00	12 00		
Mansfield	King's	P.E.I. 13 00	12 00		
‡Manson Creek	Yale & Cariboo	B.C. 20 00			
Mansonville Station	Brome	Q 135 00	60 00	10 00	
Manuels	Northumberland	N.B. 18 50	12 00		
Manvers Station	Durham, E.R.	O 85 92	40 00		
Maple Green	Restigouche	N.B. 22 50	12 00		
Maple Grove	Middlesex, E.R.	O 90 00	44 00		
Maple Grove	Megantic	Q 521 45	80 00		
Maple Grove	Hants	N.S. 34 00	16 00		
Maple Hill	Bruce, E.R.	O 35 00	16 00		
Maple Hill	Megantic	Q 81 97	20 00		
Maplehurst	Carleton	N.B. 28 97	12 00		
Maple Island	Muskoka & Parry Sd.	O 8 60	16 00	3 50	
Maple Lake	Victoria, N.R.	O 47 00	20 00		
Maple Lake Station	Muskoka & Parry S'd.	O 143 44	16 00		
Maple Leaf	Compton	Q 19 00	12 00		
Maple Lodge	Middlesex, N.R.	O 60 90	24 00		
Maple Plains	Prince East	P.E.I. 5 50	10 00		
Maple Ridge	Ontario, N.R.	O 44 41	20 00		
Maple Ridge	Pontiac	Q 29 50	20 00		
Maple Ridge	York	N.B. 17 91	12 00		
Maple Ridge	Antigonishe	N.S. 2 00	10 00		
Mapleton	Elgin, E.R.	O 77 01	32 00		
Mapleton	Albert	N.B. 13 00	12 00		
Mapleton	Cumberland	N.S. 31 00	16 00		
Maple Valley	Grey, E.R.	O 86 80	36 00		
†Maple View	Northumberland	O 12 00	2 50		
Maple View	Victoria	N.B. 18 00	12 00		
Maplewood	Oxford, N.R.	O 109 00	44 00		
Maplewood	York	N.B. 16 00	12 00		
Maquapit Lake	Sunbury & Queen's	N.B. 12 00	12 00		
Mar	Bruce, N.R.	O 66 50	30 00	5 00	
Mara	Yale & Cariboo	B.C. 89 67	30 00		
Marathon	Lanark, N.R.	O 51 43	20 00		
Maravilla	Lisgar	M 24 00	16 00		
Marble Mountain	Inverness	N.S. 125 93	52 00	4 00	12 00
Marburg	Norfolk, S.R.	O 48 00	24 00		
March	Carleton	O 17 50	18 00		
Marchbank	King's	N.B. 6 00	12 00		
Marchhurst	Carleton	O 23 97	16 00		
Marchmont	Simcoe, E.R.	O 43 45	30 00		
Marden	Wellington, S.R.	O 79 31	36 00		

\* Closed 2-12-98.

† Opened 1-4-99.

‡ Opened 1-5-99 (summer office).

§ Closed 15-5-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Margaree Forks	Inverness N.S	118 70	50 00	22 00	12 00
Margaree Island	Inverness N.S	5 00	12 00		
Margaret	Lisgar M	80 33	24 09	4 00	
Margate	Prince East P.E.I	66 00	34 00		
Maria	Bonaventure Q	225 69	125 00		
Maria Capes	Bonaventure Q	96 50	40 00		
Maria de Kent	Kent N.B	6 00	12 00		
Maria East	Bonaventure Q	84 60	50 00		
Mariapolis	Lisgar M	237 17	110 00	6 00	
Marie Bridge	King's P.E.I	15 00	12 00	2 00	
Marie Joseph	Guysborough N.S	53 00	24 00		
Marieton	Assa. West	25 53	14 00	6 00	
Marion Bridge	Cape Breton N.S	70 22	32 00	4 00	
Marion Bridge Road	Cape Breton N.S	6 00	12 00		
Maritana	Huntingdon Q	44 75	24 00		
Markhamville	King's N.B	44 00	27 00	2 00	
Markland	Selkirk N.S	51 83	16 00		
Markton	Inverness N.S	12 00	12 00		
Marlborough	Assa. West	74 97	32 00		
Marlington	Stanstead Q	34 00	20 00		
Marlow	Beauce Q	82 07	24 00	22 00	
Marmion	Grey, N.R. O	24 25	20 00	3 00	
Marney	Marquette M	28 00	20 00		
Marnoch	Huron, W.R. O	38 61	20 00		
Marquette	Selkirk M	183 11	84 00	40 00	
Marringhurst	Lisgar M	37 21	20 00		
Marrriott's Cove	Lunenburg N.S	78 36	30 00		
Marsboro'	Compton Q	11 90	18 00		
Marsh	Pictou N.S	16 00	12 00		
Marsh Brook	Inverness N.S	12 00	12 00		
Marshall's Town	Digby N.S	54 00	22 00		
Marshdale	Pictou N.S	12 45	12 00		
Marshes (West Bay)	Inverness N.S	13 00	12 00		9 00
Marshfield	Queen's East P.E.I	32 88	16 00		
† Marsh Hill	Ontario, S.R. O	5 00	3 00		
Mars Hill	Carleton N.B	10 00	12 00		
Marshy Hope	Pictou N.S	28 36	12 00	1 00	
Marsouins	Gaspé Q	11 20	12 00		
Marston	Norfolk, S.R. O	23 25	12 00		
Martin	Queen's West P.E.I	11 00	12 00		
Martindale	Wright Q	24 50	16 00		
Martin's Lake	Pontiac Q	17 00	12 00		
Martin's Point	Lunenburg N.S	58 05	16 00		
Martin's River	Lunenburg N.S	33 00	18 00		
* Martinvale	King's P.E.I	9 00	3 33		
Martinville	Compton Q	227 00	96 00		
Martock	Hants N.S	43 00	30 00		
Marvelville	Russell O	60 00	30 00		
Marvin	King's N.B	9 00	12 00		
Maryfield	Assa. East	31 40	20 00		
Mary Hill	Selkirk M	21 26	12 00	4 00	
Maryland	Pontiac Q	111 00	60 00	16 00	
Maryvale	Antigonishe N.S	11 89	12 00		
Mascarene	Charlotte N.B	25 00	16 00		
Mascouche	L'Assomption Q	252 55	120 00	4 00	
Mascouche Rapids	L'Assomption Q	31 00	16 00		
Masham Mills	Wright Q	67 76	36 00	6 00	

\* Opened 1-3-99. † Closed 1-10-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.
Maskawata.....	Brandon.....	M	11	86	16	00	
Maskinongé.....	Maskinongé.....	Q	54	00	24	00	
Masonville.....	Middlesex, E.R.....	O	28	00	20	00	
Massie.....	Grey, N.R.....	O	107	51	44	00	
Mass Town.....	Colchester.....	N.S	57	00	24	00	
Mastai.....	Quebec.....	Q	192	50	76	00	
Mastigoche.....	Maskinongé.....	Q	43	00	12	00	
Matawatchan.....	Renfrew, S.R.....	O	38	83	20	00	
Mather.....	Lisgar.....	Man	191	00	16	00	
Matheson.....	Victoria.....	N.S	9	96	12	00	
Mattatall Lake.....	Colchester.....	N.S	27	00	12	00	
Mattie.....	Guysborough.....	N.S	27	00	20	00	
Maugerville.....	Sunbury & Queen's.....	N.B	79	76	36	00	3 00
Mavilette.....	Digby.....	N.S	35	00	12	00	
Mawcook.....	Shefford.....	Q	89	00	32	00	
Maxwellton Station.....	Digby.....	N.S	54	00	24	00	
* May Bank.....	Huntingdon.....	Q	29	00	5	00	
Mayerville.....	Russell.....	O	28	47	16	00	
Mayfair.....	Middlesex, W.R.....	O	78	00	20	00	
Mayfield.....	Antigonishe.....	N.S	18	00	12	00	
Mayfield.....	Peel.....	O	60	50	24	00	
Mayfield.....	Queen's West.....	P.E.I	37	30	20	00	
Maynard.....	Grenville, S.R.....	O	8	00	12	00	
Mayne.....	Brandon.....	M	8	88	12	00	
Mayo.....	Labelle.....	Q	23	64	16	00	
Maywood.....	Victoria.....	B.C	50	63	20	00	
Meadow.....	Albert.....	N.B	13	97	12	00	
Meadow Creek.....	Alta.....	Alta	65	34	44	00	
Meadow Lea.....	Selkirk.....	M	58	35	32	00	10 00
Meadows.....	Charlotte.....	N.B	81	91	44	00	0 50
Meadows Road.....	Cape Breton.....	N.S	31	00	16	00	
Meadowvale.....	Selkirk.....	M	13	54	12	00	
Meadowvale.....	Annapolis.....	N.S	17	75	12	00	
Meadowville Station.....	Pictou.....	N.S	95	00	40	00	12 00
Meagher's Grant.....	Halifax.....	N.S	74	28	24	00	
Meat Cove.....	Victoria.....	N.S	12	00	12	00	
Mechanic's Settlement.....	King's.....	N.B	46	91	24	00	
Mecumona.....	Muskoka & Parry Sd.....	O	33	94	20	00	1 00
Medford.....	King's.....	N.S	27	18	16	00	
Medina.....	Oxford, N.R.....	O	72	25	40	00	
Medora Station.....	Brandon.....	M	150	78	64	00	
† Meig's Corners.....	Missisquoi.....	Q	18	50	2	50	
Meiklefield.....	Pictou.....	N.S	14	33	12	00	
Meiseners.....	Lunenburg.....	N.S	11	00	12	00	
Mekiwin.....	Macdonald.....	M	28	97	24	00	
Melancthon.....	Grey, E.R.....	O	150	00	65	00	
Melboro'.....	Richmond.....	Q	31	75	16	00	
Melbourne.....	Macdonald.....	M	30	00	16	00	
Melbourne Ridge.....	Richmond.....	Q	80	25	30	00	
Melcombe.....	Leeds, S.R.....	O	109	93	36	00	
Meldrum Bay.....	Algoma.....	O	116	69	56	00	
Melford.....	Inverness.....	N.S	15	50	20	00	6 00
Melfort.....	Sask.....	Sask	97	65	36	00	
Melgund.....	Brandon.....	M	13	66	18	00	
Melgund.....	Wellington, N.R.....	O	68	19	28	00	
Melissa.....	Muskoka & Parry Sd.....	O	21	00	12	00	
Melocheville.....	Beauharnois.....	Q	179	80	40	00	

\* Opened 1-1-99.

† Opened 1-4-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Melrose	Hastings, E.R.	O 82 00	36 00		
Melrose	Guysborough	N.S 145 00	60 00		20 00
Melrose	Westmoreland	N.B 73 45	36 00		
Melville	Prince Edward	O 9 00	20 00		
Melville Cross	Cardwell	O 111 68	36 00		
Memel	Albert	N.B 6 00	12 00		
Menie	Northumberland, E.R.	O 123 00	64 00		
Menota	Brandon	M 13 81	18 00		
† Menteith	Brandon	M 31 40	6 67		
† Mercer	King's	N.B 9 00	12 00		
† Mercier	Bellechasse	Q 32 35	16 00	2 00	
† Merimichie	Inverness	N.S 28 33	12 00		
† Merivale	Carleton	O 25 72	20 00		
† Mermaid Farm	Queen's, East	P.E.I 10 00	12 00		
† Merton	Halton	O 80 85	36 00		
† Metehosin	Victoria	B.C 56 22	22 50		
† Meteghan River	Digby	N.S 203 00	70 00		
† Meteghan Station	Digby	N.S 147 14	54 00		
† Metgermette	Beauce	Q 15 20	12 00		
† Methot's Mills	Lotbiniere	Q 205 86	95 00	52 00	
† Metlakatla	Burrard	B.C 256 82	100 00		
† Metropolitan	Perth, S.R.	O 22 00	16 00		
† Metz	Wellington, C.R.	O 50 00	20 00		
† Meyersburg	Northumberland, E.R.	O 59 00	24 00		
† Michael's Bay	Algoma	O 7 00	16 00		
† Michaud	Victoria	N.B 83 00	36 00		
† Michie	Brandon	M 5 00	25 33		
† Michipicoton River	Algoma	O 30 50	1 00		
† Micksburg	Renfrew, N.R.	O 80 00	40 00		
† Middleboro'	Cumberland	N.S 54 10	20 00		
† Middle Beaver Bank	Halifax	N.S 12 00	12 00		
† Middle Cape	Cape Breton	N.S 13 97	12 00		
† Middle Caraque	Gloucester	N.B 119 50	20 00		
† Middle Church	Selkirk	M 106 47	56 00		
† Middle Country Harbour	Guysborough	N.S 36 50	20 00		10 00
† Middle Coverdale	Albert	N.B 17 00	12 00		
† Middle East Pubnico	Yarmouth	N.S 16 00	1 67		
† Middlefield	Shelburne & Queen's	N.S 24 44	16 00	8 00	
† Middle Hainesville	York	N.B 19 35	12 00		
† Middle La Have Ferry	Lunenburg	N.S 40 66	20 00		
† Middle Manchester	Guysborough	N.S 45 50	20 00		
† Middlemarch	Elgin, W.R.	O 22 25	16 00		
† Middlemiss	Middlesex, W.R.	O 220 07	90 00		
† Middle Ohio	Shelburne & Queen's	N.S 16 97	12 00		
† Middle River	Victoria	N.S 43 97	24 00	1 00	
† Middle Sackville	Halifax	N.S 2 00	16 00		
† Middle Settlement of Barney's River	Pictou	N.S 18 32	12 00		
† Middlesex	Albert	N.B 8 97	12 00		
† Middle Simonds	Carleton	N.B 83 00	40 00	1 00	
† Middle Southampton	York	N.B 96 00	30 00		
† Middleton	Prince, East	P.E.I 31 40	12 00		
† Middleton	Westmoreland	N.B 28 00	18 00		
† Middleton	Antigonishe	N.S 12 00	12 00		
† Midford	Muskoka & Parry Sd.	O 15 50	12 00		
† Midgell	King's	P.E.I 24 00	12 00		
† Midgell Mills	King's	P.E.I 6 00	12 00		

\* Opened 1-5-99.

† Reopened 1-6-99.

‡ Opened 1-11-98.

§ Closed 1-4-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Midgie Station.....	Westmoreland..... N.B	84 00	48 00	6 00	
Midhurst.....	Simcoe, N.R..... O	120 97	50 00		
Midland.....	King's..... N.B	26 50	22 00		
Mid Lothian.....	Muskoka & Parry Sd. O	47 35	20 00		
Midnapore.....	Alta.....	169 00	70 00		
Midville Branch.....	Lunenburg..... N.S	18 00	12 00		
Midway.....	Albert..... N.B	10 00	10 00		
Midway.....	Macdonald..... M	235 59	96 00		
Miguasha.....	Bonaventure..... Q	12 97	12 00		
Milan.....	Compton..... Q	216 00	90 00	24 00	
Milburn.....	King's..... P.E.I	16 00	12 00		
Milby.....	Sherbrooke..... Q	70 00	36 00		
Milletta.....	Stanstead..... Q	24 40	12 00		
Milford.....	Prince Edward..... O	196 86	76 00		
Milford.....	Annapolis..... N.S	38 92	20 00	2 00	
Milford.....	St. John..... N.B	179 50	64 00	6 00	
Milford Bay.....	Simcoe, E.R..... O	91 90	36 00		
Milford Haven Bridge.....	Guysborough..... N.S	23 50	†26 00		
Milford Station.....	Hants..... N.S	235 99	116 00		
Militia Point.....	Inverness..... N.S	7 00	12 00		
Milkish.....	King's..... N.B	14 50	12 00		
Millar's Corners.....	Grenville, N.R..... O	127 00	40 00		
Millarton.....	Bruce, W.R..... O	47 00	20 00		
Millbank.....	Northumberland..... N.B	21 00	12 00		
Mill Bridge.....	Hastings, N.R..... O	132 90	60 00		
Mill Brook.....	Pictou..... N.S	31 80	14 00		
Mill Brook.....	Sunbury & Queen's..... N.B	10 87	12 00		
Millbrook.....	Selkirk..... M	24 42	16 00		
Mill Cove.....	Lunenburg..... N.S	3 00	10 00		
Mill Cove.....	Sunbury & Queen's..... N.B	25 98	12 00		
Mill Cove.....	Queen's, East..... P.E.I	19 00	12 00		
Mill Creek.....	Cape Breton..... N.S	6 00	12 00		
Milledgeville.....	St. John..... N.B	133 50	†56 00		
Mille Isles.....	Argenteuil..... Q	65 95	24 00		
Miller Lake.....	Bruce, N.R..... O	77 38	20 00		
Miller's Creek.....	Hants..... N.S	81 82	40 00		
Millet.....	Alta.....	25 00	12 00		
Mille Vaches.....	Saguenay..... Q	53 00	24 00		
Millfield.....	Megantic..... Q	47 50	20 00	2 00	
Mill Grove.....	Wentworth, S.R..... O	23 67	18 00		
Mill Haven.....	Lennox..... O	81 87	28 00		
Milliken.....	York, E.R..... O	49 00	24 00		
Millington.....	Brome..... Q	82 50	40 00	10 00	
Millington.....	Ontario, N.R..... O	34 00	20 00		
Mill River.....	Prince, West..... P.E.I	121 00	50 00	16 00	
Mill Road.....	Lunenburg..... N.S	4 00	10 00		
Mill Settlement.....	Sunbury & Queen's..... N.B	22 50	12 00		
Millstream.....	Bonaventure..... Q	50 00	24 00		12 00
Millstream.....	King's..... N.B	263 13	90 00	11 00	
Millstream.....	Vancouver..... B.C	21 39	20 00		
Millsville.....	Pictou..... N.S	106 00	40 00		
Milltown Cross.....	Queen's, East..... P.E.I	21 50	20 00	2 00	
Millvale.....	Queen's, West..... P.E.I	14 25	12 00		
Mill View.....	Queen's East..... P.E.I	79 00	28 00		
Millville.....	Kings..... N.S	55 00	28 00		
Millville Boularderie.....	Cape Breton..... N.S	76 79	20 00		12 00
Millward.....	Alta.....	37 06	20 00		

†\$10 special allowance. ‡\$4.00 special allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Millwood	Marquette	M	163 67	80 00	
Milne's Landing	Vancouver	B.C	60 00	20 00	
Milsap	Addington	O	15 00	12 00	
Milton, East	Shefford	Q	131 00	53 00	
Milton Station	Queen's, West	P.E.I	27 00	16 00	2 00
Miminegash	Prince, West	P.E.I	24 04	20 00	
Mimosa	Wellington, S.R.	O	44 32	24 00	
Minasville	Hants	N.S	61 00	24 00	
Mindemoya	Algoma	O	147 14	50 00	
Mine Centre	Algoma	O	62 97	12 00	
Mineral	Carleton	N.B	17 15	12 00	1 00
§ Mineral Hill	Albert	N.B	2 00	5 00	
Mineral Rock	Cape Breton	N.S	11 00	12 00	
Minerve	Labelle	Q	21 20	12 00	
Minett	Simcoe, E.R.	O	352 51	55 00	
Mineville	Halifax	N.S	6 00	12 00	
Mingan	Saguenay	Q	29 12	20 00	
Mink Cove	Digby	N.S	63 86	20 00	
Minnewakan	Selkirk	M	39 76	20 00	
Minnokan	Marquette	M	64 87	20 00	
† Minto	Pictou	N.S	17 97	16 00	
‡ Minto	Brandon	M	95 00	2 50	
Minton	Stanstead	Q	27 40	14 00	
Minudie	Cumberland	N.S	104 00	44 00	
Mira Gut	Cape Breton	N.S	25 00	20 00	
Mirabel	Two Mountains	Q	67 00	28 00	
Miranda	Missisquoi	Q	14 00	12 00	
Miscou Centre	Gloucester	N.B	14 00	12 00	
Miscouche	Prince East	P.E.I	212 80	90 00	8 00
Miscou Harbour	Gloucester	N.B	42 94	20 00	
Miscou Light House	Gloucester	N.B	42 94	20 00	
Misere	Charlevoix	Q	37 00	16 00	6 00
Mispec	St. John	N.B	33 09	12 00	
Missanabie	Algoma	O	338 54	130 00	
Mississippi Station	Addington	O	158 63	60 00	
Mistassini	Chicoutimi	Q	195 69	80 00	1 17
Mistawasis		Sask	40 24	32 00	
Mitchell River	King's	P.E.I	13 00	12 00	
Mitchell's Bay	Kent	O	34 97	18 00	
Mitchell Settlement	Restigouche	N.B	6 00	12 00	
Mitchell Square	Simcoe, E.R.	O	129 60	50 00	
Mitchell Station	Nicolet	Q	160 65	90 00	
Mitchellville	Leeds, S.R.	O	49 01	20 00	
‡ Mitford		Alta	48 00	69 00	18 00
Mizonette	Gloucester	N.B	15 93	12 00	
Moehelle	Annapolis	N.S	31 25	22 00	
Moe's River	Compton	Q	141 05	66 00	
Moffat	Halton	O	57 00	36 00	
Moffat		Assa. East	74 67	24 00	
Moir	Hastings, N.R.	O	165 47	40 00	1 00
Moisie	Saguenay	Q	37 00	16 00	
Moline	Marquette	M	16 00	12 00	
Molson	Selkirk	M	68 31	36 00	
Moltke	Grey, S.R.	O	55 00	20 00	
Monaghan	Queen's East	P.E.I	3 00	12 00	
Monalea	Argenteuil	Q	25 85	12 00	
Monar	Selkirk	M	34 78	20 00	2 00

\* Opened 1-4-99. † Late Black Branch. ‡ Closed 1-4-99. § Closed 1-10-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Monck	Wellington, N.R.	O 35 52	20 00		
Monckland Station	Stormont	O 210 94	96 00		
Moncrieff	Huron, E.R.	O 30 76	16 00		
Moncton Road	Westmoreland	N.B. 6 00	10 00		
Moneymore	Hastings, E.R.	O 7 00	12 00		
Mongenais	Vaudreuil	Q 68 90	32 00		
Mongolia	York, E.R.	O 46 14	26 00		
Monk Road	Hastings, N.R.	O 4 45	10 00		
Monk's Head	Antigonishe	N.S. 14 94	16 00		
Monkton	Perth, N.R.	O 346 25	120 00	8 00	
Mono Centre	Cardwell	O 84 74	40 00		
*Monquart	Carleton	N.B. 2 50	5 83		
Monsell	Ontario, N.R.	O 7 00	12 00		
Montague Cross	Queen's, East	P.E.I. 50 94	24 00		
Montague Gold Mines	Halifax	N.S. 37 00	20 00		
Montauban	Portneuf	Q 205 61	80 00		
Montcalm	Montcalm	Q 114 00	40 00		
Montcerf	Wright	Q 44 00	16 00		
Mont Dufresne	Richmond	Q 10 00	12 00		
Monteagle Valley	Hastings, N.R.	O 47 00	20 00		
Montefiore	Brandon	M 17 01	20 00	3 00	
Montfort	Argenteuil	Q 148 55	60 00		
Montgomery	Assa, East	Q 17 83	16 00		
Monticello	Wellington, N.R.	O 53 35	20 00		
Monticello	King's	P.E.I. 13 38	12 00		
Mont Louis	Gaspé	Q 143 75	50 00		
Montmartre	Assa, East	Q 20 00	20 00		
Montmorency East	Montmorency	Q 37 90	16 00		
Montmorency Falls	Quebec	Q 78 48	45 00	4 00	
Montmorency Village	Quebec	Q 378 01	140 00		
Mont Morin	Terrebonne	Q 85 75	30 00		
Montpelier	Labelle	Q 30 75	20 00		
Montreal River	Nipissing	O 7 00	20 00		
Montreal South	Chambly & Vercheres	Q 36 75	24 00		
Montreal West	Jacques Cartier	Q 211 65	60 00		
Montrose	Colchester	N.S. 43 75	20 00		
Montrose	Welland	O 39 50	30 00		
Montrose	Prince West	P.E.I. 121 36	30 00		
Montrose	Macdonald	M 13 89	12 00		
Mont St. Hilaire	Rouville	Q 79 95	36 00		
Monument Settlement	Carleton	N.B. 25 86	16 00		
Moody's	Gloucester	N.B. 3 00	10 00		
Moodyville	Burrard	B.C. 273 00	115 00		
†Moon River	Muskoka and Parry Sound	O 32 00	12 00		
Moonstone	Simcoe, E.R.	O 223 00	96 00		
Moorsburg	Grey, N.R.	O 88 05	40 00	2 00	
Moore's Falls	Victoria, N.R.	O 12 06	12 00		
Moore's Mills	Charlotte	N.B. 102 00	50 00	18 00	
Moorsville	Middlesex, N.R.	O 77 67	36 00		
Moose Brook	Hants	N.S. 21 02	16 00		
Moosehead	Halifax	N.S.† 6 00			
Moose Creek	Stormont	O 718 79	260 00	30 00	
Mooseland	Halifax	N.S. 73 00	28 00		
Moose Park	Nicolet	Q 123 50	35 00		
Moose River	Pictou	N.S. 15 30	12 00		
Moose River	Cumberland	N.S. 13 00	16 00		

\* Closed 1-2-99.

† Summer office.

‡ Credit for new office, not yet opened.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		§	cts.	§		
Moose River Gold Mines	Halifax . . . . . N.S.	69	00	24	00	
Moran	Northumberland . . . . . N.B.	18	00	16	00	
Morar	Antigonishe . . . . . N.S.	16	50	12	00	
Moraviantown	Elgin, W.R. . . . . O	26	25	16	00	
Moray	Middlesex, N.R. . . . . O	51	32	30	00	
Morcombe	King's . . . . . N.B.	9	00	12	00	
Morden	King's . . . . . N.S.	45	97	24	00	2 00
Morehead	Pontiac . . . . . Q	35	00	20	00	
Morehouse	Northumberland . . . . . N.B.	41	82	20	00	
Morell Rear	King's . . . . . P.E.I.	13	00	12	00	
Morell Station	King's . . . . . P.E.I.	286	00	120	00	4 00
Morganston	Northumberland, E.R. . . . . O	197	65	70	00	
Morganville	Digby . . . . . N.S.	8	00	2	50	
Morgeau	Montmagny . . . . . Q	75	84	30	00	
Morin Flats	Argenteuil . . . . . Q	146	35	36	00	6 00
*Morinus	Simcoe, E.R. . . . . O	10	00	12	00	
Morinville	Alta . . . . . O	37	10	16	00	
Morley	Grey, E.R. . . . . O	10	00	12	00	
Morley	Alta . . . . . O	194	00	90	00	4 00
Moropano	Lisgar . . . . . M	18	29	18	00	
Morrison Lake	Simcoe, E.R. . . . . O	11	00	12	00	
Morristown	Antigonishe . . . . . N.S.	18	00	12	00	
Morristown	King's . . . . . N.S.	7	50	12	00	
Mortimer's Point	Simcoe, E.R. . . . . O	91	19	30	00	
Morton	Leeds, S.R. . . . . O	176	50	70	00	6 00
*Morton Park	York, N.R. . . . . O	13	50	10	00	
Morton's Corner	Lunenburg . . . . . N.S.	9	00	12	00	
Morvan	Antigonishe . . . . . N.S.	10	00	12	00	
Morven	Lennox . . . . . O	115	04	40	00	
Mosborough	Wellington, S.R. . . . . O	83	00	44	00	
Moscow	Addington . . . . . O	227	66	84	00	
Moser's River	Halifax . . . . . N.S.	252	44	90	00	
Mosgrove	Carleton . . . . . O	19	15	14	00	
Mosher's Corner	Annapolis . . . . . N.S.	38	00	20	00	
Mosherville	Hants . . . . . N.S.	91	00	16	00	
Moss Glen	King's . . . . . N.B.	38	50	20	00	
Mosside	Middlesex, W.R. . . . . O	46	00	28	00	
Mossley	Middlesex, E.R. . . . . O	76	00	40	00	
Mossman's Grant	Lunenburg . . . . . N.S.	38	00	16	00	2 00
Motherwell	Perth, S.R. . . . . O	138	87	64	00	
Moulie's River	Kent . . . . . N.B.	57	83	30	00	
Moulin Basinet	Joliette . . . . . Q			10	00	
Moulin Chaurette	Three Rivers & St. Mau- rice . . . . . Q	42	65	20	00	
Moulinette	Stormont . . . . . O	367	94	173	00	66 00
Moulin Tétu	Lotbinière . . . . . Q	47	97	26	00	
Moulton	Haldimand & Monck . . . . . O	69	50	24	00	
Mountain Brook	Restigouche . . . . . N.B.	15	00	12	00	
Mountain Dale	King's . . . . . N.B.	14	00	12	00	
Mountain Grove	Addington . . . . . O	284	67	96	00	5 00
Mountain Road	Pictou . . . . . N.S.	12	52	12	00	
Mountain View	Prince Edward . . . . . O	96	08	48	00	
Mountain View	Alta . . . . . O	157	26	36	00	
Mount Albion	Wentworth, S.R. . . . . O	38	35	20	00	
Mount Albion	Queen's East . . . . . P.E.I.	26	00	12	00	
Mount Buchanan	Queen's East . . . . . P.E.I.	13	00	12	00	
Mount Carmel	Kamouraska . . . . . Q	92	11	44	00	

\* Summer office. † Opened 1-4-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Mount Carmel.....	Middlesex, N.R.....	O	141 00	60 00		
Mount Charles.....	Peel.....	O	29 20	16 00		
Mount Chesney.....	Frontenac.....	O	23 85	12 00		
Mount Denison.....	Hants.....	N.S	68 25	32 00		
Mount Dennis.....	York, W.R.....	O	17 00	16 00		
Mount Hanly.....	Annapolis.....	N.S	143 00	56 00		
Mount Healy.....	Haldimand & Monck...O		20 00	16 00		
Mount Hebron.....	King's.....	N.B	10 19	12 00		
Mount Herbert.....	Queen's East.....	P.E.I	12 00	12 00		
Mount Hope.....	Bruce, N.R.....	O	25 00	16 00		
Mount Hope.....	King's.....	P.E.I	19 96	12 00		
Mount Horeb.....	Victoria, S.R.....	O	48 50	20 00		
Mount Irwin.....	Victoria, N.R.....	O	74 44	30 00		
Mount Johnson.....	St. John's, Iberville...Q		157 00	56 00		
Mount Lehman.....	New Westminster...B.C		120 00	50 00		
Mount Loyal.....	Montcalm.....	Q	15 00	12 00		
Mount Maple.....	Argenteuil.....	Q	11 95	12 00		
Mount Middleton.....	King's.....	N.B	13 94	12 00		
* Mount Murray.....	Charlevoix.....	Q	8 00			
Mount Oscar.....	Vaudreuil.....	Q	24 48	16 00		
Mount Pisgah.....	King's.....	N.B	12 00	12 00		
Mount Pleasant.....	Durham, E.R.....	O	306 68	100 00		
Mount Pleasant.....	Prince West.....	P.E.I	13 83	12 00	4 00	
Mount Pleasant.....	Cumberland.....	N.S		12 00		
Mount Pleasant.....	Carleton.....	N.B	51 97	20 00	2 00	
Mount Rose.....	Annapolis.....	N.S	19 00	12 00		
Mount Royal Vale.....	Jacques Cartier.....	Q		18 00		
Mount Ryan.....	Queen's East.....	P.E.I	8 00	12 00		
Mount St. Louis.....	Simcoe, E.R.....	O	99 04	40 00		
Mount St. Patrick.....	Renfrew, S.R.....	O	198 00	40 00	2 00	
Mount Salem.....	Elgin, E.R.....	O	90 80	36 00		
Mountsberg.....	Wentworth, S.R.....	O	42 00	20 00		
Mount Sherwood.....	Carleton.....	O	183 00	60 00		
Mount Thom Settlement.....	Pictou.....	N.S	17 75	12 00		
Mount Tolmie.....	Vancouver.....	B.C	149 00	70 00		
Mount Vernon.....	Brant, S.R.....	O	222 21	60 00		
Mount View.....	Wellington, N.R.....	O	13 00	12 00		
Mount View.....	Westmoreland.....	N.B	8 00	12 00		
Mountville.....	Albert.....	N.B	45 47	16 00		
Mountville.....	Pictou.....	N.S	7 00	10 00		
Mount Whatley.....	Westmoreland.....	N.B	115 00	40 00		
Mount Wolf.....	Cardwell.....	O	22 00	16 00		
Mount Young.....	Inverness.....	N.S	12 00	12 00		
Mouth of Jemseg.....	Sunbury & Queen's...N.B		69 57	34 00		
Mouth of Keswick.....	York.....	N.B	110 06	48 00		
Mouth of St. Francis.....	Victoria.....	N.B		10 00		
Mowbray.....	Lisgar.....	M	33 80	20 00		
† Moyie.....	Yale & Cariboo.....	B.C	203 60	10 00		
Mud Bay.....	New Westminster...B.C		19 84	20 00		
Mud Creek.....	Lanark, S.R.....	O	21 00	12 00		
Muddy Creek.....	Prince East.....	P.E.I	30 00	20 00		
Muir Kirk.....	Elgin, W.R.....	O	211 00	90 00		
Muldoon.....	Pontiac.....	Q	163 14	16 00	10 00	
Mulgrave.....	Welland.....	O	12 00	12 00		
Mull.....	Kent.....	O	185 00	80 00	3 00	
Mull River.....	Inverness.....	N.S	11 97	12 00		
Mullifarry.....	Middlesex, W.R.....	O	5 00	12 00		

\* Summer office.

Opened 1-1-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Mulmur	Simcoe, S.R.	O	65 50	36 00		
Mulock	Assa East	O	43 26	16 00		
Mulock	Grey, S.R.	O	36 93	16 00		
Muncey	Middlesex, S.R.	O	298 19	100 00		
Munro	Perth, S.R.	O	64 69	32 00	4 00	
Munroe's Bridge	Inverness.	N.S	16 00	16 00		
Munroe's Mills	Glengarry	O	43 50	24 00		
Munster	Carleton	O	91 34	36 00		
Murchison	Marquette	M	15 00	12 00		
Murchison	Nipissing	O	22 00	20 00		
Murchyville	Halifax	N.S	12 08	12 00		
Murdoch	Grey, S.R.	O	11 97	12 00		
Murillo	Algoma	O	283 31	80 00	8 00	30 00
Murphy	Grey, N.R.	O	34 00	16 00		
Murray	Northumberland, E.R.	O	193 04	70 00		
Murray Corner	Westmoreland	N.B	71 86	32 00		
Murrayfield	Pictou	N.S	12 50	12 00		6 00
Murray Harbour, N.	Queen's East	P.E.I	58 50	24 00		
Murray Harbour Road	Queen's East	P.E.I	25 00	16 00		
Murray River	Queen's East	P.E.I	250 20	70 00	4 00	
Murray Road	Westmoreland	N.B	17 00	12 00		
Murvale	Addington	O	43 90	20 00		
Muskoka Falls	Ontario, N.R.	O	51 79	18 00		
Musquash	St. John	N.B	84 58	59 00		
Musquodoboit Harbour	Halifax	N.S	301 89	130 00	60 00	
Musselyville	Bonaventure	Q	23 94	12 00		
Mutton Bay	Saguenay	Q	3 00	12 00		
Myer's Cave	Addington	O	21 41	12 00		
Myrehall	Hastings, E.R	O	9 00	12 00		
Myrtle	Ontario, S.R	O	185 50	90 00	27 00	
Myrtle	Lisgar	M	111 67	44 00		
Myrtle Station	Ontario, S.R	O	81 93	36 00		
Mystic	Missisquoi	Q	52 50	35 00		
<b>NAAS HARBOUR</b>	Burrard	B.C	50 00	32 00		
Nackawick	York	N.B	25 97	16 00		
Nail Pond	Prince West	P.E.I	11 00	12 00		
Nairn	Middlesex, N.R	O	84 92	36 00		
Nairn Centre	Algoma	O	338 44	120 00		
Namao	Alta	O	8 79	12 00		
Nanur	Labelle	Q	95 00	36 00		
Nancy	Maskinonge	Q	54 50	30 00		
Nanoose Bay	Vancouver	B.C	19 86	20 00		
Nanton	Alta	O	62 22	28 00		
Nantyr	Simcoe, S.R.	O	54 00	32 00		
Naphan	Hastings, E.R.	O	12 00	12 00		
Nappan	Cumberland	N.S	15 00	12 00		
Nappan Station	Cumberland	N.S	262 28	130 00	2 00	
Napperton	Middlesex, W.R.	O	23 64	14 00		
Narva	Bruce, E.R.	O	26 00	16 00		
Nashville	York, W.R.	O	65 10	36 00		
Nashwaak Bridge	York	N.B	81 00	32 00		
Nashwaaksis	York	N.B	100 00	36 00		
Nashwaak Village	York	N.B	65 44	28 00		
Nasonworth	York	N.B	16 00	12 00		
Natashquan	Saguenay	Q	29 37	22 00	10 00	

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Nauwigewauk	King's N.B.	91 98	59 00		
Navan	Russell O.	200 12	70 00		
Necum Teuch	Halifax N.S.	45 00	18 00		
Neguac	Northumberland N.B.	84 97	40 00		
Neil's Harbour	Victoria N.S.	74 02	24 00		
Neilsonville	Quebec Q.	94 00	32 00		
Nelles Corners	Haldimand & Monck O.	155 50	56 00	20 00	
Nelson	Halton O.	78 65	40 00		
Nelson	Lisgar M.	53 00	24 00		
Nelson Reserve	Northumberland N.B.	2 00	12 00		
Nenagh	Grey, S.R. O.	20 87	16 00		
Nerepis Station	King's N.B.	40 00	20 00	4 00	
Nesbitt	Brandon M.	338 97	140 00	5 00	
Nestleton	Durham, N.R. O.	158 92	60 00		
Netherby	Welland O.	77 96	30 00		
Nettly Lake	Selkirk M.	8 88	12 00		
Neudorf	Assa. East	28 07	12 00		
New Acadie	King's P.E.I.	11 07	12 00		
New Albany	Annapolis N.S.	60 00	30 00	2 00	
New Annan	Prince East P.E.I.	34 00	12 00	4 00	
New Argyle	Queen's West P.E.I.	15 00	12 00		
Newark	Oxford, S.R. O.	37 50	20 00		
New Armagh	Lotbinière Q.	73 81	16 00		
New Bandon	Gloucester N.B.	54 00	24 00		
Newbois	Lotbinière Q.	112 06	44 00		
New Boston	Cape Breton N.S.	7 00	12 00		
Newboyne	Leeds, S.R. O.	19 91	18 00		
Newbridge	Huron, E.R. O.	195 00	80 00	4 00	
Newburg	Carleton N.B.	14 00	12 00		
Newburg Junction	Carleton N.B.	57 20	24 00	6 00	
Newburn	Lunenburg N.S.	8 97	12 00		
New Canaan	Essex, S.R. O.	149 77	56 00		
New Canaan	Sunbury & Queen's N.B.	14 00	12 00		
New Canada	Lunenburg N.S.	39 85	12 00		
New Carlow	Hastings, N.R. O.	24 50	14 00		
Newcastle Bridge	Sunbury & Queen's N.B.	69 22	28 00		
Newcastle Creek	Sunbury & Queen's N.B.	59 95	28 00		
Newcomb	Lunenburg N.S.	20 00	16 00	4 00	
Newcomb Corner	Halifax N.S.	36 44	16 00		
New Cornwall	Lunenburg N.S.	11 00	12 00		
New Cumberland	Lunenburg N.S.	13 03	12 00		
New Denmark	Victoria N.B.	65 95	30 00		
New Dominion	Queen's West P.E.I.	25 50	16 00		
New Dublin	Brockville O.	56 00	24 00		
New Durham	Oxford, S.R. O.	141 50	56 00		
New Edinburgh	Digby N.S.	16 46	12 00		
Newellton	Shelburne & Queen's N.S.	45 00	28 00		
New Elm	Lunenburg N.S.	2 00	10 00		
New Erin	Huntingdon Q.	75 00	36 00		
New Finland	Assa. East	30 89	12 00		
New Flos	Simcoe, N.R. O.	95 00	40 00		
New France	Antigonishe N.S.	5 00	12 00		
New Gairloch	Pictou N.S.	17 52	12 00		
New Glasgow	Queen's West P.E.I.	104 50	40 00		
New Glasgow	Terrebonne Q.	229 90	96 00		
New Grafton	Shelburne & Queen's N.S.	27 64	12 00		
New Harbour	Guysborough N.S.	26 50	16 00		

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Harmony	King's P.E.I.		10 00		
New Harris	Victoria N.S.	11 00	12 00		
New Hastings	Assa. E.	14 00			
New Haven	Queen's West. P.E.I.	46 47	20 00	10 00	
New Haven	Victoria N.S.	38 00	16 00		
Newholm	Muskoka & Parry Sd. O.	6 00	12 00		
New Horton	Albert N.B.	48 77	20 00		
New Ireland	Mégantic Q.	25 00	36 00	16 00	
New Ireland Road	Albert N.B.	2 97	12 00		
New Jerusalem	Sunbury & Queen's N.B.	25 90	16 00		
New Larig	Pictou N.S.	12 00	12 00		
New London	Queen's West. P.E.I.	116 00	52 00	4 00	
New Lunnon	Alta	14 67	12 00		
Newmanville	Leeds, N.R. O.	8 00	12 00		
New Market	York N.B.	6 00	12 00		
New Maryland	York N.B.	7 00	12 00		
New Mexico	Compton Q.	13 00	12 00		
New Minas	King's N.S.	142 05	30 00		
New Oxley	Alta	70 71	40 00		
New Park	Durham, E.R. O.	26 90	12 00		
New Perth	King's P.E.I.	54 00	36 00		
Newport	Brant, S.R. O.	60 00	20 00		
Newport	Gaspé Q.	111 47	36 00		20 00
Newport	King's P.E.I.	18 00	18 00		
Newport Corner	Hants N.S.	39 72	24 00		
Newport Point	Gaspé Q.	193 22	100 00		20 00
Newport Station	Hants N.S.	235 70	80 00	140 00	
New Richmond	Bonaventure Q.	269 82	120 00		
New River Mills	Charlotte N.B.	13 97	12 00		
New Rockland	Richmond Q.	173 75	66 00		
New Ross	Dundas O.	5 97	12 00		
New Ross Road	King's N.S.	8 45	12 00		
Newry	Perth, N.R. O.	156 00	85 00		
New Salem	Cumberland N.S.	55 23	20 00		
New Sarum	Elgin, E.R. O.	153 00	56 00		
New Scotland	Westmoreland N.B.	9 00	12 00		
Newton	Prince East. P.E.I.	8 50	12 00		
Newton Brook	York, W.R. O.	159 94	64 00		
Newton Cross	Queen's East P.E.I.	12 00	12 00		
Newton Mills	Colchester N.S.	53 30	24 00		
Newton Robinson	Simcoe, S.R. O.	262 97	120 00		
*Newton Station	Macdonald M.	12 16	6 05		
Newtonville	King's N.S.	16 00	12 00		
New Toronto	York, W.R. O.	283 00	96 00		
New Town	Guysborough N.S.	34 00	16 00		6 00
New Town	King's N.B.	99 25	50 00	2 00	
New Tuskett	Digby N.S.	43 59	16 00		
Newville	Cumberland N.S.	112 00	50 00		
New Wiltshire	Queen's West. P.E.I.	93 38	40 00	12 00	
New Yarmouth	Cumberland N.S.	4 00	12 00		
New Zealand	King's P.E.I.	7 00	16 00		
New Zion	Sunbury & Queen's N.B.	10 10	12 00		
Nichollsville	King's N.S.	11 97	12 00		
Nicolet Falls	Richmond Q.	103 47	40 00		
Nicolston	Simcoe, S.R. O.	48 75	25 00		
Nicomekl	New Westminster B.C.	78 75	35 00		
Nicomin	New Westminster B.C.	89 50	60 00		

\* Opened 1-9-98; closed 8-4-99.

† Credit for new office not yet opened.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nictau	Victoria	48 00	24 00		
Nictaux South	Annapolis	9 00	10 00		
Nictaux West	Annapolis	38 00	20 00		
Nigado	Gloucester	8 00	12 00		
Nile	Huron, W.R.	127 66	52 00		
Nilestown	Middlesex, E.R.	222 67	90 00		
Nine Mile Creek	Queen's West	27 00	16 00		
Nine Mile River	Hants	50 00	20 00		
Ninette	Lisgar	114 22	32 00		
Nipissing	Muskoka & Parry Sd.	138 50	68 00	4 00	
Nipissing Junction	Nipissing	82 76	40 00		
Nithburg	Oxford, N.R.	73 93	30 00		
Niverville	Provencher	107 43	52 00		
Nixon	Norfolk, N.R.	120 66	48 00		
Nixon	Albert	14 00	12 00		
Nober	Norfolk, S.R.	80 74	36 00		
Noel Road	Hants	9 00	12 00		
Noel Shore	Hants	51 33	20 00		
Nominique	Labelle	174 00	70 00		
Norborough	Prince East	27 10	12 00		
Norgate	Macdonald	31 56	20 00		
Norham	Northumberland, E.R.O	186 00	70 00		
Normandale	Norfolk, S.R.	52 50	20 00		
Norquay	Lisgar	18 00	18 00		
Normandin	Chicoutimi	171 20	60 00		
North Ainslie	Inverness	12 00	12 00		
North Alton	King's	12 00	12 00		
Northam	Prince West	59 00	40 00	2 00	
Northampton	Carleton	24 00	16 00		
North Beaver Bank	Halifax	13 00	12 00		
North Bedeque	Prince East	41 50	24 00		
North Branch	Russell	19 92	12 00		
North Brook	Addington	119 69	44 00	0 50	
North Brookfield	Shelburne & Queen's	529 00	140 00		12 00
North Bruce	Bruce, W.R.	122 28	52 00	4 00	12 00
North Buxton	Kent	119 72	28 00		
North Cape Mabou	Inverness	14 00	12 00		
North Carleton	Prince East	38 50	18 00		
North Clarendon	Pontiac	32 31	20 00		
Northcote	Renfrew, S.R.	14 00	12 00		
North East Branch, Margaree	Inverness	178 96	70 00	18 00	12 00
North East Harbour	Shelburne & Queen's	123 00	60 00	2 00	
Northern	Alta	25 27	12 00		
North Esk Boom	Northumberland	12 00	12 00		
Northfield	Stormont	69 81	30 00		
Northfield	Sunbury & Queen's	12 00	12 00		
Northfield	Lunenburg	18 94	12 00		
*Northfield, Queen's	Shelburne & Queen's	6 00	0 83		
Northfield	Vancouver	176 00	80 00		
Northfield Centre	Oxford, S.R.	47 00	20 00		
Northfield Farm	Wright	23 86	12 00		
North Forks of Salmon Creek	Sunbury & Queen's	6 00	10 00		
North Framboise	Richmond	6 00	12 00		
North Georgetown	Châteauguay	50 00	28 00		
North Glanford	Wentworth, S.R.	84 50	40 00		
North Grant	Antigonishe		12 00		
North Greenville	Cumberland	39 00	16 00		

\* Opened 1-6-99.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
North Gut, St. Ann's.....	Victoria..... N.S.	15 47	12 00		
North Ham.....	Wolfe..... Q	241 00	100 00		
North Harbour, Cape North.....	Victoria..... N.S.	27 00	16 00		
North Hill.....	Compton..... Q	12 00	12 00		
North Intervale.....	Guysborough..... N.S.	11 25	12 00		
North Kemptville.....	Yarmouth..... N.S.	29 86	10 00		
North Keppel.....	Grey, N.R..... O	109 05	40 00		
North Kingston.....	King's..... N.S.	41 95	24 00		
North Lake.....	King's..... P.E.I.	20 97	12 00		
North Lake.....	York..... N.B.	84 00	24 00		
North Low.....	Wright..... Q	21 91	16 00		
North Medford.....	King's..... N.S.	13 00	12 00		
North Middleboro.....	Cumberland..... N.S.	26 25	12 00		
North Milton.....	Queen's West..... P.E.I.	10 50	12 00		
North Montague.....	Lanark, S.R..... O	18 00	16 00		
North Mountain.....	Dundas..... O	15 96	16 00		
North Mountain.....	King's..... N.S.	4 00	10 00		
North Onslow.....	Pontiac..... Q	49 94	24 00		
North Osgoode.....	Russell..... O	2 00	16 00		
North Pelham.....	Lincoln & Niagara..... O	60 03	16 00		
North Pinnacle.....	Missisquoi..... Q	45 10	26 00		
North Port.....	Prince Edward..... O	169 00	77 00		
North Portal.....	Assa, East..... O	150 76	70 00		16 37
North Range Corner.....	Digby..... N.S.	75 41	28 00	4 00	
North Renous.....	Northumberland..... N.B.	20 45	12 00		
North Rideau.....	Carleton..... O	50 00	16 00		
North Ridge.....	Essex, S.R..... O	69 18	40 00		
North River.....	Queen's West..... P.E.I.	52 00	24 00	2 00	
North River.....	Colchester..... N.S.	95 00	32 00		
North River Bridge.....	Victoria..... N.S.	54 47	20 00		6 00
North River Centre.....	Victoria..... N.S.	29 97	18 00		6 00
North River Platform.....	Westmoreland..... N.B.	63 00	40 00		
Northrup.....	King's..... N.B.	*5 00			
North Rustico.....	Queen's East..... P.E.I.	54 50	30 00		
North St. Eleanors.....	Prince East..... P.E.I.		12 00		
North Saanich.....	Vancouver..... B.C.	47 42	24 00		
North Salem.....	Hants..... N.S.	4 96	10 00		
North Salt Springs.....	Vancouver..... B.C.	98 27	40 00		
North Seneca.....	Haldimand & Monck..... O	39 00	20 00		
North Seguin.....	Muskoka & Parry Sd..... O	62 86	30 00		
North Shore.....	Cumberland..... N.S.	6 92	12 00		
North Shore.....	Victoria..... N.S.	9 00	12 00		
North Shore of St. Margaret's Bay.....	Halifax..... N.S.	20 22	12 00		
North Section of Earltown.....	Colchester..... N.S.	12 00	12 00		
North Stanbridge.....	Missisquoi..... Q	81 00	36 00		
North Stoke.....	Richmond..... Q	12 00	12 00		
North Stukely.....	Shefford..... Q	128 00	60 00		
North Sutton.....	Brome..... Q	23 00	22 00		
North Tay.....	York..... N.B.	12 85	12 00		
North Témiscamingue.....	Pontiac..... Q	59 91	20 00		
North Tryon.....	Prince East..... P.E.I.	92 00	36 00		
North Valley.....	Stormont..... O	23 00	12 00		
Northville.....	King's..... N.S.		12 00		
North Wallace.....	Cumberland..... N.S.	13 00	10 00		
North-West.....	Lunenburg..... N.S.	6 00	10 00		
North-West Arm.....	Cape Breton..... N.S.	20 00	16 00	8 00	
North-West Bridge.....	Northumberland..... N.B.	77 50	50 00		

\* Credit for new office not yet in operation.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
North-West Cove.....	Lunenburg..... N.S.	4 97	12 00		
North-West Harbour.....	Shelburne & Queen's..... N.S.	28 00	20 00		
North Winchester.....	Dundas..... O	36 20	12 00		
North Wolfestown.....	Wolfe..... Q	42 02	16 00		
Northwood.....	Kent..... O	159 22	60 00		
Norton.....	King's..... N.B.	13 00	12 00		
Norton Creek.....	Chateauguay..... Q	67 00	28 00		
Norton Dale.....	York..... N.B.	16 90	12 00		
Nortonville.....	Peel..... O	13 71	16 00		
Norway.....	York, E.R..... O	26 00	36 00		
Norwood.....	Yarmouth..... N.S.	12 00	16 00		
Notch Hill.....	Yale & Cariboo..... B.C.	117 36	40 00		
Notre Dame.....	Kent..... N.B.	87 50	36 00	2 00	
Notre Dame de l'He Verte.....	Témiscouata..... Q	33 00	14 00		
Notre Dame de la Merci.....	Montcalm..... Q	7 00	12 00		
Notre Dame de Rimouski.....	Rimouski..... Q	181 41	60 00		18 00
Notre Dame des Bois.....	Ccampton..... Q	174 67	60 00		
Notre Dame du Pont Main.....	Labelle..... Q	16 10	10 00		
Notre Dame du Portage.....	Témiscouata..... Q	135 53	+80 00		
Notre Dame du Rosaire.....	Montmagny..... Q	108 05	20 00		
Nouvelle.....	Bonaventure..... Q	141 70	48 00		
Noyan.....	Missisquoi..... Q	118 50	64 00		
*Nugent.....	Hastings, N. R..... O	6 00	6 00		
Nutby.....	Colchester..... N.S.	10 00	12 00		
Nutt's Corners.....	Missisquoi..... Q	47 00	30 00		
Nyanza.....	Victoria..... N.S.	62 00	36 00		12 00
<b>OAK BANK</b> .....	Selkirk..... M	122 02	50 00		
Oak Bay.....	Charlotte..... N.B.	95 86	56 00		
Oak Bluff.....	Selkirk..... M	23 36	20 00		
Oakburn.....	Marquette..... M	24 73	16 00		
Oakdale.....	Bothwell..... O	106 03	40 00		
Oakfield.....	Halifax..... N.S.	72 25	36 00		
Oakham.....	Sunbury & Queen's..... N.B.	19 47	12 00		
Oak Hammock.....	Selkirk..... M	3 50	10 00		
Oakhill.....	Victoria, N. R..... O	12 97	12 00		
Oakhill.....	Charlotte..... N.B.	29 50	24 00		
Oak Lake.....	Peterborough, E. R..... O	9 00	12 00		
Oakland.....	Lunenburg..... N.S.	6 50	10 00		
Oakland.....	Carleton..... N.B.	15 96	12 00		
Oakland.....	Macdonald..... M	6 35	12 00		
Oaklands.....	Victoria..... B.C.	85 00	50 00		
Oak Leaf.....	Leeds, S. R..... O	54 00	20 00		
Oakley.....	Assa, East..... O	20 27	12 00		
Oaknook.....	Marquette..... M	117 15	40 00	12 00	
Oak Park.....	Shelburne & Queen's..... N.S.	27 97	16 00		7 50
Oak Point.....	Bonaventure..... Q	60 45	24 00		
Oak Point.....	Selkirk..... M	19 00	12 00		
Oak Ridges.....	Ontario, W. R..... O	50 79	24 00		
Oakville.....	Carleton..... N.B.	14 00	12 00		
Oakville.....	Macdonald..... M	83 40	20 00		
Oates.....	Addington..... O	4 00	12 00		
Oban.....	Richmond..... N.S.	19 00	12 00		
Oberon.....	Macdonald..... M	35 93	16 00		
Ochre River.....	Marquette..... M	297 35	110 00		
O'Connell.....	Ontario, N. R..... O	52 64	20 00		

\* Closed 1-1-99.

† Including \$20 special allowance.



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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Oconto.....	Addington.....	O 16 67	16 00		
Odell.....	Middlesex, S.R.....	O 220 89	28 00		
Odelltown.....	Missisquoi.....	Q 46 00	24 00		
Odin.....	Colchester.....	N.S 14 00	12 00		
Ogden.....	Guysborough.....	N.S 1 00	12 00		
Ogemah.....	Lambton, W.R.....	O 13 00	12 00		
Ogilvie.....	King's.....	N.S 12 00	12 00		
*Ogilvie Station.....	Macdonald.....	M 15 00	36 00		
Ohio.....	Antigonishe.....	N.S 11 00	12 00		
Ohlen.....	Assa. East.....	65 17	28 00		
Ojibwa.....	Essex, N.R.....	O 56 00	12 00		
Oka.....	Two Mountains.....	Q 255 35	105 00		
Okanagon.....	Yale & Cariboo.....	B.C 54 18	20 00		
+Okanagon Falls.....	Yale & Cariboo.....	B.C 51 83	8 33		
+Okanagon Landing.....	Yale & Cariboo.....	B.C 103 00	15 00		
Okanagon Mission.....	Yale & Cariboo.....	B.C 205 24	80 00		
Okotoks.....	Alta.....	357 00	110 00	6 00	
Oldcastle.....	Essex, N.R.....	O 11 35	12 00		
Old Chelsea.....	Wright.....	Q 79 93	36 00		
Oldfield.....	Bothwell.....	O 18 00	12 00		
Oldham.....	Halifax.....	N.S 94 73	40 00		
Old Lake Road.....	Temiscouata.....	Q 74 74	26 00	4 50	
O'Leary Road.....	Prince West.....	P.E.I 13 00	12 00		
O'Leary Station.....	Prince West.....	P.E.I 273 00	130 00	16 00	
Olinda.....	Essex, S.R.....	O 157 73	64 00		
Olinville.....	Sunbury & Queen's.....	N.B 11 82	12 00		
Olinphant.....	Bruce, N.R.....	O 17 70	12 00		
Olive.....	Macdonald.....	M 64 70	20 00		
Oliver.....	Oxford, N.R.....	O 7 00	12 00		
Oliver.....	Stanstead.....	Q 138 00	20 00		
Oliver.....	Colchester.....	N.S 28 75	16 00		
Oliver's Ferry.....	Lanark, S.R.....	O 54 87	28 00	6 00	
Olivet.....	Wellington, N.R.....	O 129 56	48 00		
Oiscamp.....	Champlain.....	Q 13 30	10 00		
Ompah.....	Addington.....	O 228 91	65 00		
Oneida.....	Haldimand & Monck.....	O 24 00	16 00		
O'Neil.....	Westmoreland.....	N.B 4 00	10 00		
Onion Lake.....	Sask.....	67 71	40 00		
Onondaga.....	Brant, S.R.....	O 243 38	90 00	6 00	
Onslow Centre.....	Pontiac.....	Q 12 21	12 00		
Onslow Mountain.....	Colchester.....	N.S 13 70	12 00		
Onslow Station.....	Colchester.....	N.S 99 00	50 00		
Opawaka.....	Lisgar.....	M 8 00	12 00		
Opehican.....	Pontiac.....	Q 57 57	30 00		
Ophir.....	Algoma.....	O 69 50	24 00	2 00	
Orangedale.....	Inverness.....	N.S 186 92	70 00	4 00	
Orange Ridge.....	Macdonald.....	M 54 17	33 00		
Orange Valley.....	Muskoka & Parry Sd.....	O 12 00	12 00		
Oranmore.....	Muskoka & Parry Sd.....	O 7 00	12 00		
Orchard.....	Grey, S.R.....	O 35 14	20 00		
Oriel.....	Oxford, S.R.....	O 24 00	16 00		
Orkney.....	Wentworth, N., & Brant.....	O 113 00	40 00		
Orland.....	Northumberland, E.R.....	O 118 00	40 00		
Orleans.....	Russell.....	O 135 87	42 00	6 00	
Ormond.....	Dundas.....	O 179 88	80 00		
Ormsby.....	Hastings, N.R.....	O 234 59	100 00	11 00	
Oro Station.....	Simcoe, E.R.....	O 72 00	36 00		

\* Late Blake.  
12—20

+ Opened 1-2-99.

‡ Opened 1-10-98.

§ Late Newcombe Mills.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Orr Lake	Simcoe, E.R.	53	55	28	00	
Orrwold	Marquette	15	00	20	00	
Orton	Wellington, C.R.	205	55	80	00	
Ortonville	Victoria	23	96	12	00	
Orwell	Queen's East	138	47	60	00	30 00
Orwell Cove	Queen's East	28	47	20	00	
Osaca	Durham, E.R.	25	00	20	00	
Osborne	Lambton, W.R.	132	76	36	00	
Osler	Sask	64	39	24	00	
Osman	Middlesex, W.R.	19	03	12	00	
Oso Station	Addington	81	00	40	00	3 00
Osoyoos	Yale & Cariboo			20	00	20 00
Ospringe	Wellington, S.R.	222	83	80	00	
Ossian	Lambton, E.R.	11	96	12	00	
Ostrander	Norfolk, N.R.	98	00	60	00	
Ostrea Lake	Halifax	15	96	12	00	
O'Sullivan's Corners	York, E.R.	128	36	40	00	
Oswald	Selkirk	71	58	38	00	
+Otis	Chicoutimi	6	00	3	33	
Ottawa, East	Carleton	169	37	60	00	
Otter	New Westminster	20	62	20	00	
§Otter Brook	Colchester	20	00	3	33	
Otterburne	Provencher	175	80	70	00	
Otter Lake	Pontiac	198	85	84	00	12 00
Otter Point	Vancouver	34	06	20	00	
Otto	Selkirk	30	00	16	00	
Ouatichouan	Chicoutimi	36	70	16	00	
Oungah	Kent	53	00	30	00	4 00
Oustic	Wellington, S.R.	120	91	36	00	
‡Outer Island of Pt. Hood	Inverness	6	00	12	00	
Outlet	Leeds, S.R.	25	96	14	00	
Outram	Annapolis	9	00	16	00	
Outremont	Jacques Cartier	87	50	40	00	
Outremont Junction	Jacques Cartier	113	10	36	00	
Ouvry	Kent	98	82	44	00	
Overton	Addington	7	00	12	00	
Overton	Yarmouth	11	72	12	00	
‡Owl's Head	Brome	16	00	25	00	
Owl's Head Harbour	Halifax	35	91	12	00	
Oxdrift	Algoma	68	32	7	50	5 42
Oxenden	Grey, N.R.	147	00	56	00	4 00
Oxford, Centre	Oxford, S.R.	44	00	24	00	
Oxford Junction	Cumberland	131	88	50	00	
Oxford Station	Grenville, N.R.	57	93	32	00	
Oxley	Essex, S.R.	83	00	44	00	
Oxmead	Grey, E.R.	44	25	16	00	
Oyster Bed Bridge	Queen's East	37	00	20	00	4 00
Oyster Ponds	Guysborough	18	00	12	00	
<b>PAINCHAUD</b>	Mégantic	7	00	12	00	
Painsec	Westmoreland	14	00	12	00	
Painswick	Simcoe, S.R.	97	89	50	00	
Pakan	Alta	14	97	18	00	2 00
Palliser	Yale & Cariboo	215	79	50	00	
Palmer Rapids	Renfrew, S.R.	58	88	20	00	
Palmer Road	Prince West.	15	00	12	00	

† Opened 1-3-99.

‡ Summer office.

§ Opened 1-3-99.

|| Opened 1-10-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Palmyra	Elgin, W.R.	262 63	90 00		
Panama	Alta	15 33	12 00		
Panmure	Lanark, N.R.	72 96	22 00		
Faquette	Compton	220 40	90 00		
Faquette Station	Essex, N.R.	24 94	12 00		
Faquetville	Gloucester	17 00	16 00		
Paré Laval	Laval	29 00	16 00		
Paré	Portneuf	114 00	40 00		
* Parents	Victoria	45 00	14 67		
Parham	Addington	203 71	84 00	2 00	
Parisville	Lotbinière	41 00	24 00		
Parkbeg	Asso. West	62 26	30 00		
Park Corner	Queen's West	28 50	16 00		
Parkdale	Selkirk	23 77	18 00		
Parker	Wellington, C.R.	152 07	44 00		
Parker's Cove	Annapolis	9 30	10 00		
Parker's Ridge	York	39 45	16 00		
Park Head	Bruce, N.R.	173 50	80 00		
† Parkhouse	Hastings	8 00	3 33		
Parkhurst	Lotbinière	67 60	28 00	16 00	
Parkin	Asso. East	20 76	12 00		
Parkisimo	Marquette	140 65	44 00	20 00	
Parkman	Pontiac	49 60	12 00		
Park's Creek	Lunenburg	63 00	18 00		
Parksville	Vancouver	38 01	24 00	4 00	
Parlee Settlement	King's	12 00	12 00		
Parma	Lennox	48 91	30 00	6 00	
Farrsboro' Shore	Cumberland	17 50	12 00		
Passekeag	King's	37 86	28 00		
Pasteur	Chicoutimi	140 00	60 00		
Pasqua	Asso. West	74 00	28 00		
Patterson Settlement	Sunbury & Queen's	20 00	16 00		
Paudash	Peterboro', E.R.	12 00	12 00		
Pauline	Rouville	91 00	40 00		
Pavilion	Yale & Cariboo	113 13	50 00		
Payne Settlement	Victoria	9 00	12 00		
Peabody	Grey, N.R.	66 25	36 00		
† Peachland	Yale & Cariboo	121 23	11 67		
Peake Station	King's	95 80	40 00	8 00	
Pearceley	Muskoka & Parry Sd.	11 00	12 00		
Pearceeton	Missisquoi	44 50	30 00		
Peardonville	New Westminster	19 20	20 00		
Pearsonville	King's	11 50	12 00		
Peas Brook	Guysborough	14 00	12 00		
Peebles	Oxford, S.R.	17 84	12 00		
Peel	Carleton	125 00	50 00		
Peepabun	Wellington, N.R.	8 84	12 00		
Pefferlaw	York, N.R.	139 24	56 00		
Peggy's Cove	Halifax	19 40	14 00		
Pegus	Selkirk	24 25	18 00	10 00	
Pelesko	Alta	100 65	50 00		
† Pelee Island, East	Essex, S.R.	9 02	8 00		
Pelee Island, North	Essex, S.R.	92 97	36 00		
Pelee Island, South	Essex, S.R.	50 00	24 00		
Pelham Centre	Lincoln & Niagara	182 18	73 00		
Pelham Union	Lincoln & Niagara	18 00	16 00		
Pelissier	Wright	20 35	12 00		

\* Reopened 1-8-98. † Opened 1-12-98. ‡ Late Hungerford. § Closed 1-3-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pelletier Mills	Victoria . . . . . N. B.	14 98	12 00		
Pemberton Meadows	Yale & Cariboo . . . . . B. C.	24 61	20 00		
Pembroke	Hants . . . . . N. S.	51 00	24 00		
Pembroke	Carleton . . . . . N. B.	3 00	10 00		
Pembroke Shore	Yarmouth . . . . . N. S.	17 99	12 00		
Penasa	Lisgar . . . . . M.	39 14	16 00		
Pendennis	Brandon . . . . . M.	35 00	24 00		
Pender Island	Vancouver . . . . . B. C.	87 72	36 00		
Pengarth	Assa. West	17 10	16 00		
Penhold	York . . . . . N. B.	156 63	72 00		
Peniac	Gaspé . . . . . Q.	34 80	16 00		
Peninsula Gaspé	Algoma . . . . . O.	115 00	40 00		
Peninsula Harbour	Muskoka & Parry Sd. . . . . O.	63 10	36 00		
Peninsula Lake	Simcoe, S. R. . . . . O.	60 00	24 00		
*Peninsular Park	Halifax . . . . . N. S.	10 09	12 00		6 00
Pennant	Charlottetown . . . . . N. B.	15 41	12 00		
Pennfield	Charlotte . . . . . N. B.	66 50	32 00		
Pennfield Centre	Charlotte . . . . . N. B.	52 90	32 00		
Pennfield Ridge	Charlotte . . . . . N. B.	111 00	44 00	24 00	
Penrith	Brandon . . . . . M.	24 73	20 00		
Pense	Assa. West	276 59	130 00	7 00	
Pentecost River	Saguenay . . . . . Q.	53 23	24 00		
Pentland	Wellington, C. R. . . . . O.	13 00	10 00		
Penville	Simcoe, S. R. . . . . O.	91 76	36 00		
Perch Station	Lambton, W. R. . . . . O.	13 76	14 00		
Percy	Assa. East	142 74	40 00	3 00	
†Peribonca	Chicoutimi . . . . . Q.	20 86	5 83		
Perivale	Algoma . . . . . O.	16 97	12 00		
Perkins	Wright . . . . . Q.	107 43	52 00		
Perley	Assa. East	17 95	12 00		
Perm	Simcoe, S. R. . . . . O.	108 04	50 00		
Perrault	Renfrew, S. R. . . . . O.	18 87	12 00		
Perretton	Renfrew, N. R. . . . . O.	27 50	16 00		
Perrott Settlement	Annapolis . . . . . N. S.	8 00	12 00		
Perryboro'	Compton . . . . . Q.	31 25	20 00		
Perry Settlement	King's . . . . . N. B.	11 00	12 00		
Perry Station	Haldimand & Monck . . . . . O.	93 00	40 00		
Perry's Point	King's . . . . . N. B.	150 01	24 00		
Perrytown	Durham, E. R. . . . . O.	57 40	24 00		
Perth	Victoria . . . . . N. B.	7 00	12 00		
Perth Road	Addington . . . . . O.	138 00	53 00	8 00	
Perthuis	Portneuf . . . . . Q.	44 23	24 00		
Petawawa	Renfrew, N. R. . . . . O.	28 51	22 00		
Peter's Brook	Victoria . . . . . N. S.	11 00	12 00		
Petersburg	Waterloo, S. R. . . . . O.	264 15	110 00	52 00	
Peter's Mills	Kent . . . . . N. B.	12 00	12 00		
Peterson's Corners	Victoria, N. R. . . . . O.	8 00	12 00		
Peter's Road	Queen's East . . . . . P. E. I.	81 00	20 00		
Petersville	Sunbury & Queen's . . . . . N. B.	19 93	12 00		
Petersville Church	Sunbury & Queen's . . . . . N. B.	28 90	24 00		
§Petersville	Prince West . . . . . P. E. I.	10 00	11 00		
Petherton	Wellington, N. R. . . . . O.	106 00	36 00		
Petit Bonaventure	Bonaventure . . . . . Q.	22 40	16 00		
Petit Brule	Two Mountains . . . . . Q.	63 00	20 00		
Petit Cap	Gaspé . . . . . Q.	12 00	12 00		12 00
Petite de Grat Bridge	Richmond . . . . . N. S.	19 00	22 00		
Petite Laméque	Gloucester . . . . . N. B.	34 97	16 00		

\* Summer office. † Opened 1-12-98. § Reopened 1-8-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Petite Magdeleine	Gaspé	27 70	12 00		
Petite Matane	Rimouski	150 89	72 00		12 00
Petite Rivière	Two Mountains	23 00	12 00		
Petit Rivière Bridge	Lunenburg	260 00	90 00	2 00	
Petit Saguenay	Saguenay	9 00	12 00		
Petite Vallée	Gaspé	6 00	12 00		
Petit Village	Beauce	70 40	20 00		
Petits Mechins	Rimouski	60 45	24 00		
Petpeswick Harbour	Halifax	13 39	12 00		
Petrel	Macdonald	51 98	24 00	6 00	
Petworth	Addington	36 00	12 00		
Pevensey	Muskoka & Parry Sd.	12 85	12 00		
Peveril	Vaudreuil	87 95	48 00		
Pheasant Forks	Assa. East	202 81	90 00		
Phillipsburg, East	Missisquoi	341 45	112 00		
Phillipsburg, West	Waterloo, S.R.	101 96	42 00		
Phillipston	Hastings, E.R.	9 15	16 00		
Phoenix	Yale & Cariboo	120 19	15 00		
Pictou Island	Pictou	19 50	18 00		
Pictou Landing	Pictou	107 44	52 00	2 00	
Pictou Road	Guysborough	15 00	12 00		
Piedmont	Terrebonne	49 00	26 00		
Piedmont Valley	Pictou	40 79	18 00		
Pierreville Mills	Yamaska	173 31	60 00		
Pierston	King's	23 03	12 00		
Pigeon Bluff	Selkirk	8 50	12 00		
Pigeon Hill	Missisquoi	56 70	33 00		
Pigeon Lake	Selkirk	117 33	36 00		
Pike Bay	Bruce, N.R.	47 87	24 00		
Pike Creek	Essex, N.R.	36 00	24 00		
Pike River	Missisquoi	143 00	40 00		
Pincourt	Terrebonne	12 00	16 00		
Pine Dale	Ontario, N.R.	35 00	24 00		
Pine Grove	York, W.R.	90 00	36 00		
Pine Hill	Argenteuil	34 00	16 00		
Pinehurst	Kent	14 00	12 00		
Pine Lake	Ontario, W.R.	142 00	50 00		
Pine Orchard	Kent	50 00	28 00		
Pine Ridge	Kent	38 00	16 00		
Pine River	Bruce, W.R.	78 00	42 00		
Pinette	Queen's East	46 50	20 00		
Pine Tree	Pictou	22 80	12 00		
Pinevale	Antigonishe	12 00	12 00		
Pine Wood	Algoma	47 03	20 00		
*Pinkney's Point	Yarmouth	8 34	4 17		
Pioneer	Carleton	2 50	12 00		
Pioneer	Assa. West	22 00	16 00		
Piopolis	Compton	99 20	40 00	4 00	10 00
Piper Glen	Inverness	11 47	12 00		
Piper's Cove	Cape Breton	9 97	12 00		
Piperville	Russell	39 40	16 00		
Pisarinco	St. John	96 28	30 00		
Pisarinco West	St. John	10 00	10 00		
Pisquid	Queen's East	6 00	12 00		
Pisquid Road	Queen's East	12 00	12 00		
Pitcher's Farm	Antigonishe	10 97	12 00		
Pitt's Ferry	Frontenac	40 01	20 00		

† Opened 1-10-98. \* Opened 1-2-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pittston	Grenville, S.R.	O 118 91	48 00		
Piusville	Prince West	P. E. I 8 50	12 00		
Piusville Station	Prince West	P. E. I 25 90	16 00	2 00	
Plainfield	Hastings, E.R.	O 125 96	56 00		
Plainfield	Pictou	N. S. 25 00	20 00		
Plainville	Northumberland, W.R.	O 95 00	48 00		
Plaisance	Labelle	Q 104 00	44 00		
Plaster Mines	Victoria	N. S. 11 91	12 00		
Plamondon's Mills	Wolfe	Q 44 00	20 00		
Playfair	Lanark, S.R.	O 48 91	24 00		
Pleasant Bay	Inverness	N. S. 61 59	24 00	2 00	
Pleasant Grove	Queen's East	P. E. I 13 00	12 00		
Pleasant Harbour	Halifax	N. S. 49 83	20 00		
Pleasant Hills	Colchester	N. S. 19 22	12 00		
Pleasant Home	Selkirk	M 129 10	20 00		
Pleasant Lake	Yarmouth	N. S. 124 90	44 00		10 00
Pleasant Mount	Albert	N. B. 9 00	10 00		
Pleasant Point	Halifax	N. S. 20 05	12 00		
Pleasant Point	St. John	N. B. 42 64	24 00		
†Pleasant Point	Victoria, N.R.	O 8 50	2 50		
Pleasant Ridge	Charlotte	N. B. 9 90	12 00		
Pleasant River	Shelburne & Queen's	N. S. 122 50	40 00	2 00	
Pleasant Vale	Albert	N. B. 37 27	16 00		
Pleasant Valley	Digby	N. S. 33 00	16 00		
Pleasant Valley	Pictou	N. S. 13 00	12 00		
Pleasant Valley	Yarmouth	N. S. 32 40	16 00		
Pleasant Valley	Dundas	O 27 00	20 00		
Pleasantville	Lunenburg	N. S. 99 15	30 00		
Plourd	Victoria	N. B. 13 00	12 00		
Plum Hollow	Leeds, S.R.	O 55 88	30 00		
Plumweseep	King's	N. B. 10 00	12 00		
Plymouth	Yarmouth	N. S. 38 25	20 00		
Plymouth	Carleton	N. B. 9 00	12 00		
Plymouth Road	Pictou	N. S. 6 25	12 00		
Plympton	Macdonald	M 36 50	16 00	2 00	
Plymton	Digby	N. S. 166 91	64 00		
*Pocologan	Charlotte	N. B. 3 00	0 33		
†Pockmouche	Gloucester	N. B. 38 50	12 00		
Pockshaw	Gloucester	N. B. 14 00	12 00		
Point Aconi	Cape Breton	N. S. 12 00	12 00		
Point Alexander	Renfrew, N.R.	O 110 84	42 00		
Point au Car	Northumberland	N. B. 12 00	12 00		
Point Clear	Victoria	N. S. 9 00	12 00		
Point Comfort	Wright	Q 25 00	12 00		
Point Cross	Inverness	N. S. 29 00	16 00		
Point du Jour	St. Hyacinthe	Q 12 00	20 00		
Point Edward	Cape Breton	N. S. 4 20	12 00		
Point Elma	Assa, West	25 00	12 00		
Point Escuminac	Northumberland	N. B. 22 00	12 00		
Point Kaye	Simcoe, E.R.	O 80 08	30 00		
Point la Nim	Restigouche	N. B. 75 00	24 00		
Point Michaud	Richmond	N. S. 9 00	12 00		
Point of Cape	Antigonishe	N. S. 4 50	10 00		
Point Petre	Prince Edward	O 5 02	12 00		
§Point Platon	Lotbinière	Q 19 00	12 00		
Point Poplar	King's	P. E. I 9 50	12 00		
Point Prim	Queen's East	P. E. I 15 20	12 00		

† Opened 1-4-99.

\* Closed 10-7-98.

‡ Closed 1-1-99.

§ Summer office.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.		
Point St. Peter	Gaspé. . . . . Q	160	95	90	00		1 00
Point Sapin	Kent. . . . . N.B	37	00	16	00		
Point Travers	Prince Edward. . . . . O	22	96	16	00		
Point Wolfe	Albert. . . . . N.B	94	50	53	00		3 00
Pointe à la Fregate	Gaspé. . . . . Q	7	00	12	00		
Pointe au Baril	Muskoka & Parry Sd. . . . . Q	15	00	12	00		
Pointe au Bouleau	Saguenay. . . . . Q	40	00	16	00	12 00	
Pointe au Chêne	Argenteuil. . . . . Q	182	65	80	00		
Pointe au Goémon	Gaspé. . . . . Q	24	15	16	00		
Pointe aux Anglais	Saguenay. . . . . Q	10	17	12	00		
Pointe aux Orignaux	Kamouraska. . . . . Q	114	84	32	00		
Pointe Basse	Gaspé. . . . . Q	17	50	12	00		
Pointe Bleue	Chicoutimi. . . . . Q	31	90	18	00		
Pointe des Monts	Saguenay. . . . . Q	18	14	12	00		
Pointe du Chêne	Westmoreland. . . . . N.B	155	00	105	00		
Pointe du Lac	Three Riv. & St. Maurice. . . . . Q	150	85	64	00		
Poiré	Portneuf. . . . . Q	163	97	60	00		
Poirier	Kent. . . . . N.B	8	00	12	00		
Poirierville	Richmond, N.S. . . . . Q	16	00				
Poitras	Victoria. . . . . N.B	12	00	12	00		
Poland	Lanark, N.R. . . . . O	41	50	22	00	1 00	
Pollet's Cove	Inverness. . . . . N.S	6	00	12	00		
Pollett River	Westmoreland. . . . . N.B	71	00	32	00		
Polleyhurst	Sunbury & Queen's. . . . . N.B	59	00	24	00		
Polmont	Northumberland, E.R. . . . . O	14	25	12	00		
Polson's Brook	Antigonishe. . . . . N.S	7	50	10	00		
Poltimore	Labelle. . . . . Q	78	18	36	00		
Pomeroy	Lisgar. . . . . M	19	84	12	00		
Pomeroy Ridge	Charlotte. . . . . N.B	19	00	12	00		
Pomona	Grey, S.R. . . . . O	23	92	16	00		
Pomquet Chapel	Antigonishe. . . . . N.S	33	85	33	00	2 00	
Pomquet Station	Antigonishe. . . . . N.S	30	41	12	00		
Pond Mills	Middlesex, S.R. . . . . O	19	50	18	00		
Ponds	Pictou. . . . . N.S	30	22	16	00		
Ponoka	Alta. . . . . Q	123	08	40	00		
Ponsonby	Wellington, C.R. . . . . Q	37	00	20	00		
Pont Briand	Mégantic. . . . . Q	59	64	12	00		
Pont Chateau	Soulanges. . . . . Q	100	95	28	00	4 00	
Pont Vian	Laval. . . . . Q	30	00	20	00		
Poodiac	King's. . . . . N.B	12	00	12	00		
Poole	Perth, N.R. . . . . O	130	54	64	00		
Poole's Resort	Leeds, S.R. . . . . O	161	00	64	00		
Pope's Harbour	Halifax. . . . . N.S	38	00	20	00		
Poplar	Algoma. . . . . O	41	97	24	00		
Poplar Dale	Algoma. . . . . O	12	00	16	00		
Poplar Grove	Prince West. . . . . P.E.I	29	41	12	00		
Poplar Grove	Assa. East. . . . . Q	39	78	20	00		
Poplar Hill	Pictou. . . . . N.S	20	50	16	00		
Poplar Hill	Middlesex, S.R. . . . . O	155	55	64	00		
Poplar Park	Selkirk. . . . . M	20	25	16	00		
Poplar Point	Macdonald. . . . . M	363	53	140	00	10 00	
Poquock	York. . . . . N.B	88	14	16	00	2 00	
Portage de la Nation	Labelle. . . . . Q	59	10	24	00		
Portage River	Northumberland. . . . . N.B	13	00	12	00		
Portal	Bruce, E.R. . . . . O	31	94	16	00		
Port Albert	Huron, W.R. . . . . O	130	94	56	00		
Port Alma	Kent. . . . . O	124	19	40	00		

‡ Summer office. † Credit of new office not yet in operation.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Portapique.....	Colchester..... N.S.	132 61	40 00	2 00	
Portapique Mountain.....	Colchester..... N.S.	35 68	16 00		
Port au Persil.....	Charlevoix..... Q	52 50	24 00		10 00
Port Ban.....	Inverness..... N.S.	10 00	12 00		
Port Beckerton.....	Guysborough..... N.S.	55 00	24 00	2 00	
Port Bevis.....	Victoria..... N.S.	12 00	12 00		
Port Bruce.....	Elgin, E.R..... O	36 50	24 00		
Port Caledonia.....	Cape Breton..... N.S.	47 79	24 00		
Port Clyde.....	Shelburne & Queen's..... N.S.	153 69	92 00		
Port Cockburn.....	Muskoka & Parry Sd. O	127 00	40 00		
Port Coldwell.....	Algoma..... O	143 41	80 00		
Port Daniel, Centre.....	Bonaventure..... Q	105 03	60 00		12 00
Port Daniel, West.....	Bonaventure..... Q	115 00	48 00		18 00
†Port Dufferin.....	Halifax..... N.S.	80 78	20 00	12 00	
Port Elmsley.....	Lanark, S.R..... O	104 72	52 00		
Porter's.....	St. John..... N.B.	15 00	12 00		
Porter's Hill.....	Huron, S.R..... O	111 66	40 00		
Porter's Lake.....	Halifax..... N.S.	22 00	14 00		
Port Essington.....	Burrard..... B.C.	243 53	105 00		
Port Félix.....	Guysborough..... N.S.	58 54	20 00		
Port Franks.....	Lambton, E.R..... O	20 69	12 00		
Port Granby.....	Durham, W.R..... O	67 65	24 00		
Port Guichon.....	New Westminster..... B.C.	206 25	90 00		
Port Hill.....	Prince West..... P.E.I.	114 00	60 00		
Port Hillford.....	Guysborough..... N.S.	130 00	54 00		
Port Hood Island.....	Inverness..... N.S.	22 94	20 00		
Port Joli.....	Shelburne & Queen's..... N.S.	89 47	30 00	2 00	
*Port Keewaydin.....	Simcoe, E.R..... O	45 00	16 00		
Port Kells.....	New Westminster..... B.C.	47 81	20 00		
†Port Kusam.....	Vancouver..... B.C.	13 50	6 67		
Port Law.....	Grey, S.R..... O	89 75	30 00		
Port Lewis.....	Huntingdon..... Q	63 90	30 00		
Port Lock.....	Algoma..... O	76 75	40 00		
Port Maitland.....	Haldimand & Monck O	41 00	20 00		
Port Malcolm.....	Richmond..... N.S.	18 88	16 00		
Port Milford.....	Prince Edward..... O	50 00	36 00		
Port Moody.....	Burrard..... B.C.	262 00	90 00		
Port Mouton.....	Queen's..... N.S.	185 27	70 00	2 00	
Port Nelson.....	Halton..... O	163 00	60 00		
Port Neville.....	Burrard..... B.C.	50 47	24 00		
Porton.....	Carleton..... N.B.	19 97	12 00		
Port Philip.....	Cumberland..... N.S.	85 00	30 00		
Port Renfrew.....	Vancouver..... B.C.	59 28	20 00		
Port Richmond.....	Richmond..... N.S.	18 00	12 00		
Port Royal.....	Norfolk, S.R..... O	44 66	44 00		
Port Royal.....	Richmond..... N.S.	19 00	18 00		
Port Sandfield.....	Simcoe, E.R..... O	202 86	50 00		
Port Saxon.....	Shelburne & Queen's..... N.S.	30 00	16 00		
Port Severn.....	Simcoe, E.R..... O	74 58	44 00		
Port Talbot.....	Elgin, W.R..... O	15 00	12 00		
Portuguese Cove.....	Halifax..... N.S.	6 50	12 00		
Port Union.....	Ontario, W.R..... O	26 82	16 00		
Port Whitby.....	Ontario, S.R..... O	141 00	56 00		
Pottageville.....	York, N.R..... O	21 00	16 00		
Poucher's Mills.....	Hastings, E.R..... O	121 60	44 00	6 00	
Poulandon.....	Richmond..... N.S.	99 00	30 00		
Poupore.....	Labelle..... Q	22 96	18 00		

\* Summer office.

† Opened 1-3-99.

‡ Late Salmon River.



APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Powell	Lanark, N.R.	O	7	00	12	00
Powerscourt	Huntingdon	Q	46	50	24	00
Power's Creek	Victoria	N.B.	20	25	12	00
Powle's Corners	Victoria, N.R.	O	94	50	33	00
Pownall	Queen's East	P.E.I.	114	30	48	00
Prairie Grove	Selkirk	M	15	50	12	00
Precious Corners	Northumberland, W.R.	O	218	95	60	00
Pré d'en haut	Westmoreland	N.B.	12	00	12	00
Preneveau	Peterborough, E.R.	O	27	00	16	00
Presqu'Isle	Grey, N.R.	O	55	24	24	00
Preston	Halifax	N.S.	5	00	12	00
Preston Road	Halifax	N.S.	9	25	12	00
Preston Vale	Lanark, S.R.	O	40	00	20	00
Pretty River Valley	Grey, E.R.	O	23	35	16	00
Price	Rimouski	Q	140	00	68	00
Priceburgh	Victoria	N.B.	6	00	12	00
Price's Corner	Simcoe, E.R.	O	26	00	16	00
Priddis	Alta		19	12	12	00
*Primrose	King's	P.E.I.	6	20	8	34
Primrose	Cardwell	O	110	16	58	00
Prince Albert	Ontario, S.R.	O	251	99	108	00
Prince Albert	Annapolis	N.S.	30	00	20	00
Prince of Wales	St. John	N.B.	17	92	12	00
Princeport	Colchester	N.S.	40	80	24	00
Princess	Brandon	M	20	97	16	00
Princeton	Yale & Cariboo	B.C.	225	88	44	00
Princetown	Prince East	P.E.I.	203	50	80	00
Princeville	Inverness	N.S.	12	00	12	00
Prince William	York	N.B.	93	49	40	00
Prince William Station	York	N.B.	93	40	44	00
Prinyer	Prince Edward	O	52	84	28	00
Prospect	Lanark, S.R.	O	135	50	48	00
Prospect	Halifax	N.S.	54	79	30	00
Prospect Hill	Perth, S.R.	O	65	50	33	00
Prosperity	Assa, East		56	74	16	00
Prosser Brook	Albert	N.B.	24	47	12	00
Protectionville	Northumberland	N.B.	22	00	12	00
Proton Station	Grey, E.R.	O	240	50	96	00
Proulxville	Champlain	Q	176	14	80	00
Providence	Beauce	Q	67	06	36	00
Providence Bay	Algoma	O	228	36	73	00
Public Landing	King's	N.B.	31	96	16	00
Publico Beach	Shelburne & Queen's	N.S.	30	64	16	00
Puce	Essex, N.R.	O	77	00	44	00
Puckahn		Sask.	26	75	18	00
Puellering	Kent	N.B.	9	00	12	00
Pugwash Junction	Cumberland	N.S.	124	64	28	00
Pugwash River	Cumberland	N.S.	27	00	18	00
Purbrook	Ontario, N.R.	O	42	57	24	00
Purdy	Hastings, N.R.	O	16	94	12	00
Purlbrook	Antigonishe	N.S.	12	00	12	00
Purple Grove	Bruce, S.R.	O	6	00	12	00
Purple Hill	Durham, W.R.	O	22	00	12	00
Purple Ridge	Macdonald	M	32	60	16	00
Purple Valley	Bruce, N.R.	O	37	00	20	00
Purpleville	York, W.R.	O	36	00	20	00
Putnam	Middlesex, E.R.	O	90	54	32	00

\* Closed 1-5-99. † Including arrears from 1-7-95.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
<b>QUACO ROAD</b> .....	St. John. . . . .	N.B. 7 75		12 00		
Quai de Rimouski.....	Rimouski . . . . .	Q 128 40		48 00		
Quai des Eboulements.....	Charlevoix . . . . .	Q 73 50		30 00		6 00
Quamichan.....	Vancouver. . . . .	B.C. 280 00		96 00		
*Quathiaska Cove.....	Burrard . . . . .	B.C. 20 00		3 33		
Quatsino.....	Vancouver. . . . .	B.C. 53 84		24 00		
Queen Hill.....	Bruce, W.R. . . . .	O 40 66		20 00		
†Queensbury.....	York . . . . .	N.B. 12 00		11 00		
Queensport.....	Guysboro. . . . .	N.S. 118 00		44 00		12 00
Queenstown.....	Sunbury & Queen's. . . . .	N.B. 30 02		12 00		
Queen's Valley.....	Selkirk. . . . .	M 17 97		12 00		
Queensville.....	Inverness . . . . .	N.S. 12 00		12 00		
Queensville.....	King's. . . . .	N.B. 6 00		12 00		
Querry.....	Bonaventure . . . . .	Q 12 00		12 00		
Quesnelle Forks.....	Yale & Cariboo . . . . .	B.C. 621 00		260 00		
Quilchena.....	Yale & Cariboo . . . . .	B.C. 83 20		32 00	1 50	
Quilty.....	Renfrew, S.R. . . . .	O 9 67		12 00		
Quinan.....	Yarmouth. . . . .	N.S. 30 00		18 00		
Quinn.....	Kent . . . . .	Q 123 70		56 00		
Quinnville.....	Wright . . . . .	Q 14 69		16 00		
Quispamsis.....	King's. . . . .	N.B. 31 00		18 00		
<b>RABBIT POINT</b> .....	Selkirk . . . . .	M 11 91		12 00		
Racine.....	Shefford . . . . .	Q 185 00		64 00	8 00	
Radford.....	Pontiac . . . . .	Q 22 15		20 00		
Radnor Forges.....	Champlain . . . . .	Q 195 00		100 00		
Radstock.....	Joliette . . . . .	Q 47 50		28 00		
Radway.....	Selkirk. . . . .	M 44 00		20 00		
Ragged Head.....	Guysborough. . . . .	N.S. 34 97		20 00		
Ragged Rapids.....	Victoria, N.R. . . . .	O 11 35		12 00		
Raglan.....	Ontario, S.R. . . . .	O 150 00		76 00		
Railton.....	Addington . . . . .	O 176 83		64 00		
Rainham.....	Haldimand & Monck. . . . .	O 109 83		60 00		
Rainham Centre.....	Haldimand & Monck. . . . .	O 102 05		28 00		
Rainy River.....	Algoma . . . . .	O 117 94		50 00		
Ralph.....	Pontiac . . . . .	Q 7 00		20 00		
Ralpbtown.....	Brandon. . . . .	M 73 79		28 00		
Rama.....	Ontario, N.R. . . . .	O 197 34		40 00		
Rama Mission.....	Ontario, N.R. . . . .	O 23 10		16 00		
Ramsay.....	Colchester . . . . .	N.S. 6 00		10 00		
Ramsey's Corners.....	Russell . . . . .	O 46 25		20 00		
Randboro'.....	Compton . . . . .	Q 63 00		40 00		
Randolph.....	St. John. . . . .	N.B. 72 89		30 00		
Randolph.....	Simcoe, E.R. . . . .	O 63 30		24 00		
Randwick.....	Simcoe, S.R. . . . .	O 20 00		20 00		
Ranelagh.....	Oxford, S.R. . . . .	O 99 70		40 00		
Rankin.....	Renfrew, N.R. . . . .	O 38 23		20 00		
Rannoeh.....	Perth, S.R. . . . .	O 11 50		12 00		
Rapide de Femne.....	Victoria. . . . .	N.B. 5 00		10 00		
Rapide de l'Original.....	Wright . . . . .	Q 85 04		30 00	1 67	
Rapides des Joachims.....	Pontiac . . . . .	Q 193 64		105 00	30 00	30 00
Rapid River.....	Algoma . . . . .	O 84 27		24 00		
Rathburn.....	Ontario, N.R. . . . .	O 50 00		30 00		
Ratter's Corner.....	King's. . . . .	N.B. 4 00		12 00		
Ravenna.....	Grey, E.R. . . . .	O 106 00		60 00		
Ravenscliffe.....	Muskoka & Parry Sd. . . . .	O 34 34		20 00		

\* Opened 1-5-99. † Closed 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.		
		\$	cts.	\$	cts.	\$	cts.	
Ravenshoe.....	York, N.R.....	O	114	22	60	00		
Ravenswood.....	Lambton, E.R.....	O	111	55	55	00		
Ravensworth.....	Muskoka & Parry Sd.....	O	205	77	50	00		
Ravignan.....	Dorchester.....	Q			10	00		
Rawdon.....	Montcalm.....	Q	343	00	150	00	10	00
Rawdon.....	Hants.....	N.S	147	83	60	00		
Rawdon Gold Mines.....	Hants.....	N.S	65	00	40	00		
Raycroft.....	Lanark, N.R.....	O	4	50	10	00		
Raymond.....	Muskoka & Parry Sd.....	O	62	00	28	00		
Rayside.....	Oxford N.R.....	O	53	28	30	00		
Reaboro'.....	Victoria, S.R.....	O	154	80	60	00	6	00
Reaburn.....	Selkirk.....	M	219	11	90	00	60	00
Read.....	Westmoreland.....	N.B	13	20	12	00		
Read.....	Hastings, E.R.....	O	120	47	50	00		
Reading.....	Wellington, C.R.....	O			14	00		
Read Island.....	Burrard.....	B.C	50	00	20	00		
Rear Hawkesbury.....	Inverness.....	N.S	20	55	16	00		
Rear of Baddeck Bay.....	Victoria.....	N.S	10	50	12	00		
Rear of Ball's Creek.....	Cape Breton.....	N.S	28	00	12	00		
Rear of Beaver Cove.....	Cape Breton.....	N.S	13	96	12	00		
Rear of Ben Eoin.....	Cape Breton.....	N.S	3	00	12	00		
Rear of Black River.....	Richmond.....	N.S	4	00	10	00		
Rear of Little Judique.....	Inverness.....	N.S	14	00	12	00		
Reay.....	Simcoe, E.R.....	O	26	91	12	00		
Rebecca.....	Middlesex, E.R.....	O	39	00	20	00		
Red Bank.....	Northumberland.....	N.B	65	00	24	00		
Red Bay.....	Bruce, N.R.....	O	38	57	24	00		
Red Deer Hill.....	.....	Sask	29	57	12	00		
Red Head.....	St. John.....	N.B			10	00		
Red House.....	King's.....	P.E.I	7	97	12	00		
Redgrave.....	Huron, E.R.....	O	83	28	32	00		
Redickville.....	Grey, E.R.....	O	61	00	30	00		
Red Islands.....	Richmond.....	N.S	19	00	16	00		
Red Lodge.....	Alta.....	Q	20	00	16	00		
Red Mountain.....	Compton.....	Q	29	30	12	00		
Rednersville.....	Prince Edward.....	O	203	00	96	00		
Redpath.....	.....	Assa. East	29	49	16	00		
Red Point.....	King's.....	P.E.I	57	80	24	00		
Red Rapids.....	Victoria.....	N.B	13	96	12	00	2	00
Red Rapids Bridge.....	Victoria.....	N.B	12	00	12	00		
Red Rock.....	Victoria, S.R.....	O	20	00	16	00		
Red Wing.....	Grey, E.R.....	O	117	71	40	00		
Red Wood.....	Simcoe, E.R.....	O	85	35	28	00		
Reedsdale.....	Megantic.....	Q	55	17	24	00		
Reed's Point.....	King's.....	N.B	22	50	16	00		
Reedsville.....	Compton.....	N.B	60	30	10	00		
Rees.....	Sunbury & Queen's.....	N.B	15	00	12	00		
Reeve Craig.....	Carleton.....	O	63	93	24	00		
Reid's Mills.....	Dundas.....	O	76	40	33	00		
Reidway.....	Pictou.....	N.S	4	00	12	00		
Reinland.....	Lisgar.....	M	100	29	44	00		
Relessey.....	Cardwell.....	O	32	00	20	00		
Renaud's Mills.....	Kent.....	N.B	16	00	12	00		
Renforth.....	Wentworth, N., & Brant.....	O	51	37	26	00		
Renfrew.....	Hants.....	N.S	26	00	12	00		
Renton.....	Norfolk, N.R.....	O	89	00	50	00		
Repentigny.....	L'Assomption.....	Q	45	65	24	00		

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Restoule.....	Muskoka & Parry Sd...O	84 39	40 00		
Reynard's Bridge.....	Yarmouth.....N.S	12 00	12 00		
Reynolds.....	Northumberland.....N.B	5 00	12 00		
*Reynoldscroft.....	Shelburne & Queens.N.S	21 83	8 33		
Rhineland.....	Norfolk, N.R.....O	49 75	24 00		
Rhode's Corner.....	Lunenburg.....N.S	10 15	12 00		
Riceburg.....	Missisquoi.....Q	55 00	24 00		12 00
Richardville.....	Mégantic.....Q	93 49	44 00		
Richardville.....	Kent.....N.B	44 00	16 00		
Richfield.....	Digby.....N.S	20 85	12 00		
Richibucto Village.....	Kent.....N.B	37 00	20 00		
Richland.....	Selkirk.....M	7 50	16 00	2 00	
Richview.....	York, W.R.....O	30 44	14 00		
Rideau Centre.....	Lanark, S.R.....O	56 00	28 00		
Rideau View.....	Russell.....O	24 87	12 00		
Ridgeland.....	Macdonald.....M	22 94	18 00		
Ridgemount.....	Welland.....O	12 00	12 00		
Ridgeville.....	Lincoln & Niagara.....O	305 50	120 00		
Ridgeville.....	Provencher.....M	12 88	16 00		
Riding Mountain.....	Macdonald.....M	17 00	12 00		
Ridley.....	Elgin, W.R.....O	61 93	24 00		
Riga.....	Assa. East.....O	27 87	20 00		
Riley Brook.....	Victoria.....N.B	74 00	32 00	4 00	
Rimington.....	Hastings, N.R.....O	55 00	24 00		
Ringwood.....	Ontario, W.R.....O	170 75	66 00		
Riordan.....	Gloucester.....N.B	28 00	16 00		
Ripon.....	Labelle.....Q	309 38	116 00	4 00	
Ritchot.....	Provencher.....M	5 00	12 00		
Rivard's Corners.....	Compton.....Q	10 50	10 00		
Riverbank.....	Wellington, C.R.....O	49 32	33 00		
Riverbank.....	Carleton.....N.B	67 50	24 00	1 50	
Riverdale.....	Digby.....N.S	22 91	12 00		
Riverdale.....	Prince East.....P.E.I	12 00	12 00		
Rivière de Chute.....	Carleton.....N.B	149 25	44 00	5 00	
River Dennis.....	Inverness.....N.S	50 82	24 00	5 00	
River Dennis Centre.....	Inverness.....N.S	41 97	20 00		
River Dennis Road.....	Inverness.....N.S	9 00	12 00		
River Dennis Station.....	Inverness.....N.S	70 75	35 00	15 00	
Riverfield.....	Chateauguay.....Q	84 50	36 00		
River Gilbert.....	Beauce.....Q	60 63	27 00	10 00	
River Gilbert Gold Mines.....	Beauce.....Q	18 10	18 00		
River Hebert.....	Cumberland.....N.S	54 94	26 00	6 00	
River Hebert Bend.....	Cumberland.....N.S	28 00	16 00		
River John Road.....	Colchester.....N.S	17 25	12 00		
River Joseph.....	Wright.....Q	12 53	12 00		
River Philip.....	Cumberland.....N.S	116 00	80 00	24 00	
River Phillip Centre.....	Cumberland.....N.S	45 03	16 00		
Riversdale.....	Colchester.....N.S	39 94	24 00	4 00	
Riversdale.....	Assa. East.....O	51 93	20 00		
River Side.....	Albert.....N.B	217 00	80 00		
Riverside.....	Inverness.....N.S	6 00	12 00		
+Riverside Beach.....	Kings.....N.B	12 00	8 78		
Riverside Corner.....	Hants.....N.S	121 00	20 00		
Rivers Inlet.....	Burrard.....B.C	79 48	36 00		
Riverstown.....	Wellington, N.R.....O	56 49	24 00		
Riverview.....	Grey, E.R.....O	154 00	70 00		
River View.....	Albert.....N.B	12 00	12 00	4 00	

\* Opened 1-9-98.

† Opened 15-8-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Rivière à Claude	Gaspé	23 46	14 00			
Rivière à la Martre	Gaspé	24 21	12 00			
Rivière à l'Ours	Chicoutimi	14 21	12 00			
Rivière à Pierre	Portneuf	210 50	86 00			
Rivière au Doré	Chicoutimi	33 00	24 00			
Rivière au Rat	Champlain	11 45	16 00			
Rivière aux Chiens	Montmorency	105 95	40 00			
Rivière aux Pins	Quebec	24 89	12 00			
Rivière Bois Clair	Lotbinière	159 94	64 00			
Rivière des Caches	Northumberland	74 00	36 00			
Rivière des Fèves	Chateauguay	15 00	12 00			
Rivière des Plantes	Beauce	9 18	12 00			
Rivière des Prairies	Laval	32 70	20 00			
Rivière du Loup Wharf	Temiscouata	164 00	30 00			
Rivière du Moulin	Chicoutimi	199 85	100 00			24 00
Rivière Famine	Beauce	81 00	16 00			
Rivière Gagnon	Terrebonne	7 00	12 00			
Rivière Gentilly	Nicolet	82 69	24 00			10 00
Rivière Jaune	Quebec	23 16	16 00			
Rivière la Fleur	Montmorency	16 12	12 00			
Rivière la Madeleine	Gaspé	14 89	16 00			
Rivière Mailloux	Charlevoix	140 00	50 00			
Rivière Mattawin	Champlain	9 93	10 00			
Rivière Mékinac	Champlain	11 50	12 00			2 00
Rivière Noire	Arthabaska	60 00	28 00			16 00
Rivière Qui Barre	Alta	19 00	12 00			
Rivière St. Jean	Saguenay	35 02	20 00			
Rivière Ste. Marguerite	Saguenay	17 00	12 00			
Rivière Trois Pistoles	Temiscouata	266 00	60 00			
Rivington	Argenteuil	51 90	20 00			
Rivulet	Inverness	12 00	12 00			
Roach's Point	York, N.R.	214 85	70 00			
Roach Vale	Guysborough	12 59	12 00			
Robb	Grey, S.R.	23 60	16 00			
Robertson	King's	26 00	20 00			
Robertson's Point	Sunbury & Queen's	12 00	12 00			
Robertville	Gloucester	37 00	16 00			
*Roberval Hotel	Chicoutimi	118 00	40 00			
Robichaud	Westmoreland	70 00	28 00			8 00
Robins	Richmond	57 00	28 00			
*Robinson's Corners	Lunenburg	35 00	13 54			
Robinsonville	Restigouche	22 00	12 00			
Robitaille	Bonaventure	149 97	52 00			
Roblin	Lennox	126 00	54 00			4 00
Rob Roy	Grey, E.R.	61 60	30 00			
Robson	Drummond	16 00	16 00			
Robson	Yale & Cariboo	447 50	\$120 00			
Rocanville	Assa. East	33 43	20 00			
Rochefort	Renfrew, N.R.	32 60	14 00			
Rochelle	Shefford	51 00	30 00			
Rochesterville	Carleton	23 00	30 00			
Rock Barra	King's	8 00	12 00			
Rockburn	Huntingdon	239 85	90 00			
Rock Creek	Yale & Cariboo	87 50	50 00			
†Rockeroff	Peterborough, E.R.	15 90	7 50			
Rockdale	Richmond	47 00	20 00			
Rockdale	Peterborough, E.R.	76 00	28 00			

\*Summer office.

‡ Closed 5-5-99.

† Opened 1-10-98.

\$ Including \$50 special allowance.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rockfield	Leeds, S.R.	O 34 00	16 00		
Rockford	Norfolk, N.R.	O 88 85	28 00		
Rockford	Yale & Cariboo	B.C. 39 91	20 00		
Rock Forest	Sherbrooke	Q 67 80	32 00	4 00	
Rock Hill	Muskoka & Parry Sd.	O 19 95	12 00		
Rockingham	Yarmouth	N.S. 46 94	24 00		
Rockingham Station	Halifax	N.S. 111 65	44 00		
Rocklin	Pictou	N.S. 15 00	12 00		
Rockly	Cumberland	N.S. 12 00	12 00		
Rocklyn	Grey, E.R.	O 200 85	75 00	4 00	
Rockport	Leeds, S.R.	O 216 84	80 00		
Rockport	Westmoreland	N.B. 75 91	24 00		
Rockside	Cardwell	O 15 95	16 00		
Rock Springs	Brockville	O 68 00	53 00		
Rockville	King's	N.B. 27 50	16 00		
Rockville	Yarmouth	N.S. 37 48	20 00		
Rockway Valley	Labelle	Q 12 97	12 00		
Rockwell Settlement	Cumberland	N.S. 36 00	24 00	2 00	
Rocky Bay	Richmond	N.S. 5 00	12 00		
Rocky Mountain	Pictou	N.S. 9 50	12 00		6 00
Rocky Point	Queen's West	P.E.I. 11 00	12 00		
Rocky Point	Victoria	B.C. 136 25	30 00		
Rocky Saugeen	Grey, S.R.	O 48 00	20 00		
Roden	Brandon	M 35 86	20 00		
Rodney	Cumberland	N.S. 12 97	12 00		
Roebuck	Grenville, S.R.	O 89 10	60 00		
Roger's Hill Centre	Pictou	N.S. 33 00	16 00		
Rohallion	Victoria, N.R.	O 16 98	16 00		
Rokey	Lambton, E.R.	O 22 96	20 00		
Rolling Dam	Charlotte	N.B. 46 00	24 00		
Rolling Dam Station	Charlotte	N.B. 76 00	30 00	10 00	
Rolling River	Marquette	M 14 50	12 00		
Rollo Bay	King's	P.E.I. 15 50	12 00		
Rollo Bay Cross	King's	P.E.I. 21 50	12 00		
Roman's Valley	Guysborough	N.S. 12 00	12 00		
Romily	Cardwell	O 2 00	12 00		
Romney	Kent	O 59 85	42 00		
Rona	Queen's East	P.E.I. 9 00	12 00		
Rondeau	Kent	O 59 00	16 00		
Ronson	Norfolk, N.R.	O 65 50	28 00		
Roome	Middlesex, S.R.	O 24 00	12 00		
*Rosa	Northumberland, E.R.	O 8 00	2 50		
Rosanna	Oxford, S.R.	O 33 00	16 00		
Rose	Cumberland	N.S. 19 00	12 00		
Roseau	Provencher	M 25 46	12 00		
Rosebank	Gloucester	N.B. 13 00	12 00		
Rose Bay	Lunenburg	N.S. 118 91	40 00		
Roseberry	Lisgar	M 58 30	30 00		
Roseberry	Queen's East	P.E.I. 10 00	12 00		
†Roseberry	Yale & Cariboo	B.C. 74 10	45 83		
Roseburn	Inverness	N.S. 9 00	12 00		
Rosedale	Inverness	N.S. 5 00	10 00		
Rosedale	Victoria, N.R.	O 16 77	18 00		
Rosedale	New Westminster	B.C. 47 00	20 00		
Rosedale	Carleton	N.B. 2 97	12 00		
Rosedene	Lincoln & Niagara	O 26 60	16 00		‡12 00
Rosehall	Prince Edward	O 55 80	24 00		

\* Re-opened 1-4-99. † Closed 1-12-98, re-opened 1-1-99. ‡ Special allowance.

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APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$	cts.		
Rosehill	Macdonald	M	15	74	16	00
Rose Island	Hastings, N.R.	O	16	81	12	00
Roseisle	Lisgar	M	60	10	30	00
Roseland	Brandon	M	16	00	16	00
Rosenthal	Renfrew, S.R.	O	25	94	16	00
Rosetta	Lanark, N.R.	O	13	97	12	00
Rose Vale	Albert	N. B.	22	00	12	00
Rose Valley	Prince East	P. E. I.	23	00	16	00
Roseville	Waterloo, S.R.	O	131	83	60	00
Roseville	Prince West	P. E. I.	24	99	12	00
Roseway	Shelburne & Queen's	N. S.	72	00	24	00
Rosewood	Provencher	M	26	75	16	00
Roslin	Hastings, N.R.	O	147	56	68	00
Roslin	Cumberland	N. S.	16	00	12	00
Ross	Renfrew, N.R.	O	11	81	12	00
Rossburn	Marquette	M	128	18	44	00
Ross Corner	Prince East	P. E. I.	91	50	40	00
Rousseau Falls	Muskoka & Parry Sd.	O	67	00	32	00
Rossendale	Cumberland	N. S.	25	00	16	00
Rossendale	Macdonald	M	19	85	12	00
Rosser	Selkirk	M	224	57	84	00
Rossetti	Assa. East		8	94	12	00
Rossfield	Pictou	N. S.	9	00	12	00
Ross Mills	Lévis	Q	13	00	20	00
Rossmore	Prince Edward	O	90	90	44	00
Ross Mount	Northumberland	W. R. O	75	00	30	00
Rosport	Algoma	O	200	00	84	00
Rosway	Digby	N. S.	58	00	24	00
Rostern	Sask		475	70	100	00
Rostock	Perth, N.R.	O	133	87	40	00
Rothbury	Assa. East		7	46	12	00
Rouge Hill	Ontario, W.R.	O	18	00	12	00
Rougemount Station	Rouville	Q	178	60	84	00
Rouleau	Assa. West		30	85	12	00
Round Bay	Shelburne & Queen's	N. S.	34	00	16	00
Round Hill	King's	N. B.	107	41	53	00
Round Island	Cape Breton	N. S.	19	00	12	00
Round Lake	Peterborough, E.R.	O	5	91	12	00
Round Plains	Norfolk, N.R.	O	85	82	24	00
Rousseau's Mills	Portneuf	Q	42	50	20	00
Routhier	Preecott	O	71	88	32	00
Routledge	Brandon	M	154	92	40	00
Rowan Mills	Norfolk, S.R.	O	112	00	40	00
Rowanton	Pontiac	Q	172	55	90	00
Rowena	Dundas	O	59	94	24	00
Rowena	Victoria	N. B.	12	00	12	00
Roxburgh	Albert	N. B.	9	00	12	00
Roxbury	Annapolis	N. S.	12	00	12	00
Roxbury	Prince West	P. E. I.	17	50	12	00
Roxham	Missisquoi	Q	17	95	12	00
Roxton, East	Shefford	Q	80	00	24	00
Roy	Burrard	B. C.	15	07	20	00
Royal	Provencher	M	29	10	16	00
Royal Oak	Bruce, W.R.	O	34	00	18	00
Royal Oak	Vancouver	B. C.	2	00	20	00
Royal Road	York	N. B.	8	00	12	00
Royal Road, West	York	N. B.	21	00	18	00

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Royalton.....	Carleton..... N. B.	24 97	12 00		
Royston.....	Muskoka and Parry Sd. O	66 00	36 00	8 00	
Ruby.....	Renfrew, N. R. O	21 97	16 00		
Rugby.....	Simcoe, E. R. O	266 00	70 00		
Ruisseau à l'Eau Chaude.....	Dorchester..... Q	53 94	24 00		
Ruisseau à Sem.....	Rimouski..... Q	18 00	12 00		9 00
Ruisseau Le Blanc.....	Bonaventure..... Q	73 50	26 00		
Runnymede.....	Bonaventure..... Q	15 00	12 00		
Rupert.....	Wright..... Q	79 55	40 00		
Rusagornis.....	Sunbury & Queen's. N. B.	72 48	30 00	2 00	
Rusagornis Station.....	Sunbury & Queen's. N. B.	45 00	16 00		
Rush Point.....	Peterborough, E. R. O	8 62	12 00		
Ruskin.....	King's..... P. E. I	4 00	12 00		
Ruskin.....	New Westminster... B. C.	127 31	24 00		
Ruskview.....	Simcoe, S. R. O	51 91	24 00	3 00	
Russeldale.....	Perth, S. R. O	144 00	76 00		
Russeton.....	Simcoe, N. R. O	17 84	16 00		
Russetown.....	Chateauguay..... Q	103 00	41 00		
Rustico.....	Queen's East..... P. E. I	51 29	28 00		
Rusticoville.....	Queen's East..... P. E. I	54 00	16 00		
Ruther Glen.....	Carleton..... N. B.	26 00	12 00		
Rutledge.....	Pontiac..... Q	33 88	16 00		
Ryckman's Corners.....	Wentworth, S. R. O	73 50	28 00		
Rydal Bank.....	Algoma..... O	200 00	70 00		
Rye.....	Muskoka & Parry Sd. O	31 00	18 00		
Rylstone.....	Northumberland, E. R. O	28 67	12 00		
<b>S</b> <b>STE ADELAÏDE DE</b> <b>PABOS.....</b>	Gaspé..... Q	186 14	88 00		18 00
St. Adelphe de Champlain.....	Champlain..... Q	106 20	52 00		
St. Adolphe.....	Provencher..... M	14 50	16 00		
* St. Adolphe de Dudswell.....	Wolfe..... Q	6 00	2 50		
St. Adolphe de Howard.....	Argenteuil..... Q	30 75	12 00		
St. Adrien.....	Wolfe..... Q	90 50	30 00		
St. Agapit.....	Lotbinière..... Q	169 40	80 00	6 00	
St. Agapit Station.....	Lotbinière..... Q	110 00	40 00	6 00	
St. Agatha.....	Waterloo, S. R. O	117 00	52 00		
St. Agathe.....	Provencher..... M	170 50	60 00		
St. Agathe de Lotbinière.....	Lotbinière..... Q	289 45	120 00	10 00	
St. Agathe, East.....	Lotbinière..... Q	56 19	30 00		
St. Agnès de Charlevoix.....	Charlevoix..... Q	29 00	20 00		
St. Agnès de Dundee.....	Huntingdon..... Q	79 00	40 00		
St. Agricole.....	Montcalm..... Q		10 00		
St. Albert.....	Russell..... O	170 50	76 00		
St. Albert.....	Arthabaska..... Q	88 00	55 00		
St. Alexander Station.....	St. John's & Iberville. Q	203 00	65 00		
St. Alexis.....	Bonaventure..... Q	40 00	20 00		
St. Alexis de Montcalm.....	Montcalm..... Q	164 00	80 00		
St. Alexis des Monts.....	Maskinongé..... Q	299 40	80 00		
St. Almo.....	Victoria..... N. B.	18 97	16 00		
St. Alphonse.....	Joliette..... Q	18 00	40 00	4 00	
St. Alphonse de Granby.....	Shefford..... Q	100 00	36 00		
St. Amand.....	Victoria..... N. B.	13 67	10 00		
St. Amédée.....	Labelle..... Q	87 97	56 00		
St. Amour.....	Prescott..... O	136 82	50 00		
St. Anaclet.....	Rimouski..... Q	181 88	90 00		12 00

\* Re-opened 1-4-99.



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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
St. André de Shediac	Westmoreland N.B	31 97	12 00			
St. Andrews	Selkirk M	46 59	24 00			
St. Andrews	King's P.E.I	10 00	12 00			
St. Andrews, North	Selkirk M	161 23	60 00	3 00		
St. Andrews, West	Cornwall O	146 00	68 00			
St. Angèle de Laval	Nicolet Q	159 00	80 00			18 00
St. Angèle de Monnoir	Rouville Q	196 70	90 00			
St. Angèle de Rimouski	Rimouski Q	164 78	60 00			
St. Anicet	Huntingdon Q	265 00	100 00	9 00		
St. Anne de Kent	Kent N.B	10 00	12 00			
St. Anne de Madawaska	Victoria N.B	120 00	28 00			3 00
St. Anne de Prescott	Prescott O	236 78	100 00			
St. Anne de Restigouche	Bonaventure Q	96 54	36 00			
St. Anne des Chênes	Provencher M	190 00	48 00	50 00		
St. Anne de Sorel	Richelieu Q	52 50	30 00			
St. Anne du Sault	Arthabaska Q	280 00	110 00			
St. Ann's	Victoria N.S	31 23	12 00			
St. Ann's	Queen's West P.E.I	9 50	12 00			
St. Anthony	Kent N.B	106 50	50 00			
St. Anthony	Prince West P.E.I	28 00	18 00			
St. Antonin	Témiscouata Q	126 50	30 00			
St. Apollinaire	Lotbinière Q	227 50	76 00			
St. Apolline de Patton	Montmagny Q	14 86	12 00			
St. Armand Centre	Missisquoi Q	31 25	16 00			
St. Armand Station	Missisquoi Q	266 00	120 00	90 00		
St. Arsène	Témiscouata Q	240 00	120 00	11 25		
St. Augustine	Huron, W.R. O	210 00	70 00			
St. Augustin, Saguenay	Saguenay Q	5 70	10 00			
St. Augustin, Two Moun- tains	Two Mountains Q	155 00	68 00			
St. Azilda	Algoma O	103 91	32 00			12 00
St. Barbe	Huntingdon Q	46 00	26 00			
St. Barnabé, River Ya- maska	St. Hyacinthe Q	132 60	44 00			
St. Barnabé, St. Maurice	Three Riv. & St. Maurice Q	274 70	88 00	12 00		
St. Barthélemi Station	Berthier Q	61 50	16 00			
St. Bazile de Portneuf	Portneuf Q	52 00	45 00			
St. Bazile le Grand	Chambly & Verchères Q	123 00	44 00			
St. Bazile Station	Portneuf Q	109 26	44 00	6 00		
St. Beatrix	Joliette Q	72 90	30 00			
St. Benjamin	Dorchester Q	15 64	12 00			
St. Benoit Labre	Beauce Q	132 20	36 00			
St. Bernard de Dorchester	Dorchester Q	231 00	100 00			
St. Bernard, South	Missisquoi Q	10 50	14 00			
St. Bernard	Digby N.S	20 00	12 00			
St. Blaise	St. John's and Iberville Q	95 65	50 00			
St. Blandine	Rimouski Q	51 00	20 00			
St. Bonaventure	Drummond Q	243 00	84 00			
St. Brigid d'Iberville	St. John's and Iberville Q	196 00	84 00			
St. Brigitte des Saults	Nicolet Q	380 46	90 00			
St. Bruno	Chambly & Verchères Q	87 45	44 00	10 00		
St. Bruno de Kamouraska	Kamouraska Q	33 00	28 00			
St. Bruno Station	Chambly & Verchères Q	51 50	20 00			
St. Calixte de Kilkenny	Montcalm Q	92 70	36 00			
St. Canute	Two Mountains Q	39 90	24 00			
St. Cassien des Caps	Charlevoix Q	13 75	16 00			20 00
St. Catharines	Queen's West P.E.I	16 00	12 00			

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Catherine	Portneuf	74 00	36 00		
St. Catherines River	Shelburne & Queen's, N.S.	12 00	12 00		
St. Catharine Station	Portneuf	79 33	16 00		
St. Cécile de Levrard	Nicolet	179 25	50 00		
St. Cécile de Masham	Wright	129 00	52 00		
St. Cécile de Milton	Shefford	107 00	64 00		
St. Cécile de Whitton	Compton	129 00	60 00		
St. Charles	Selkirk	53 00	20 00		
St. Charles	Kent	11 91	12 00		
St. Charles de Caplan	Bonaventure	113 53	50 00		
St. Christine	Bagot	86 96	40 00		
St. Chrysostôme	Prince East	10 00	12 00		
St. Clair Siding	Essex, N. R.	11 50	16 00		
St. Claude	Lisgar	179 12	70 00		
St. Clément	Témiscouata	136 00	44 00		
St. Cleophas de Brandon	Joliette	84 02	24 00		
St. Clet	Soulanges	311 05	112 00	24 00	
St. Clothilde	Arthabaska	228 00	90 00		
St. Clothilde de Chateau- guay	Chateauguay	62 00	28 00		
St. Columban	Perth, S. R.	44 60	13 00		
St. Columbin	Two Mountains	50 00	24 00		
St. Côme	Joliette	54 95	20 00		
St. Croix	Hants	350 35	110 00		
St. Croix	York	104 93	40 00		
St. Cuthbert Station	Berthier	40 00	20 00		
St. Cyprien	Témiscouata	27 00	12 00		
St. Cyr	Richmond	70 95	36 00	8 00	
St. Cyriac	Chicoutimi	8 00	18 00		
St. Cyrille de L'Islet	L'Islet	163 00	70 00	2 00	
St. Damase	St. Hyacinthe	224 10	108 00		
St. Damase de Rimouski	Rimouski	108 00	40 00		
St. Damase des Aulnaies	L'Islet	82 50	30 00		
St. Damien de Brandon	Berthier	92 00	32 00		
St. Damien de Buckland	Bellechasse	183 90	56 00		
St. David de Lévis	Lévis	101 32	44 00		
St. David's	Lincoln & Niagara	375 12	150 00		
St. Denis de la Bouteil- lerie	Kamouraska	242 50	90 00		
St. Didace	Maskinonge	145 00	60 00		
St. Dominique de Bagot	Bagot	160 50	80 00		
St. Dominique Station	Soulanges	123 00	30 00	6 00	
St. Donat	Rimouski	174 26	48 00	10 00	
St. Donat de Montcalm	Montcalm	37 50	16 00	1 50	
St. Edmond de Berthier	Berthier	11 00	12 00		
St. Edouard de Frampton	Dorchester	34 00	16 00		
St. Edouard de Kent	Kent	37 00	18 00		
St. Edouard de Napier- ville	Laprairie & Napierville	96 80	50 00		
St. Edwidge	Compton	224 00	84 00		
St. Eleanor's	Prince East	157 62	52 00		
St. Eleuthère	Kamouraska	136 90	50 00		
St. Elie	Three Riv. & St. Maurice	143 40	50 00		
St. Elmo	Glengarry	117 06	48 00		
St. Elmo	Yale & Cariboo	124 58	73 00		
St. Eloi	Témiscouata	292 05	96 00	10 00	
St. Elphege	Yamaska	152 95	41 00		

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Elzéar de Beauce	Beauce	152 41	64 00	6 00	
St. Emélie de l'Énergie	Joliette	138 00	50 00	2 00	
St. Emélie de Lotbinière	Lotbinière	291 15	80 00		
St. Emélie Junction	Joliette	37 50	12 00		
St. Emile de Montcalm	Montcalm	30 00	12 00		
St. Emile de Suffolk	Labelle	123 80	40 00	20 00	
St. Ephrem Station	Beauce	91 00	24 00		
St. Esprit	Montcalm	241 00	84 00		
St. Esprit	Richmond	27 00	16 00		
St. Etienne de Beauhar- nois	Beauharnois	78 00	40 00		
St. Etienne de Bolton	Brome	71 95	28 00		
St. Etienne des Grès	Three Riv. & St. Maurice	145 00	100 00		
St. Etienne du Saguenay	Saguenay	93 30	40 00		
St. Eugène de Grantham	Drummond	298 15	120 00	6 00	
St. Eugène Mission	Yale & Cariboo	55 33	20 00		
St. Eulalie	Nicolet	200 40	80 00	2 00	
St. Eustache	Selkirk	120 00	40 00		
*St. Evariste Station	Beauce	179 58	60 00		
St. Fabien	Kent	8 00	11 00		
St. Faustin	Terrebonne	236 00	90 00		
St. Famille	Montmorency	78 35	28 00		
St. Félicien	Chicoutimi	310 29	110 00	30 00	18 00
St. Félicité	Rimouski	119 50	60 00		20 00
St. Félix	Lisgar	56 11	24 00		
St. Féréol	Montmorency	33 46	16 00		
St. Fidele	Charlevoix	60 00	24 00		
St. Flavie	Rimouski	177 68	70 00		
St. Flavien	Lotbinière	272 50	110 00		
St. Florence	Rimouski	40 24	17 00		
St. Fortunat	Wolfe	94 95	50 00	2 00	
St. Foy	Quebec	141 10	60 00		
St. Francis Harbour	Guysborough	40 00	20 00		
St. François de Kent	Kent	47 75	12 00		
St. François de Sales	Laval		20 00		
St. François d'Orléans	Montmorency	43 91	16 00		
St. Françoise	Témiscouata	38 00	20 00		
St. François Xavier	Selkirk	133 18	66 00		
St. François Xavier de Viger	Témiscouata	10 50	16 00	6 00	
St. François Xavier de Brompton	Richmond	82 00	52 00		
St. Frédéric	Beauce	241 04	80 00	6 00	
St. Gabriel de Rimouski	Rimouski	186 10	50 00		
St. Gabriel Station	Portneuf	68 70	20 00	2 00	
St. Gédéon	Chicoutimi	207 32	90 00		
St. Gédéon de Marlow	Beauce	16 94	10 00		
St. Geneviève	Jacques Cartier	311 70	100 00	6 00	
St. George de Malbaie	Gaspé	126 00	85 00		
St. Georges	King's	21 90	12 00		
St. George's Channel	Richmond	31 50	14 00		
St. Gerard de Montarville	Labelle	51 01	24 00	3 00	
St. Germain de Kamou- raska	Kamouraska	207 00	80 00		
St. Gilbert	Portneuf	64 01	24 00		
St. Gilbert	Prince West	9 00	12 00		

\* Closed 1-6-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$	cts.		
St. Giles.....	Lotbinière.....	Q 182 51	64	00		
St. Godfroy.....	Bonaventure.....	Q 83 50	36	00		
St. Grégoire.....	Kent.....	N.B 12 00	12	00		
St. Guillaume Station.....	Drummond.....	Q 201 25	110	00		
Ste. Hélène de Bagot.....	Bagot.....	Q 251 00	90	00		
Ste. Hélène de Chester.....	Arthabaska.....	Q 107 95	44	00		
Ste. Hélène de Kamou- raska.....	Kamouraska.....	Q 248 85	100	00	14 00	
St. Helen's.....	Huron, W.R.....	O 206 15	80	00		
Ste. Hénédine.....	Dorchester.....	Q 313 58	120	00	12 00	
St. Henri Station.....	Lévis.....	Q 246 75	56	00		
St. Hermas.....	Two Mountains.....	Q 215 50	95	00	4 00	
St. Hermas Station.....	Two Mountains.....	Q 54 30	24	00		
St. Herméngilde.....	Stanstead.....	Q 114 50	52	00	2 00	
St. Hilaire.....	Victoria.....	N.B 43 97	20	00		
St. Hilaire de Dorset.....	Beauce.....	Q 15 94	12	00		
St. Hilaire du Lac St. Jean.....	Chicoutimi.....	Q 10 00	10	00		
St. Hilaire Village.....	Rouville.....	Q 177 50	76	00		
St. Hippolyte de Kil- kenney.....	Terrebonne.....	Q 85 55	40	00		
St. Honoré.....	Beauce.....	Q 310 89	110	00		
St. Hubert.....	Chambly & Verchères.....	Q 79 10	40	00		
St. Ignace.....	Kent.....	N.B 33 91	16	00		
St. Ignace de Loyola.....	Berthier.....	Q 33 00	24	00		
St. Isidore.....	Gloucester.....	N.B 38 87	16	00		
St. Isidore, Laprairie.....	Laprairie & Napierville.....	Q 115 00	52	00		
St. Isidore, Junction.....	Laprairie & Napierville.....	Q 92 00	30	00		
St. Ives.....	Middlesex, E.R.....	O 19 94	16	00		
St. Jacques le Mineur.....	Laprairie & Napierville.....	Q 127 00	52	00		
St. James.....	Selkirk.....	M 63 00	24	00		
St. James' Park.....	Middlesex, S.R.....	O 502 00	140	00		
St. Janvier.....	Terrebonne.....	Q 131 50	56	00		
St. Jean Baptiste.....	Kent.....	N.B 81 00	44	00		
St. Jean Baptiste de Rou- ville.....	Rouville.....	Q 207 25	70	00		
St. Jean Chrysostôme, Lévis.....	Lévis.....	Q 76 49	32	00		
St. Jean de Dieu.....	Temiscouata.....	Q 215 04	60	00		
St. Jean de Matha.....	Joliette.....	Q 157 00	80	00	22 00	
St. Jean des Piles.....	Champlain.....	Q 73 20	12	00		
St. Jean l'Evangéliste.....	Bonaventure.....	Q 134 38	56	00	2 00	
St. Joachim de Montmo- rency.....	Montmorency.....	Q 64 97	34	00		
St. Joachim de Shefford.....	Shefford.....	Q 103 00	44	00		
St. Joachim River Ruscom.....	Essex, N. R.....	O 154 96	70	00		
St. John's, West.....	Welland.....	O 37 52	16	00		
St. Joseph.....	Huron, S.R.....	O 226 02	40	00		
St. Joseph.....	Gloucester.....	N.B 12 50	14	00		
St. Joseph.....	Antigonishe.....	N.S 40 91	24	00		
St. Joseph.....	Provencher.....	M 17 00	20	00		
St. Joseph d'Alma.....	Chicoutimi.....	Q 220 29	90	00	6 00	
St. Joseph de Kent.....	Kent.....	N.B 4 00	12	00		
St. Joseph de Lepage.....	Rimouski.....	Q 66 18	24	00		
St. Joseph de Lévis.....	Lévis.....	Q 107 00	40	00		
St. Joseph de Mekinac.....	Champlain.....	Q 14 00	12	00		
St. Joseph de Sorel.....	Richelieu.....	Q 244 00	44	00		
St. Joseph du Lac.....	Two Mountains.....	Q 84 85	38	00		

SESSIONAL PAPER No. 12

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$	cts.		
St. Jovite Station	Terrebonne	Q	94	00	20	00
St. Jude	St. Hyacinthe	Q	152	00	80	00
St. Julie de Verchères	Chambly & Verchères	Q	122	00	60	00
St. Julie Station	Mégantic	Q	210	70	84	00
St. Justine de Newton	Vaudreuil	Q	175	60	73	00
St. Justine Station	Vaudreuil	Q	210	00	80	00
St. Lambert de Lévis	Lévis	Q	110	77	48	00
St. Lambert, Montreal	Chambly & Verchères	Q	236	30	160	00
St. Laurent d'Orléans	Montmorency	Q	119	50	50	00
St. Lawrence	Frontenac	O	22	00	12	00
St. Lazare	Marquette	M	34	33	16	00
St. Lazare de Bellechasse	Bellechasse	Q	141	00	60	00
St. Lazare de Vaudreuil	Vaudreuil	Q	150	50	60	00
St. Léon	Maskinongé	Q	231	00	100	00
St. Léon	Lisgar	M	74	58	24	00
St. Léonard de Chicoutimi	Chicoutimi	Q	9	68	12	00
St. Léonard de Port Maurice	Laval	Q	37	00	20	00
St. Léonard de Portneuf	Portneuf	Q	18	00	4	17
St. Léonard Station	Victoria	N. B.	72	00	36	00
St. Léonard's	Victoria	N. B.	33	50	16	00
St. Liboire	Bagot	Q	310	45	120	00
St. Liguori	Montcalm	Q	84	00	32	00
St. Louis	Prince West	P. E. I.	112	00	48	00
St. Louis	Sask	Q	59	22	24	00
St. Louis de Beauce	Beauce	Q	48	67	12	00
St. Louis de Bonsecours	Richelieu	Q	59	00	38	00
St. Louis de Kent	Kent	N. B.	310	25	100	00
St. Louis de Ha Ha	Témiscouata	Q	242	00	60	00
St. Louis de Ha Ha Station	Témiscouata	Q	47	50	30	00
St. Louise	L'Islet	Q	322	78	110	00
St. Louis Station	Beauharnois	Q	8	00	22	00
St. Luc	St. John's Iberville	Q	55	00	24	00
St. Luc de Matane	Rimouski	Q	48	40	20	00
St. Luce	Rimouski	Q	137	92	64	00
St. Luce Station	Rimouski	Q	245	10	115	00
St. Lucie de Doncaster	Terrebonne	Q	103	00	40	00
St. Ludger	Beauce	Q	64	00	16	00
St. Madeleine	St. Hyacinthe	Q	169	00	68	00
St. Magloire	Bellechasse	Q	172	59	48	00
St. Malachie	Dorchester	Q	206	55	80	00
St. Malo	Compton	Q	130	00	44	00
St. Malo	Provencher	M	88	00	30	00
St. Malo Station	Compton	Q	58	75	20	00
St. Marc	Chambly & Verchères	Q	215	80	110	00
St. Marcel de L'Islet	L'Islet	Q	48	00	24	00
St. Marcel de Richelieu	Bagot	Q	104	00	50	00
St. Margaret's	King's	P. E. I.	55	50	20	00
St. Marguerite de Dorchester	Dorchester	Q	288	86	76	00
St. Marie de Blandford	Nicolet	Q	79	50	36	00
St. Marie de Charlevoix	Charlevoix	Q	13	44	11	00
St. Marie Salomé	Montcalm	Q	48	00	24	00
St. Marks	Macdonald	M	15	00	12	00
St. Marthe	Vaudreuil	Q	208	00	90	00
St. Martin	Laval	Q	130	00	56	00
St. Martine Station	Chateauguay	Q	146	95	53	00
St. Martin Junction	Laval	Q	169	00	36	00

\* Opened 1-2-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Mary's River	Guysborough. N.S.	10 00	12 00		
St. Mary's Road	Queen's East. P.E.I.	11 00	12 00		
St. Mathias	Rouville Q.	64 67	33 00		
St. Mathieu	Rimouski. Q.	103 88	42 00		
St. Maure	Restigouche. N.B.	7 00	12 00		
St. Maurice	Champlain. Q.	207 00	80 00		
St. Maurice Forges	Three Riv. & St. Maurice. Q.	20 00	12 00		
St. Maxime	Beauce. Q.	43 52	20 00		
Ste. Melanie	Joliette. Q.	132 63	52 00		
St. Michel de Napierville	Laprairie & Napierville. Q.	277 00	100 00	12 00	
St. Michel de Rougemont	Rouville. Q.	69 75	33 00		
St. Michel des Saints	Berthier. Q.	63 85	28 00		
St. Michel de Wentworth	Argenteuil. Q.	18 95	12 00		
*St. Michel Station	Laprairie & Napierville. Q.	13 50	2 50		
St. Modeste	Témiscouata. Q.	87 00	24 00		
St. Moïse	Rimouski. Q.	122 00	36 00		
St. Moïse Station	Rimouski. Q.	190 00	60 00	16 00	
Ste. Monique des Deux-Montagnes	Two Mountains. Q.	115 00	40 00		
Ste. Monique de Nicolet	Nicolet. Q.	288 87	136 00	0 33	12 00
St. Narcisse	Champlain. Q.	279 50	110 00		
St. Nazaire	Bagot. Q.	134 00	48 00		
St. Nazaire de Buckland	Dorchester. Q.	82 07	20 00		
St. Nérée	Bellechasse. Q.	124 35	56 00		
St. Nicholas	Lévis. Q.	161 00	78 00	4 00	1 00
St. Norbert	Berthier. Q.	149 95	75 00		
St. Norbert	Kent. N.B.	28 00	12 00		
St. Norbert	Provencher. M.	133 48	64 00		
St. Odilon	Dorchester. Q.	99 06	44 00		
St. Ola	Hastings, N.R. O.	89 97	40 00		
St. Onésime	Kamouraska. Q.	47 00	32 00		
St. Onge	Russell. O.	139 94	60 00		
St. Ouens	Selkirk. M.	59 01	24 00		
St. Ours Lock	Richelieu. Q.	86 00	24 00		
St. Pamphile	L'Islet. Q.	384 30	90 00		
St. Patrick	Simcoe, E.R. Q.	36 17	20 00		
St. Patrick	Témiscouata. Q.	83 54	56 00		
St. Patrick's Channel	Victoria. N.S.	6 00	12 00		4 00
St. Patrick's Road	Kings. P.E.I.	12 00	12 00		
St. Paul	Jacques Cartier. Q.	263 10	115 00		
St. Paul de Chester	Arthabaska. Q.	386 90	180 00		
St. Paul de la Croix	Témiscouata. Q.	60 00	40 00		
St. Paul de Métis	Sask. Q.	45 00			
St. Paul d'Industrie	Joliette. Q.	50 00	32 00		
St. Paul du Buton	Montmagny. Q.	157 37	56 00		
St. Paulin	Maskinongé. Q.	198 00	100 00	20 00	
St. Paul l'Hermite	L'Assomption. Q.	106 85	64 00	10 00	12 00
St. Paul's	Kent. N.B.	14 50	12 00	2 00	
St. Paul's Station	Pictou. N.S.	26 50	18 00		
St. Paul's Station	Perth, S.R. O.	55 90	24 00	16 00	
Ste. Perpétue	Nicolet. Q.	134 10	50 00		
St. Philippe de Chester	Arthabaska. Q.	101 00	40 00		
St. Philippe de Laprairie	Laprairie & Napierville. Q.	209 00	84 00	15 00	
St. Philippe de Nery	Kamouraska. Q.	308 00	120 00		
Ste. Philomène	Chateauguay. Q.	130 00	66 00		
Ste. Philomène de Fortierville	Lotbinière. Q.	176 99	56 00		
St. Pie	Provencher. M.	14 00	12 00		
St. Pie de Guire	Yamaska. Q.	144 65	56 00		

\*Opened 1-4-99.

†Credit for new office not yet opened.

‡Including \$20 special allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Pierre.....	Kent..... N. B	10 00	12 00		
St. Pierre Baptiste.....	Mégantic..... Q	156 74	60 00		
St. Pierre de Charlesbourg.....	Quebec..... Q	29 13	10 00		
St. Pierre d'Orléans.....	Montmorency..... Q	57 14	20 00	6 00	
St. Placide.....	Two Mountains..... Q	176 60	76 00		
St. Polycarpe Junction.....	Soulanges..... Q	59 00	10 00		
St. Prime.....	Chicoutimi..... Q	195 00	90 00		18 00
St. Prosper.....	Champlain..... Q	246 91	100 00		
St. Prosper de Dorchester.....	Dorchester..... Q	70 00	20 00		
St. Raphael, East.....	Bellechasse..... Q	328 63	120 00	30 00	
St. Raphael, West.....	Glengarry..... Q	161 50	72 00		
St. Rédempteur.....	Vaudreuil..... Q	50 45	24 00		
St. Régis.....	Huntingdon..... Q	25 00	16 00		
St. Rémi d'Amherst.....	Labelle..... Q	83 00	24 00		
St. Rémi de Tingwick.....	Arthabaska..... Q	144 88	60 00		
St. Robert.....	Richelieu..... Q	53 25	20 00		
St. Roch de Richelieu.....	Richelieu..... Q	138 80	48 00		
St. Roch des Aulnaies.....	L'Islet..... Q	192 28	55 00		
St. Roch l'Achigan.....	L'Assomption..... Q	240 00	93 00		
St. Romain.....	Compton..... Q	153 25	80 00		
St. Rosaire.....	Arthabaska..... Q	106 30	40 00		
St. Rosalie.....	Bagot..... Q	133 75	60 00		
St. Rose.....	Laval..... Q	323 15	108 00		
St. Rose.....	Inverness..... N. S	15 91	12 00		
St. Rose de Lima.....	Wright..... Q	130 00	40 00	10 00	
St. Rose de Watford.....	Dorchester..... Q	47 70	16 00	2 00	
St. Rose du Dégèle.....	Témiscouata..... Q	250 90	80 00		
St. Rose du Lac.....	Macdonald..... M	107 40	32 00		
St. Rosette.....	Gloucester..... N. B	2 00	10 00		
St. Sabine.....	St. John's and Iberville..... Q	60 00	24 00		
St. Samuel de Gayhurst.....	Beauce..... Q	271 05	100 00	2 00	
St. Samuel de Horton.....	Nicolet..... Q	57 00	16 00		
St. Sébastien.....	St. John's and Iberville..... Q	200 00	106 00	2 00	12 00
St. Sévère.....	Three Riv. & St. Maurice..... Q	134 30	75 00		
St. Séverin de Beaurivage.....	Beauce..... Q	94 26	30 00		
St. Siméon.....	Charlevoix..... Q	73 04	28 00		10 00
St. Simon.....	Gloucester..... N. B	2 00	10 00		
St. Simon de Rimouski.....	Rimouski..... Q	273 54	70 00		18 00
St. Simon de Yamaska.....	Bagot..... Q	206 00	108 00		
St. Sixte.....	Labelle..... Q	59 75	24 00		
St. Sophie de Lacorne.....	Terrebonne..... Q	84 35	25 00		
St. Sophie de Lévard.....	Nicolet..... Q	283 00	110 00		
St. Sophie de Mégantic.....	Mégantic..... Q	110 65	50 00		
St. Sulpice.....	L'Assomption..... Q	13 06	24 00		
St. Sylvère.....	Nicolet..... Q	115 00	44 00		
St. Sylvester, West.....	Lotbinière..... Q	105 96	50 00	4 00	
St. Téléphore.....	Soulanges..... Q	239 95	90 00		
St. Teresa.....	Queen's East..... P. E. I	34 47	18 00		
St. Thècle.....	Champlain..... Q	247 74	80 00	2 00	
St. Thècle Station.....	Champlain..... Q	141 00	60 00	8 00	
St. Théodore.....	Montcalm..... Q	83 50	40 00		
St. Théodore d'Acton.....	Bagot..... Q	197 90	84 00		
St. Théodosie.....	Chambly & Verchères..... Q	154 00	40 00		
St. Théophile.....	Beauce..... Q	47 89	20 00		
St. Thomas.....	Carleton..... N. B	7 50	10 00		
St. Thomas d'Aquin.....	St. Hyacinthe..... Q	3 25	10 00	1 50	
St. Thomas de Joliette.....	Joliette..... Q	130 00	50 00		

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Thomas de Kent.....	Kent..... N. B.	16 00	12 00		
St. Thuribe.....	Portneuf..... Q.	97 00	12 00		
St. Timothée.....	Beauharnois..... Q.	193 45	90 00		
St. Timothy.....	Prince East..... P. E. I.	12 00	12 00		
St. Tite de Caps.....	Montmorency..... Q.	75 02	30 00		24 00
St. Urbain de Château- guay.....	Chateauguay..... Q.	131 00	56 00		
St. Urbain de Charlevoix.....	Charlevoix..... Q.	124 50	44 00	4 50	18 00
St. Ursule.....	Maskinongé..... Q.	216 90	100 00		
†St. Valentin.....	St. John's and Iberville..... Q.	159 00	62 00	20 00	
St. Valère de Bulstrode.....	Arthabaska..... Q.	130 79	80 00		
St. Valérien.....	Shefford..... Q.	210 15	100 00		
St. Valérien de Rimouski.....	Rimouski..... Q.	52 00	30 00		
St. Vallier.....	Bellechasse..... Q.	182 76	60 00		
St. Vallier Station.....	Bellechasse..... Q.	119 50	40 00		
†St. Veronique.....	Labelle..... Q.	31 70	10 00		
St. Victoire.....	Richelieu..... Q.	88 00	30 00		
St. Vital.....	Provencher..... M.	21 00	16 00		
St. Wenceslas.....	Nicolet..... Q.	215 60	120 00		
St. Yvon.....	Gaspé..... Q.	38 74	20 00		
St. Zacharie.....	Beauce..... Q.	114 88	40 00		
St. Zenon.....	Berthier..... Q.	40 45	12 00		
St. Zéphirin.....	Yamaska..... Q.	274 50	90 00	6 00	
St. Zotique.....	Soulanges..... Q.	65 85	20 00		
Sable.....	Middlesex, N. R..... O.	99 91	30 00		
Sable River.....	Shelburne & Queen's..... N. S.	148 00	*78 00		
Sabrevois.....	St. John's & Iberville..... Q.	188 00	70 00		
Sacré-Cœur de Marie.....	Mégantic..... Q.	108 00	44 00		
Saddle Lake.....	Alta.....	37 16	20 00		
Sadowa.....	Victoria, N. R..... O.	18 00	12 00		
Sahanatian.....	Muskoka & Parry Sd..... O.	8 00	12 00		
Sailor's Hope.....	King's..... P. E. I.	15 00	12 00		
Saintfield.....	Ontario, S. R..... O.	110 86	64 00		
Saints Angas.....	Beauce..... Q.	99 11	36 00		
Saintsbury.....	Middlesex, N. R..... O.	18 00	12 00		
Salem.....	Wellington, C. R..... O.	210 03	100 00		
Salem.....	Albert..... N. B.	17 00	12 00		
Salem.....	Cumberland..... N. S.	20 10	12 00	2 00	
Salem Road.....	Cape Breton..... N. S.	19 00	12 00		
Salford.....	Norfolk, N. R..... O.	125 20	56 00		
Salina.....	King's..... N. B.	15 00	12 00		
Salisbury.....	Bruce, N. R..... O.	29 00	20 00		
Salkeld.....	Charlotte..... N. B.	17 00	12 00		
Salmo.....	Yale & Cariboo..... B. C.	247 93	50 00		
Salmon Bay.....	Saguenay..... Q.	13 00	12 00		
Salmon Beach.....	Gloucester..... N. B.	10 00	12 00		
Salmon Creek.....	Sunbury & Queen's..... N. B.	23 00	16 00		
Salmondale.....	Sunbury & Queen's..... N. B.	16 60	12 00		
Salmonhurst.....	Victoria..... N. B.	63 38	24 00	4 00	
Salmon Point.....	Prince Edward..... O.	34 87	18 00		
Salmon River.....	St. John..... N. B.	28 84	20 00	0 50	
Salmon River.....	Cape Breton..... N. S.	12 00	12 00		
Salmon River.....	Halifax..... N. S.	106 20	50 00		
**Salmon River Lake.....	Guysborough..... N. S.	25 47	16 00		
†Salterville.....	Lisgar..... M.	24 00	20 00		
Salxford.....	Huron, W. R..... O.	115 65	56 00		
§Saltoun.....	Assa, East.....	32 00	1 67		

\* Including \$60 for special work. † Late Turgeon. ‡ Closed 1-3-99. § Closed 1-8-98, re-opened 1-6-99.  
\*\*Late Salmon River Lake Settlement. ††Late Stottville.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salt Springs	King's N.B.	19 42	12 00		
Salt Springs	Pictou N.S.	115 00	52 00	6 00	
Salt Springs	Antigonishe N.S.	18 94	12 00	8 00	
Salt Springs Station	Cumberland N.S.	63 72	28 00		
Sambro	Halifax N.S.	57 50	24 00		
Sanborn	Wolfe N.S.	43 00	20 00		
Sancte Andrea	Assa. East	9 00	16 00	2 00	
Sand Bay	Leeds, S.R. O.	55 92	24 00		
Sand Beach	Yarmouth N.S.	18 10	12 00		
Sandfield	Algoma O.	97 94	40 00		
Sandford	Ontario, N.R. O.	40 00	44 00		
Sandford	Yarmouth N.S.	83 91	24 00		
Sandhill	Peel O.	283 84	100 00		
Sand Hill	Compton Q.	23 00	12 00		
Sandhurst	Lennox O.	35 82	18 00		
Sand Lake	Muskoka & Parry Sd. O.	36 00	16 00		
Sandown	Prescott O.	12 50	18 00		
Sand Point	Guysborough N.S.	25 00	18 00		
Sand Point Road	St. John N.B.	2 00	10 00		
Sandringham	Stormont O.	111 93	52 00		
Sand River	Cumberland N.S.	100 00	50 00		
Sandwick	Vancouver B.C.	178 84	60 00		
* Sandy Bay	Macdonald M.	9 34	4 17		
Sandy Beach	Gaspé Q.	160 00	66 00		18 00
Sandy Point	Shelburne & Queen's N.S.	126 00	40 00		
Sangster	Addington O.	7 00	12 00		
Sans Bruit	Quebec East Q.	670 54	40 00		
† Saraguayville	Jacques Cartier Q.	40 45	7 50		
Sardis	New Westminster B.C.	315 96	120 00		
Sarepta	Huron, S.R. O.	143 00	52 00		
Sargent	Northumberland N.B.	3 00	12 00		
Sarginson	Hastings, N.R. O.	21 00	12 00		
Sarsfield	Russell O.	135 00	50 00		
Sartell	King's N.B.	21 25	12 00		
Saskatchewan Landing	Assa. West	13 00	16 00		
Saturna	Vancouver B.C.	49 00	36 00		
Sauble Falls	Bruce, N.R. O.	58 52	33 00		
Saulnierville	Digby N.S.	187 78	64 00		
Saulnierville Station	Digby N.S.	13 00	12 00		
Sault à la Puce	Montmorency Q.	26 00	12 00		
Saurin	Simcoe, N.R. O.	44 72	20 00		
Savage Harbour	King's P.E.I.	10 00	12 00		
Savage's Mills	Shefford Q.	100 00	28 00		
Savanne	Algoma O.	394 02	140 00		24 00
Savona	Yale & Cariboo B.C.	177 50	100 00		20 00
Savoy	Northumberland N.B.	11 44	10 00		
Sawbill	Algoma O.	311 00	50 00		
Saybec	Rimouski Q.	468 06	110 00		
Scadouc	Westmoreland N.B.	11 00	12 00		
Scandinavia	Marquette M.	3 00	12 00		
Scarborough Junction	York, E.R. O.	139 00	60 00		
† Scardale	Lunenburg N.S.	9 00	2 50		
Scetarie Island	Cape Breton N.S.	19 00	16 00		
Science Hill	Perth, S.R. O.	39 94	24 00		
Scotch Bay	Selkirk M.	16 26	12 00		
Scotch Block	Halton O.	49 50	24 00		
Scotch Corners	Lanark, S.R. O.	12 50	16 00		

\* Opened 1-2-99.

† Opened 1-10-98.

‡ Opened 1-4-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.		Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Scotchfort.	Queen's East P. E. I.	12	46	12	00				
Scotch Lake.	York N. B.	12	78	12	00				
Scotch Lake.	Cape Breton N. S.	5	00	12	00				
Scotch Line.	Lanark, S. E. O.	60	68	24	00				
Scotch Ridge.	Charlotte N. B.	13	00	12	00				
Scotch Road.	Argenteuil Q.	20	00	12	00				
Scotch Settlement.	Westmoreland N. B.	10	09	12	00				
Scotch Town.	Sunbury & Queen's N. B.	24	86	16	00				
Scotch Village.	Hants N. S.	220	91	60	00				
Scotia.	Muskoka & Parry Sd. O.	85	60	40	00				
Scotsburn.	Pictou N. S.	16	00	16	00				
Scotsburn Station.	Pictou N. S.	226	00	84	00	48	00		
Scotsville.	Inverness N. S.	68	25	28	00	2	00	6	00
Scott's Bay.	King's N. S.	84	00	30	00				
Scott's Bay Road.	King's N. S.	18	00	12	00				
Scottsmore.	Missisquoi Q.	74	90	32	00				
Scottsville.	Middlesex, S. R. O.	41	71	16	00				
Scribner.	King's N. B.	12	00	12	00				
Scugog.	Ontario, S. R. O.	49	00	20	00				
Sea Cow Head.	Prince East P. E. I.	13	25	12	00				
Sea Cow Pond.	Prince West P. E. I.	11	91	12	00				
Sea Dog Cove.	King's N. B.	3	00	12	00				
Seaforth.	Halifax N. S.	58	00	20	00				
Seagrave.	Ontario, S. R. O.	149	01	80	00				
Seal Cove.	Charlotte N. B.	114	38	50	00				
Seal Cove.	Gaspé Q.	71	95	21	00				9
Seal Harbour.	Guysborough N. S.	26	50	12	00				
Seamo.	Selkirk M.	57	00	36	06	10	00		
Searletown.	Prince East P. E. I.	44	00	20	00				
Sea Side.	Restigouche N. B.	56	10	12	00				
Seaside.	Inverness N. S.	3	00	18	00				10
Seaview.	Richmond N. S.	12	50	12	00				
Sea View.	Queen's West P. E. I.	80	25	24	00				
Sebright.	Ontario, N. R. O.	130	00	64	00	4	00		
Sechelt.	Burrard B. C.	21	00	22	00				
Seckerton.	Lambton, W. R. O.	69	00	32	00				
Second Falls.	Charlotte N. B.	29	80	16	00				
Second Peninsula.	Lunenburg N. S.	7	00	12	00				
Second Westcock.	Westmoreland N. B.	6	00	12	00				
Seeburn.	Marquette M.	11	61	16	00				
Seely.	Muskoka & Parry Sd. O.	13	37	12	00				
* Seeley's Cove.	Charlotte N. B.	22	47	8	33				
Sefferensville.	Lunenburg N. S.	22	25	20	00				
† Seine River.	Algoma O.	5	43	9	62				
Selby.	Lennox O.	149	50	72	00				
Selden.	Marquette M.	45	49	20	00	4	00		
Selkirk Road.	Queen's East P. E. I.	9	00	12	00				
Sellarville.	Bonaventure Q.	38	94	12	00				
Selmah.	Hants N. S.	89	00	48	00				
Selton.	Elgin, W. R. O.	140	30	50	00				
Selwood.	Restigouche N. B.	13	00	12	00				
Selwood.	Hants N. S.	35	50	12	00				
Selwyn.	Peterborough, W. R. O.	55	00	28	00				
Semiwagan Ridge.	Northumberland N. B.	14	00	12	00				
Seven Islands.	Saguenay Q.	42	26	16	00				
Seven Mile Ridge.	Restigouche N. B.	4	00	10	00				
Sevogle.	Northumberland N. B.	8	00	12	00				

\* Opened 1-9-98. † Closed 22-4-99.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Sewell	Macdonald M	131	92	60	00	30 00
Shad Bay	Halifax N.S	12	00		*4 00	
Shadeland	Lisgar M	42	82	20	00	
Shady Nook	Renfrew, N.R. O	48	97	16	00	
Shag Harbour	Shelburne & Queen's N.S	60	94	22	00	
Shamrock	Renfrew, S.R. O	48	71	20	00	4 00
Shamrock	Prince East. P.E.I	15	00	12	00	
Shanklin	St. John N.B.	54	73	20	00	
Shanly	Grenville, S.R. O	123	50	52	00	
Shannon	Sunbury & Queen's N.P	46	00	20	00	
Shannon Hall	Muskoka & Parry Sd. C	8	00	12	00	
Shannonvale	Ristigouche N.B	13	00	12	00	
Shanty Bay	Simcoe, E.R. O	163	35	80	00	4 00
Sharp	King's N.B.	12	00	12	00	
Sharpton	Frontenac O	9	00	12	00	
Shawbridge	Terrebonne Q	196	50	90	00	
Shaw Brook	Westmoreland N.B		10 00			
Shawenegan	Three Riv. & St. Maurice Q	296	00	80	00	4 00
Shawnigan Lake	Vancouver B.C	151	47	76	00	
Sheba	Sunbury & Queen's N.B	12	00	12	00	
Shebeshekong	Muskoka & Parry Sd. O	17	00	12	00	
Shediac Bridge	Westmoreland N.B	70	92	28	00	
Shediac River	Westmoreland N.B	2	00	10	00	
Shediac Road	Westmoreland N.B	17	10	12	00	
Sheedy	Renfrew, S.R. O	8	92	12	00	
Sheenborough	Pontiac Q	125	03	52	00	6 00
Sheffield	Wentworth, N., & Brant O	243	00	100	00	
Sheffield Academy	Sunbury & Queen's N.B	90	97	42	00	
Sheffield Mills	King's N.S	131	00	65	00	
Sheffington	Shefford Q	30	00	16	00	
Shefford Mountain	Shefford Q	14	00	16	00	
Shefford Vale	Shefford Q	21	95	12	00	
Sheguindah	Algoma O	180	32	90	00	4 00
Sheno	Assa. East	52	26	20	00	
Sheila	Gloucester N.B	153	25	24	00	
Sheldon	Cardwell O	65	00	36	00	2 00
Sheldrake	Saguenay Q	23	36	18	00	
Shell Brook	Sask	23	72	16	00	
Shellmouth	Marquette M	106	31	70	00	4 00
Shenstone	Albert N.B	23	62	12	00	
Shepody Road	King's N.B	3	90	10	00	
Sheppardton	Huron, W.R. O	27	00	24	00	
Sheppardville	Brandon M	51	94	20	00	
Sheridan	Halton O	206	00	75	00	
Sherkston	Welland O	273	00	110	00	
Sherlock	King's N.B	7	00	10	00	
Sherman Road	Albert N.B	4	50	10	00	
Sherrington	Laprairie & Napierville Q	217	95	88	00	
Sherwood	York, W.R. O	45	00	20	00	
Sherwood Spring	Brockville O	11	00	14	00	
Shetland	Middlesex, W.R. O	181	00	80	00	
Shigawake	Bonaventure Q	193	46	62	00	18 00
Shiloh	Wellington, S.R. O	24	87	16	00	
Shilson	Brandon M	14	00	12	00	
Shinnecas Bridge	Cumberland N.S	61	00	24	00	
Shinnickburn	Northumberland N.B	15	00	12	00	
Ship Harbour	Halifax N.S	138	98	56	00	

\* Special.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ship Harbour Lake	Halifax N.S.	23 19	18 00	10 00	
Shipka	Middlesex, N.R. O	51 00	20 00		
Shipley	Wellington, N.R. O	26 00	16 00		
Shippigan Island	Gloucester N.B.	16 00	12 00		
Shirley	Ontario, N.R. O	8 93	12 00		
Shirley	Vancouver B.C.	52 00	20 00		
Shirley Settlement	Sunbury & Queen's N.B.	8 00	10 00		
Shogamoc	York N.B.	38 93	16 00		
Shopland	Vancouver B.C.	118 14	55 00		
Short Beach	Yarmouth N.S.	11 96	10 00		
Shortholme	Sunbury & Queen's N.B.	6 00	12 00		
Shortreed	New Westminster B.C.	32 50	24 00		
Shouldice	Grey, N.R. O	15 00	12 00		
Shrewsbury	Argenteuil Q	35 00	20 00		
Shrigley	Grey, E.R. O	70 00	28 00		
Shrubland	Brandon M	11 00	12 00		
Shulie	Cumberland N.S.	199 69	70 00		
Shunacadie	Cape Breton N.S.	37 69	16 00	2 00	
Shuswap	Yale & Cariboo B.C.	100 00	60 00		12 00
Sidley	Yale & Cariboo B.C.	317 00	150 00		
Sidney	Vancouver B.C.	239 50	90 00		
Sidney Crossing	Hastings, W.R. O	92 99	36 00		
* Sifton	Marquette Man	99 86	5 83		
Sight Point	Inverness N.S.	8 00	12 00		
† Silcote	Grey, N.R. O	18 17	4 17		
‡ Sillery	Quebec Q	45 74	18 00		
Sillery Cove	Quebec Q	52 70	27 00		
Sillsville	Lennox O	26 90	20 00		
Siloam	Ontario, W.R. O	43 82	24 00		
Silton	Assa, West	12 26	16 00		
Silver Beach	Victoria N.B.	9 00	12 00		
Silver Creek	Marquette M	25 98	20 00		
§ Silver Creek	Labelle Q	27 37	12 75		
Silverdale	Lincoln & Niagara O	29 00	12 00		
Silverdale	New Westminster B.C.	88 90	40 00		
Silver Hill	Norfolk, S.R. O	79 00	36 00	2 00	
Silver Lake	Victoria, N.R. O	10 87	12 00		
Silver Mountain	Algoma O	23 00	16 00		
**Silver Spring	Lisgar M		2 00		
Silverstream	Victoria N.B.	80 00	30 00		
Silver Water	Algoma O	114 88	40 00		
Simard	Chicoutimi Q	78 38	14 00		
Simmons	Wright Q	31 00	16 00		
Sinclair	Brandon M	14 00	12 00		
Sinclair	Yale & Cariboo B.C.	38 62	20 00		
Sinclair Hill	Albert N.B.	2 00	2 50		
Sinclairville	Wentworth, S.R. O	36 50	20 00		
Sine	Hastings, N.R. O	70 00	32 00		
Singleton	Leeds, S.R. O	152 96	52 00		
Sinnott's Road	King's P.E.I	17 50	12 00		
Sisson Ridge	Victoria N.B.	50 00	20 00		
Six Mile Brook	Pictou N.S.	27 70	16 00		
Six Mile Road	Cumberland N.S.	14 94	16 00		
Six Portages	Wright Q	66 97	30 00		
Six Roads	Gloucester N.B.	38 75	16 00	2 00	
¶ Sixteen Island Lake	Argenteuil Q	76 20	9 17		
Skidegate	Burrard B.C.	24 60	20 00		

\* Opened 1-12-98.

† Opened 1-2-99.

‡ late Spencer Cove.

|| Closed 1-10-98.

§ Closed 17-4-99.

\*\* Closed 15-8-98.

¶ Opened 1-8-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Skinner's Pond	Prince West . . . . . P. E. I	16 50	12 00		
Skipness	Bruce, N.R. . . . . O	15 98	12 00		
Skir Dhu	Victoria . . . . . N. S	23 00	12 00		
Skye	Glengarry . . . . . O	22 00	16 00		
Sky Glen	Inverness . . . . . N. S	21 00	16 00		6 00
Sky Mountain	Inverness . . . . . N. S	8 00	12 00		
Slate River Valley	Algoma . . . . . O	20 87	12 00		
Slatington	Richmond . . . . . Q	49 00	55 00		
Sleswick	Cardwell . . . . . O	15 75	15 03		
§Slocan Junction	Yale & Cariboo . . . . . B. C	59 53	10 00		
Slugget	Vancouver . . . . . B. C	22 00	20 00		
Sluce Point	Yarmouth . . . . . N. S	17 00	12 00		
Smithdale	Simcoe, N.R. . . . . O	44 67	20 00		
Smithfield	Northumberland, E. R. O	190 59	70 00		
Smithfield	Guysborough . . . . . N. S	40 50	12 00		6 00
Smith's	Westmoreland . . . . . N. B	90 86	30 00		
Smith's Corner	Kent . . . . . N. B	23 00	16 00		
Smith's Corners	Pontiac . . . . . Q	8 50	10 00		
Smith's Cove	Digby . . . . . N. S	141 09	60 00		
Smith's Creek	King's . . . . . N. B	12 00	12 00		
Smith's Mills	Stanstead . . . . . Q	147 00	90 00		
Smith Town	King's . . . . . N. B	18 85	12 00		
†Smithville	Shelburne & Queen's N. S	24 00	5 83		
§Smoky Falls	Nippising . . . . . O	33 50	4 17		
Snake River	Renfrew, N.R. . . . . O	114 36	50 00		
Snelgrove	Peel . . . . . O	105 89	44 00	10 00	
Snider Mountain	King's . . . . . N. B	16 71	12 00	1 00	
Snider's Corners	Halton . . . . . O	57 50	24 00		
Snow Flake	Lisgar . . . . . M	147 97	73 00		
Snow Road Station	Addington . . . . . O	129 00	52 00		
Snyder	Welland . . . . . O	94 91	48 00		
§Soapstone Mine	Inverness . . . . . N. S	11 50	9 17		
Sober Island	Halifax . . . . . N. S	22 00	20 00		8 00
Soldier's Cove	Richmond . . . . . N. S	20 50	16 00		
Solinas	Durham, W.R. . . . . O	185 00	80 00		
Solmesville	Prince Edward . . . . . O	141 82	65 00		
Solway	Bruce, E. R. . . . . O	115 00	46 00		
Somenos	Vancouver . . . . . B. C	170 50	82 00		
Somerville	Carleton . . . . . N. B		36 00		
Sonora	Guysborough . . . . . N. S	157 00	80 00		
Sonya	Ontario, N.R. . . . . O	194 50	87 00	6 00	
Sooke	Vancouver . . . . . B. C	23 18	20 00		
Soperton	Leeds, S.R. . . . . O	5 00	16 00		
Sorrel Ridge	Charlotte . . . . . N. B	17 00	12 00		
Sourisford	Brandon . . . . . M	9 00	18 00		
Souris West	King's . . . . . P. E. I	106 00	40 00		
South	Lunenburg . . . . . N. S	16 00	12 00		
Southampton	York . . . . . N. B	61 47	30 00		
South Bar of Sidney River	Cape Breton . . . . . N. S	41 00	40 00		
South Barnston	Stanstead . . . . . Q	57 00	24 00		
South Bay	Prince Edward . . . . . O	49 18	15 33		
South Bay	St. John . . . . . N. B	32 01	16 00		
South Bay Mouth	Algoma . . . . . O	36 00	20 00		
South Beach	Gaspé . . . . . Q	9 00	12 00		
South Bolton	Brome . . . . . Q	66 00	40 00		
South Branch	Colchester . . . . . N. S	40 45	20 00		
South Branch (Ken)	King's . . . . . N. B	21 00	12 00		

†Opened 1-1-99.

‡Opened 1-12-98.

§Opened 1-2-99.

¶Opened 1-8-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
South Branch of St. Nicholas River	Kent. N.B.	69 00	32 00			
South Brook	Cumberland. N.S.	16 00	12 00			
South Cayuga	Haldimand & Monck. O.	168 00	72 00			
South Clones	Sunbury & Queen's. N.B.	18 00	12 00			
Southcote	Wentworth, N., & Brant. O.	32 00	16 00			
South Cove	Victoria. N.S.	28 25	12 00			
South Dudswell	Wolfe. Q.	21 88	20 00			
South Dummer	Peterboro', E.R. O.	3 97	16 00			
South-East Passage	Halifax. N.S.	34 75	12 00			
South Ely	Shefford. Q.	22 00	20 00			
South End	Welland. O.	104 57	48 00			
South Esk	Northumberland. N.B.	17 00	18 00			
South Gate	Middlesex, E.R. O.	23 00	12 00			
South Gloucester	Russell. O.	40 00	20 00	2 00		
South Gordonsville	Carleton. N.B.	12 00	12 00			
South Gower	Grenville, N.R. O.	59 91	26 00			
South Granby	Shefford. Q.	12 00	12 00			
South Granville	Queen's West. P.E.I.	13 75	12 00			
South Greenwood	King's. N.S.	8 00	10 00			
South Gut of St. Ann's	Victoria. N.S.	37 50	16 00	10 00		
South Ham	Wolfe. Q.	151 00	86 00	6 00		
South Kildare	Prince West. P.E.I.	23 50	10 00			
South Knowlesville	Carleton. N.B.	22 00	16 00			
South Lake	Leeds, S.R. O.	34 00	44 00			
South Lake	King's. P.E.I.	13 00	12 00			
South Lancaster	Glengarry. O.	203 44	100 00			
*South Lochaber	Guysborough. N.S.	62 50	24 00	0 50		6 00
South Maitland	Hants. N.S.	330 75	60 00			12 00
South March	Carleton. O.	160 00	70 00	20 00		
South McLellan's Mountain	Pictou. N.S.	5 97	12 00			
South Melville	Prince East. P.E.I.	12 00	12 00			
South Middleton	Norfolk, N.R. O.	109 00	70 00			10 00
South Monaghan	Peterborough, W.R. O.	58 00	52 00	6 00		
South Morland	Guysborough. N.S.	12 97	12 00			
South Nelson Road	Northumberland. N.B.	18 00	12 00			
South Newbridge	Carleton. N.B.	6 00	12 00			
South Ohio	Yarmouth. N.S.	204 00	95 00	30 00		
Southport	Queen's East. P.E.I.	100 00	44 00	12 00		
†South Port Morien	Cape Breton. N.S.	15 97	12 00			
South Range	Digby. N.S.	21 94	12 00			
South Rawdon	Hants. N.S.	74 91	60 00			
South Renous	Northumberland. N.B.	6 00	12 00			
§South River	Gloucester. N.B.	49 00	18 00			
‡South River Lake	Guysborough. N.S.	53 00	30 00			
South Roxton	Shefford. Q.	241 90	60 00			
South Salt Springs	Antigonishe. N.S.	9 00	12 00			
South Side Basin of River Dennis	Inverness. N.S.	91 37	28 00			
South Side of Baddeck River	Victoria. N.S.	19 00	12 00			
South Side of Boulardarie	Victoria. N.S.	19 97	12 00			
South Side of Whycocomagh Bay	Inverness. N.S.	6 40	12 00			
South Stukeley	Shefford. Q.	223 00	96 00			
South Tilley	Victoria. N.B.	13 25	12 00			

\*Late South End of Lochaber. †Late Head of South River Lake. §Closed 1-10-98, re-opened 1-1-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Uniacke.....	Hants.....	N.S. 142 84	56 00		
South Vale.....	Colchester.....	N.S. 20 00	18 00		
South Vancouver.....	Burrard.....	B.C. 74 76	20 00		
South Victoria.....	Cumberland.....	N.S. 20 50	12 00		
Southville.....	Digby.....	N.S. 11 00	12 00		
South Wallace.....	Cumberland.....	N.S. 23 50	18 00		
South-West.....	Prince West.....	P.E.I. 15 00	12 00		
South-West Mabou.....	Inverness.....	N.S. 10 00	12 00		10 00
South-West Margaree.....	Inverness.....	N.S. 70 00	36 00		6 00
South-West Point.....	Gaspé.....	Q. 53 75	20 00		
South-West Port Mouton.....	Shelburne & Queen's.....	N.S. 9 44	10 00		
South-West Ridge.....	Inverness.....	N.S. 3 00	12 00		
Southwold Station.....	Elgin, W.R.....	O. 206 88	50 00		
South Zorra.....	Oxford, N.R.....	O. 38 89	18 00		
Sowerby.....	Algoma.....	O. 93 94	40 00	1 50	
Spallumcheen.....	Yale & Cariboo.....	B.C. 71 97	48 00		
Spanish River.....	Nipissing.....	O. 171 26	112 00		20 00
Spanish River Station.....	Nipissing.....	O. 180 00	110 00		
Spanish Ship Bay.....	Guysboro'.....	N.S. 49 00	20 00		
Sparrow Lake.....	Ontario, N.R.....	O. 56 47	30 00		
Sps Springs.....	Annapolis.....	N.S. 90 94	28 00		
Speedside.....	Wellington, S.R.....	O. 25 00	16 00		
Speersville.....	Carleton.....	N.B. 5 00	10 00		
Speight's Corner.....	Sunbury & Queen's.....	N.B. 10 00	12 00		
Spence.....	Muskoka & Parry Sd.....	O. 52 87	20 00	4 00	
Spence.....	Westmoreland.....	N.B. 18 91	12 00		
Spencer's Island.....	Cumberland.....	N.S. 164 66	70 00		
Speyside.....	Halton.....	O. 13 00	16 00		
Spres.....	Wellington, C.R.....	O. 10 00	12 00		
Spring Harbour.....	Norfolk, S.R.....	O. 10 00	18 00		
Spring Bank.....	Alta.....	O. 111 84	27 00		
Springbank.....	Middlesex, N.R.....	O. 36 54	36 00		
Springbank.....	Algoma.....	O. 29 95	16 00		
Spring Bay.....	Dorchester.....	Q. 60 00	20 00		
Springbrook.....	Selkirk.....	M. 94 95	44 00		
Springfield.....	York.....	N.B. 13 94	12 00		
Springfield.....	Prince, East.....	P.E.I. 26 00	16 00		
Springhaven.....	Yarmouth.....	N.S. 9 50	12 00		
Spring Hill.....	Russell.....	O. 33 97	20 00		
Spring Hill.....	Compton.....	Q. 134 40	80 00	2 17	
Spring Hill.....	York.....	N.B. 34 82	24 00		
* Springmount.....	Gray, N.R.....	O. 27 11	9 17		
Spring Road.....	Sherbrooke.....	Q. 12 00	12 00		
Springtown.....	Renfrew, S.R.....	O. 24 33	20 00		
Springvale.....	Norfolk, S.R.....	O. 168 25	56 00		
Spring Valley.....	Brockville.....	O. 299 94	84 00		
Spring Valley.....	Prince East.....	P.E.I. 13 00	12 00		
Springville.....	Peterborough, W.R.....	O. 69 00	24 00		
Springville.....	Pictou.....	N.S. 128 00	56 00		
Spruce Creek.....	Marquette.....	M. 15 00	16 00		
Sprucegrove.....	Alta.....	O. 43 11	20 00		
Spruce Lake.....	St. John.....	N.B. 15 00	12 00		
Spruce Lake Station.....	St. John.....	N.B. 5 00	10 00		
Spry.....	Bruce, N.R.....	O. 188 00	70 00	4 00	
Spry Bay.....	Halifax.....	N.S. 167 98	68 00	2 00	
Spry Harbour.....	Halifax.....	N.S. 33 74	12 00		

\* Opened 1-8-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Spuzzum	Yale & Cariboo . . . . . B.C	36 42	24 00		
Spy Hill	Assa. East	52 00	20 00		
Squamish	Burrard . . . . . B.C	59 27	33 00		
Stadacona	Quebec . . . . . Q		30 00		
Staffa	Perth, S.R. . . . . O	228 50	92 00		
Stafford	Renfrew, N.R. . . . . O	43 01	20 00		
Stagsburn	Wright . . . . . Q	39 00	12 00		
Stake Road	Cumberland . . . . . N.S	52 00	28 00		
Stanford	Welland . . . . . O	214 00	110 00		
Stanbridge Station	Missisquoi . . . . . Q	224 25	93 00	60 00	
Stanburn	Lunenburg . . . . . N.S	16 00	10 00		
Stanbury	Missisquoi . . . . . Q	15 90	12 00		
Stanchel	Prince, East. . . . . P.E.I	12 00	12 00		
Stand Off	Alta . . . . . Q	40 00	30 00		
Standon	Dorchester . . . . . Q	195 56	76 00	20 00	20 00
Stanhope	Stanstead . . . . . Q	96 60	42 00		
Stanhope	Queen's East. . . . . P.E.I	15 00	12 00		
Stanley	Cumberland . . . . . N.S	19 00	12 00		
Stanleydale	Muskoka & Parry Sd. O	15 01	16 00	4 00	
Stanley House	Muskoka & Parry Sd. O	93 00	32 00		
Stanley Section	Lunenburg . . . . . N.S	13 80	12 00		
Stanley's Corners	Carleton . . . . . O	56 00	24 00		
Stanley's Mills	Peel . . . . . O	24 70	16 00		
Stanleyville	Lanark, S.R. . . . . O	69 00	32 00	2 00	
†Stanmore	Restigouche . . . . . N.B	48 85	0 14		
Stanstead Junction	Stanstead . . . . . Q	120 50	50 00	10 00	
Stanton	Simcoe, S.R. . . . . O	247 60	100 00	4 00	
Stanwood	Northumberland, E.R. O	73 83	20 00		
Stapledon	Carleton . . . . . O	61 48	20 00		
Staple's Brook	Colchester . . . . . N.S	12 00	12 00		
Starbuck	Selkirk . . . . . M	163 18	50 00		
Stardale	Prescott . . . . . O	48 85	22 00		
Starkey's	Sunbury & Queen's. N.B	30 97	26 00		
Starkville	Durham, W.R. . . . . O	36 40	20 00		
Star Lake	Muskoka & Parry Sd. O	20 00	16 00		
Starnesborough	Huntingdon . . . . . Q	25 00	18 00		
Starrat	Muskoka & Parry Sd. O	21 88	16 00		
Staynerville	Argenteuil . . . . . Q	87 90	44 00		
Steam Mill Village	King's . . . . . N.S	100 73	44 00		
Steele's Lake	Cape Breton . . . . . N.S	4 00	10 00		
Steel's	Pontiac . . . . . Q	10 00	12 00		
Steenburg	Hastings, N.R. . . . . O	135 44	56 00		
Steep Creek	Sask . . . . . O	32 49	20 00		
Steep Creek	Guysborough . . . . . N.S	10 60	12 00		
Steevecote	Albert . . . . . N.B	7 00	12 00		
Steeve's Mountain	Westmoreland . . . . . N.B	12 97	12 00		
Steeve's Settlement	Westmoreland . . . . . N.B	12 72	12 00		
Stenson	Richmond & Wolfe . . . . . Q	16 00			
Stephenfield	Lisgar . . . . . M	32 00	16 00		
Stevenson	Kent . . . . . O	72 76	30 00		
Stewart	Kent . . . . . O	95 00	56 00		
Stewart Bay	Muskoka & Parry Sd. O	9 67	16 00		
Stewartdale	Inverness . . . . . N.S	20 97	12 00		
Stewarton	King's . . . . . N.B	31 00	20 00		
Stewartville	Renfrew, S.R. . . . . O	68 81	28 00		
Stewiacke Cross Roads	Colchester . . . . . N.S	112 20	56 00	6 00	
Stiles Village	Westmoreland . . . . . N.B	4 94	10 00		

† Closed 5-7-98.

‡ Credit for new office not yet in operation.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stillman	Pictou . . . . . N.S	53 97	24 00		
Still Water	Guysborough . . . . . N.S	116 00	20 00		12 00
Stirling	Richmond . . . . . N.S	11 97	12 00		
Stirling Falls	Muskoka & Parry Sd. . . . . O	31 60	20 00		
Stockdale	Northumberland, E.R. . . . . O	40 00	24 00		
Stockwell	Chateauguay . . . . . Q	36 00	20 00		
Stoco	Hastings, E.R. . . . . O	168 23	80 00		
Stoddarts	Annapolis . . . . . N.S	26 00	18 00		
Stoke, Centre	Richmond . . . . . Q	176 00	64 00		
Stokes Bay	Bruce, N.R. . . . . O	116 00	24 00	12 00	
Stoneham	Quebec . . . . . Q	16 96	16 00	2 00	
Stonehaven	Gloucester . . . . . N.B	81 90	44 00		
Stone House	Cumberland . . . . . N.S	20 50	12 00		
Stoneleigh	Ontario, N.R. . . . . O	33 00	16 00		
Stone Quarry	Welland . . . . . O	43 04	16 00		
Stone Ridge	York . . . . . N.B	30 00	20 00		
Stony Beach	Assa. West . . . . . N.B	38 00	16 00		
Stony Creek	Albert . . . . . N.B	12 00	12 00		
Stony Island	Shelburne & Queen's . . . . . N.S	57 00	20 00		
Stony Lake	Peterborough, E.R. . . . . O	77 00	36 00		
Stony Mountain	Selkirk . . . . . M	312 47	130 00		
Stony Plain	Alta . . . . . Alta	24 66	16 00		
Stony Point	Essex, N.R. . . . . O	101 00	44 00	15 00	
Stormont	Guysborough . . . . . N.S	24 50	16 00		12 00
Stormont	Compton . . . . . Q	169 90	84 00	9 50	
Stormway	Elgin, E.R. . . . . O	221 34	92 00		
Stratfordville	York, N.R. . . . . O	89 20	40 00		
Strange	Alta . . . . . Alta		1 00		
*Strangmuir	Waterloo, S.R. . . . . O	279 46	80 00		
Strasburg	Assa. West . . . . . Assa. West	26 50	20 00		
Strasburg	Richmond & Wolfe . . . . . Q		1 67		
Stratford Centre	Northumberland . . . . . N.B	14 00	12 00		
Strathadam	Oxford, N.R. . . . . O		12 00		
Strathallan	Grey, N.R. . . . . O	120 05	36 00		
Strathavon	Middlesex, W.R. . . . . O	133 98	56 00		
Strathburn	Assa. East . . . . . Assa. East	20 53	12 00		
Strathcarrol	Selkirk . . . . . M	10 00	12 00		
Strathewen	Stormont . . . . . O	28 00	16 00		
Strathmore	Jacques Cartier . . . . . Q				
**Strathmore	Grey, E.R. . . . . O	11 00	6 00		
Strathnairn	Renfrew, S.R. . . . . O	25 75	16 00		
Strathay	Peterborough, E.R. . . . . O	30 50	7 50		
†Stratton	Cumberland . . . . . N.S	17 50	12 00		
§Stratton	Haldimand & Monck . . . . . O	95 89	42 00		
Street's Ridge	Annapolis . . . . . N.S	79 80	28 00		
Stromness	Provencher . . . . . M	159 00	60 00		
Stromach Mountain	Pontiac . . . . . Q	170 84	75 00		
Stuartburn	Queen's East . . . . . P.E.I	24 00	12 00		
Stubb's Bay	Simcoe, E.R. . . . . O	78 93	44 00		
Sturgeon	Victoria, N.R. . . . . O		36 00		
Sturgeon Bay	Sherbrooke . . . . . Q	52 00	20 00		
Sturgeon Point	Queen's East . . . . . P.E.I	6 00	12 00		
Suffield	Victoria . . . . . N.S	17 00	12 00		
Suffolk Station	Assa. East . . . . . Assa. East	66 52	30 00		12 00
Sugar Loaf	Carleton . . . . . N.B	17 16	12 00		
Summerberry	Huron, S.R. . . . . O	33 00	20 00		
Summerfield	Sunbury & Queen's . . . . . N.B	32 00	20 00		
Summerhill					
Summer Hill					

\* Closed 1-8-98. † Summer office. (Late Juniper Island.) § Opened 1-10-98. ‡ Closed 1-1-99.  
 \*\* Not in operation in summer season of 1898. ¶ Opened 1-5-99. †† Summer office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Summerlea	Jacques Cartier . . . . . Q	24 00	16 00		
Summerside	Antigonishe. . . . . N.S	2 00	10 00		
Summerstown.	Glengarry . . . . . O	298 72	70 00		
Summerstown Station.	Glengarry . . . . . O	193 49	72 00	12 00	
Summerville	Peel . . . . . O	252 81	90 00		
Summerville.	King's . . . . . P. E. I	29 00	12 00		
Summerville, Centre.	Shelburne & Queen's. N.S	28 00	20 00		
Summer.	Assa. East . . . . .	53 00	24 00	7 50	
Sunbury	Frontenac. . . . . O	140 47	50 00		
Sundridge	Pictou. . . . . N.S	15 79	16 00		
Sunnidale	Simcoe, N.R. . . . . O	43 50	18 00		
Sunnidale, Corners	Simcoe, N.R. . . . . O	100 59	36 00		
Sunnybrae	Pictou. . . . . N.S	137 00	75 00	20 00	
Sunnymead	Assa. East . . . . .	32 57	18 00		
§Sunnyside.	Pontiac. . . . . Q		40 00		
Sunnyside.	King's. . . . . N.S	13 97	12 00		
Sunnyside.	Restigouche . . . . . N.B	19 00	12 00		
Sunshine.	Huron, E.R. . . . . O	13 46	12 00		
Surette Island	Yarmouth . . . . . N.S	74 00	16 00		
Surrey	Albert . . . . . N.B	310 71	110 00		
Surrey Centre	New Westminster. B.C	77 37	30 00		
Sussex Corner	King's . . . . . N.B	175 82	60 00		
Sussex Portage	King's . . . . . N.B	12 00	12 00		
Sutherland's River	Pictou. . . . . N.S	15 97	12 00		
Suthwyn	Selkirk. . . . . M	8 80	16 00		
Swan Creek	Sunbury & Queen's. N.B	22 50	12 00		
Swansburg	Shelburne & Queen's. N.S	16 00	12 00		
Swansea	York, W.R. . . . . O	511 00	160 00		
*Swansea.	Yale & Cariboo. . . . . B.C	36 00	16 67		
Sweaburg	Oxford, S.R. . . . . O	100 35	40 00		
Sweenyville	Kent . . . . . N.B	14 00	12 00		
Sweet's Corners.	Hants . . . . . N.S	43 00	24 00		
Sweet's Corners.	Leeds, S.R. . . . . O	69 50	34 00		
Swindon	Muskoka & Parry Sd. O	34 82	16 00		
Swinton Park	Grey, E.R. . . . . O	102 62	44 00		
Switzerville	Lennox . . . . . O	21 00	12 00		
Sydenham Place	Drummond . . . . . Q	81 50	30 00		
Sydney Forks	Cape Breton . . . . . N.S	27 00	18 00	4 00	
Sydney River	Cape Breton . . . . . N.S	11 96	12 00		
Sykeston	Lambton, W.R. . . . . O	37 76	20 00		
Sylvan	Middlesex, N.R. . . . . O	143 42	60 00		
Sylvan Valley	Algoma. . . . . O	25 85	16 00		
† Sylvester.	Pictou . . . . . N.S	6 00	1 67		
Synton	Albert . . . . . N.B	4 00	10 00		
Sypher's Cove	Sunbury & Queen's. N.B	6 00	12 00		
<b>T</b> ABUCINTAC	Northumberland . . . . . N.B	85 44	16 00	2 00	
Taché, Station	Algoma. . . . . O	89 00	40 00		8 67
Tagish Lake	Yukon District. . . . . N.W.T.	212 67	183 34		
Taillon	Chicoutimi . . . . . Q	15 20	12 00		
‡Tain	Norfolk, S.R. . . . . O	13 97	11 00		
Talbotville Royal	Elgin, W.R. . . . . O	123 00	50 00		
Tamarisk	Marquette . . . . . M	61 46	30 00		
Tancook Island	Lunenburg . . . . . N.S	50 00	18 00		
Tancred.	Lambton, E.R. . . . . O	19 87	16 00		
Tangier	Halifax . . . . . N.S	353 20	130 00	24 00	

\* Opened 1-9-98. § Closed 1-3-99. † Opened 1-5-99. ‡ Closed 1-6-99.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$		
Tansley	Halton	O	63	20	28	00
Tantallon	Halifax	N.S.	69	92	24	00
Tantallon	Assa. East		68	92	20	00
Tapley's Mills	Carleton	N.B.	6	00	12	00
Tapleytown	Wentworth, S.R.	O	100	36	36	00
Tarantum	Queen's East	P.E.I.	3	50	10	00
Tarbert	Wellington, N.R.	O	28	42	18	00
Tarbot	Victoria	N.S.	22	00	12	00
Tarbotvale	Victoria	N.S.			2	00
Tatamagouche Mountain	Colchester	N.S.	16	00	16	00
Tatehurst	Chateauguay	Q	51	95	20	00
Tatlock	Lanark, N.R.	O	20	00	20	00
Taunton	Ontario, S.R.	O	46	00	24	00
Taylor	Leeds, S.R.	O	52	00	20	00
Taylor's Head	Halifax	N.S.	41	00	16	00
Taylor Village	Westmoreland	N.B.	64	90	30	00
Tay Mills	York	N.B.	8	00	12	00
Tay Settlement	York	N.B.	62	98	24	00
Tayside	Stormont	O	38	95	20	00
Tecumseh	Essex, N.R.	O	286	50	110	34
Teeterville	Norfolk, N.R.	O	238	59	80	00
Tehkummah	Algoma	O	85	50	36	00
Telfer	Middlesex, E.R.	O	12	00	12	00
†Telegraph Creek	Burrard	B.C.	97	50		
Telford	Pictou	N.S.	2	00	12	00
Temperance Vale	York	N.B.	59	00	24	00
Temperance Village	York, N.R.	O	340	47	30	00
Temple	York	N.B.	47	00	24	00
Tempo	Middlesex, S.R.	O	45	89	32	00
Tenby	Macdonald	M	42	36	24	00
Tenby Bay	Algoma	O	12	00	12	00
Tenecape	Hants	N.S.	74	00	36	00
Ten Mile Creek	St. John	N.B.	24	86	16	00
Ten Mile House	Queen's East	P.E.I.	11	50	10	00
Tennant's Cove	King's	N.B.	6	00	12	00
Tennyson	Lanark, S.R.	O	7	00	12	00
Terence Bay	Halifax	N.S.	11	50	12	00
Terminus	Bothwell	O	24	50	12	00
Terra Cotta	Peel	O	65	41	28	00
Terra Nova	Simcoe, S.R.	O	32	88	20	00
Terra Nova	New Westminster	B.C.	107	25	40	00
Tessierville	Rimouski	Q	238	47	90	00
Teston	York, W.R.	O	48	59	27	00
Tête à Gauche River (North Side)	Gloucester	N.B.	1	50	12	00
Tête à Gauche River (South Side)	Gloucester	N.B.	19	00	12	00
Tetlock	Assa. East		19	73	12	00
Teviotdale	Wellington, N.R.	O	89	39	40	00
Tewkesbury	Quebec	Q	3	00	12	00
Texas River	York	N.B.	12	00	12	00
Thames Road	Perth, S.R.	O	65	80	22	00
Thanet	Hastings, N.R.	O	18	88	16	00
The Barony	York	N.B.	24	89	16	00
The Bluffs	King's	N.B.	3	00	10	00
The Falls	Colchester	N.S.	26	50	16	00
The Flats	Hastings, N.R.	O	15	00	12	00

\* Closed 1-9-98.  
12—22½

† Opened 14-6-99.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
The Gore.....	Middlesex, E.R.....	O 68 55	30 00		
The Grange.....	Cardwell.....	O 15 00	16 00		
The Grant.....	King's.....	N.B 8 25	10 00		
The Grove.....	Middlesex, E.R.....	O 24 00	16 00		
The Hawk.....	Shelburne & Queen's, N.S.	O 59 05	20 00		
The Lake.....	Russell.....	O 113 00	30 00		
The Lodge.....	Lunenburg.....	N.S 16 50	12 00		
The Long Stretch.....	Inverness.....	N.S 12 00	12 00		
The Maples.....	Wellington, C.R.....	O 23 00	12 00		
The Narrows.....	Selkirk.....	M 26 61	20 00	3 00	
Théodore.....	Assa, East	69 26	24 00		
The Pas.....	Sask	53 00	22 00		
The Pines.....	Lennox.....	O 13 00	12 00		
The Points, West Bay.....	Richmond.....	N.S 39 00	40 00		
The Range.....	Sunbury & Queen's, N.B	O 52 37	20 00		
The Ridge.....	Hastings, N.R.....	O 45 76	24 00		
The Slash.....	Algoma.....	O 18 00	12 00		
§The Waugh.....	Gloucester.....	N.B 8 00	6 00		
The Willows.....	Northumberland.....	N.B 20 00	14 00		
Thingvalla.....	Assa, East	54 00	20 00		
Thomond.....	King's.....	N.B 9 00	12 00		
Thompson.....	Algoma.....	O 153 25	76 00		
Thomson's Landing.....	Yale & Cariboo.....	B.C 109 70	50 00		
Thompson's Station.....	Cumberland.....	N.S 200 83	76 00	20 00	
Thompsonville.....	Simcoe, S.R.....	O 96 00	40 00		
Thornbrook.....	King's.....	N.B 7 00	12 00		
Thornby.....	Pontiac.....	Q 41 00	12 00		
Thorn Centre.....	Pontiac.....	Q 38 83	18 00		
Thorncliffe.....	Bothwell.....	O 26 00	20 00		
Thornydyke.....	Queen's East.....	P.E.I 8 50	10 00		
Thorne's Cove.....	Annapolis.....	N.S 162 82	40 00		
Thornetown.....	Sunbury & Queen's, N.B	O 19 00	16 00		
*Thornloe.....	Nipissing.....	O 250 14	70 00		
Thornyhurst.....	Bothwell.....	O 20 00	18 00		
Thorpe.....	Lennox.....	O 31 50	16 00		
Three Brooks.....	Victoria.....	N.B 37 50	20 00	2 00	
Three Brooks.....	Pictou.....	N.S 15 92	12 00		
Three Lakes.....	Beauce.....	Q 49 64	30 00		
Three Tree Creek.....	Sunbury & Queen's, N.B	O 27 50	12 00		
Throoptown.....	Grenville, S.R.....	O 3 97	16 00		
Thunder Hill.....	Yale & Cariboo.....	B.C 18 55	20 00		
Thunder River.....	Saguenay.....	Q 35 03	18 00		
Thurlow.....	Burrard.....	B.C 390 30	50 00		
Tichborne.....	Addington.....	O 141 98	56 00		
Tidnish Bridge.....	Westmoreland.....	N.B 59 50	35 00		
Tikonabé.....	Chicoutimi.....	Q 49 62	20 00	16 00	
Tilley.....	Victoria.....	N.B 14 00	12 00		
Tilley.....	Leeds, S.R.....	O 25 00	16 00		
Tilley Road.....	Gloucester.....	N.B 12 00	12 00		
Tindastoll.....	Alta.....	43 96	20 00		
Tintern.....	Lincoln & Niagara.....	O 54 00	20 00	2 00	+12 00
Tioga.....	Simcoe, S.R.....	O 155 24	70 00		
Tiree.....	Assa, East	11 00	12 00		
Titus Station.....	Richmond.....	Q 39 00	18 32		
Titusville.....	King's.....	N.B 53 00	+28 00		
Tiverton.....	Digby.....	N.S 182 63	72 00		

§ Closed 1-1-99. \* Late Liskeard. † Closed 1-11-98. ‡ Special. † Including \$4.00 special allowance.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Tobermory	Bruce, N.R.	104	73	44	00	
Tobique River	Victoria	18	00	16	00	
Toddburn	Marquette	30	02	16	00	
Todmorden	York, E.R.	106	00	48	00	
Tofield	Alta	13	00	12	00	
Tolsta	Compton	13	00	12	00	
Toney Mills	Pictou	35	00	16	00	
Toney River	Pictou	15	94	16	00	
Tooleton	King's	18	00	12	00	
Topping	Perth, N.R.	31	73	20	00	
Torbay	Guysborough	93	16	24	00	
Torbrook	Annapolis	62	00	22	00	
Torbrook East	Annapolis	20	17	6	67	
Torbrook Mines	Annapolis	154	00	76	00	3 00
Torbrook West	Annapolis	6	00	5	34	
Tormore	York, W.R.	17	00	20	00	
Torrance	Simcoe, E.R.	56	00	20	00	
Totonka	Marquette	16	00	16	00	
Touchwood Hills	Assa, East	50	73	24	00	
*Tourelle	Gaspé	14	00	2	50	
Tower Hill	Charlotte	27	44	18	00	
Town Plot	King's	75	00	24	00	
Townsend Centre	Norfolk, N.R.	65	00	24	00	
Toy's Hill	Dundas	16	25	16	00	
Tracadie Cross	Queen's East	17	97	16	00	2 00
Tracey's Mills	Carleton	64	00	20	00	
Tracey Station	Sunbury & Queen's	156	29	76	00	4 00
Traceyville	Sunbury & Queen's	6	95	12	00	
Trafalgar	Halton	119	00	56	00	7 00
Trafalgar	Guysborough	13	00	12	00	
Trafford	Addington	26	00	16	00	
Tralee	Wellington, C.R.	40	81	20	00	
Tramore	Renfrew, S.R.	33	82	20	00	
Traveller's Rest	Prince East	29	50	12	00	
Traverston	Grey, S.R.	52	00	30	00	
Treadwell	Prescott	205	91	100	00	
Trecastle	Wellington, C.R.	57	87	30	00	
Tregarva	Assa, West	19	64	16	00	
Tremblay	Chicoutimi	165	71	56	00	12 00
Tremont	King's	28	27	16	00	
Trenholm	Drummond	67	15	30	00	
Trent Bridge	Northumberland, E.R.	121	09	50	00	
Trevelyan	Leeds, S.R.	24	00	20	00	
Trilby	Queen's, East	15	00	12	00	
Tring Junction	Beauce	280	00	90	00	2 00
Trinity	Wentworth N. & Brant	25	50	20	00	
Trois Saumons	L'Islet	141	46	57	00	
Trotter	Arthabaska	143	00	40	00	
Trout Brook	Northumberland	9	00	12	00	
Trout Brook	Arthabaska	169	01	70	00	
Trout Brook	Cape Breton	6	00	12	00	
Trout Lake	Muskoka & Parry Sd.	44	00	24	00	3 00
Trout River	Huntingdon	72	50	32	00	
Trout River	Inverness	24	00	12	00	6 00
Trout Stream	Gloucester	18	00	12	00	
Trowbridge	Perth, N.R.	232	46	76	00	
Troy	Wentworth N. & Brant	191	00	70	00	

† Opened 1-11-98.

\* Opened 1 4 99.

‡ Closed 1-11-98.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.	
		\$	cts.	\$			cts.
Troy	Inverness	N.S.	29	47	15	00	6 00
Truemanville	Cumberland	N.S.	31	13	16	00	
Tryon	Prince, East	P.E.I.	127	50	60	00	12 00
Tuam	Simcoe, S.R.	O	62	93	36	00	
Tuftsville	Hastings, W.R.	O	47	00	20	00	
Tumbell	Marquette	M	30	00	16	00	
Tupper	Macdonald	M	19	66	24	00	
Tupperville	Annapolis	N.S.	145	26	56	00	
Turgoose	Vancouver	B.C.	43	59	20	00	
Turin	Elgin, W.R.	O	37	76	20	00	
Turkey Hill	Brome	Q	17	85	12	00	
Turnerville	Bothwell	O	45	95	23	00	
Turriff	Hastings, N.R.	O	59	00	20	00	
Turtle Creek	Albert	N.B.	40	00	20	00	10 00
Turtle Lake	Muskoka & Parry Sd.	O	22	40	16	00	
Turtle Mountain	Brandon	M	73	00	36	00	
*Turtle River	Macdonald	M	21	34	4	17	
Tuscarora	Brant, S.R.	O	159	67	64	00	
Tusket Falls	Yarmouth	N.S.	18	00	12	00	
Tweedside	Wentworth, S.R.	O	23	93	18	00	
Tweedside	York	N.B.	50	00	20	00	
Twin Elm	Carleton	O	28	00	16	00	
Two Creeks	Marquette	M	14	85	12	00	
Two Islands	Cumberland	N.S.			12	00	
Two Rivers	Cumberland	N.S.	76	91	57	00	
Tyndall	Selkirk	M	244	12	80	00	
Tynehead	New Westminster	B.C.	8	00	20	00	
Tyneside	Haldimand & Monck	O	62	26	30	00	
Tyne Valley	Prince, West	P.E.I.	157	00	70	00	
Tyotown	Glengarry	O	43	25	20	00	
Tyrconnell	Elgin, W.R.	O	95	51	35	00	
Tyrene	Durham, W.R.	O	218	08	100	00	
+Tyrene	Queens, West	P.E.I.	6	00	2	50	
Tyrrrell	Norfolk, N.R.	O	64	00	28	00	
<b>UCLUELET.</b>	Vancouver	B.C.	48	53	24	00	
Udney	Ontario, N.R.	O	79	46	36	00	
Udora	Ontario, N.R.	O	211	00	70	00	
Ufford	Muskoka & Parry Sd.	O	42	22	16	00	
Uththoff	Simcoe, E.R.	O	60	02	30	00	
Ullswater	Muskoka & Parry Sd.	O	29	20	22	00	
Umatilla	Marquette	M	53	67	30	00	
Umfraville	Hastings, N.R.	O	124	80	45	00	4 00
Underhill	Northumberland	N.B.	55	69	30	00	
Undine	Victoria	N.B.	13	97	16	00	
Union Bay	Vancouver	B.C.	283	51	90	00	
Union Centre	Pictou	N.S.	3	00	2	84	
Union Corner	Carleton	N.B.	14	00	12	00	
Union Corner	Prince East	P.E.I.	21	83	10	00	
Union Point	Provencher	M	50	16	24	00	
Union Road	Queen's, East	P.E.I.	17	50	12	00	
Union Square	Lunenburg	N.S.	28	47	12	00	
Union Valley	Leeds, S.R.	O	7	00	12	00	
Uplands	Muskoka & Parry Sd.	O	39	00	20	00	4 00
Upper	Haldimand & Monck	O	30	00	16	00	
Upper Abougoggin	Westmoreland	N.B.	35	00	16	00	

\* Opened 1-2-99. † Opened 1-4-99. ‡ Closed 1-10-98.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allowance.	Night Allowance.
			\$ cts.	\$ cts.		
Upper Bay du Vin	Northumberland N.B.	12 00	12 00			
Upper Big Tracadie	Guysborough N.S.	14 00	12 00			
Upper Blackville	Northumberland N.B.	73 00	28 00	4 00		
Upper Branch	Lunenburg N.S.	36 00	12 00			
Upper Brighton	Carleton N.B.	23 50	12 00			
Upper Buctouche	Kent N.B.	12 00	12 00			
Upper Burlington	Hants N.S.	22 00	16 00			
Upper Burton	Sunbury & Queen's N.B.	6 95	12 00			
Upper Canard	King's N.S.	115 50	55 00			
Upper Cape	Westmoreland N.B.	34 97	20 00			
Upper Caraquet	Gloucester N.B.	82 95	40 00			
Upper Caverhill	York N.B.	25 70	16 00			
Upper Charlo	Restigouche N.B.	35 96	20 00			
Upper Chelsea	Lunenburg N.S.	6 00	12 00			
Upper Clarence	Annapolis N.S.	11 00	12 00			
Upper Clement	Annapolis N.S.	41 50	20 00			
Upper Clyde River	Shelburne & Queen's N.S.	10 00	12 00			
Upper Coal Creek	Sunbury & Queen's N.B.	9 00	12 00			
Upper Coverdale	Albert N.B.	13 00	12 00			
Upper Dorchester	Westmoreland N.B.	112 00	72 00	16 00		
Upper Dover	Westmoreland N.B.	14 82	12 00			
Upper Dyke Village	King's N.S.	55 00	20 00			
Upper Economy	Colchester N.S.	77 00	38 00			
Upper Fort Lawrence	Cumberland N.S.	30 00	16 00			
Upper Gaspereaux	Sunbury & Queen's N.B.	23 00	12 00			
Upper Glencoe	Inverness N.S.	13 00	12 00			
Upper Glen Road	Antigonishe N.S.	6 00	12 00			
Upper Goshen	Albert N.B.	12 00	12 00			
Upper Grand Mira	Cape Breton N.S.	11 89	12 00			
Upper Granville	Annapolis N.S.	26 00	20 00			
Upper Greenwich	King's N.B.	12 00	12 00			
Upper Hampstead	Sunbury & Queen's N.B.	23 94	18 00			
Upper Hayneville	York N.B.	34 41	20 00			
Upper Kempf Head	Victoria N.S.	13 00	12 00			
Upper Kemptown	Colchester N.S.	24 00	12 00			
Upper Kennetcook	Hants N.S.	82 00	24 00			
Upper Kent	Carleton N.B.	129 00	48 00	2 00		
Upper Keswick	York N.B.	51 50	28 00			
Upper Keswick Ridge	York N.B.	12 00	12 00			
Upper Kingsbury	Lunenburg N.S.	50 40	30 00			
Upper Kintore	Victoria N.B.	15 88	12 00			
Upper Knoxford	Carleton N.B.	23 72	12 00			
Upper La Have	Lunenburg N.S.	26 00	16 00			
Upper Leitch's Creek	Cape Breton N.S.	9 00	12 00			
Upper Loch Lomond	St. John N.B.	10 98	12 00			
Upper Magaguadavic	York N.B.	37 97	20 00			
Upper Malagash	Cumberland N.S.	20 00	12 00			
Upper Margaree	Inverness N.S.	41 00	20 00	2 00	6 00	
Upper Maugerville	Sunbury & Queen's N.B.	70 50	30 00			
Upper Melbourne	Richmond N.S.	146 00	92 00			
Upper Middleboro'	Cumberland N.S.	81 97	24 00			
Upper Mills	Charlotte N.B.	7 15	10 00			
Upper Neguac	Northumberland N.B.	105 73	48 00			
Upper Nelson	Northumberland N.B.	26 00	16 00			
Upper New Cornwall	Lunenburg N.S.	31 91	12 00			
Upper New Harbour	Guysboro' N.S.	22 35	12 00			
Upper New Horton	Albert N.B.	24 75	12 00			
Upper New Port	Hants N.S.	40 48	18 00			

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Upper Nine Mile River.	Hants. . . . . N.S	40 85	20 00		
Upper North River.	Colchester. . . . . N.S	13 00	12 00	2 00	
Upper Ohio.	Shelburne & Queen's. N.S	8 00	12 00		
Upper Otnabog.	Sunbury & Queen's. N.B	15 00	12 00		
Upper Peel.	Carleton. . . . . N.B	19 50	14 00		
Upper Pereaux.	King's. . . . . N.S	42 00	20 00		
Upper Pointe de Bute.	Westmoreland. . . . . N.B	28 00	16 00		
Upper Port Latour.	Shelburne & Queen's. N.S	113 65	44 00		
Upper Pugwash.	Cumberland. . . . . N.S	13 00	12 00		
Upper Queensbury.	York. . . . . N.B	40 91	16 00		
Upper Rawdon.	Hants. . . . . N.S	90 00	40 00		
Upper River Dennis.	Inverness. . . . . N.S	13 30	12 00		
Upper Rockport.	Westmoreland. . . . . N.B	13 88	12 00		
Upper St. Bazil.	Victoria. . . . . N.B	176 85	54 00		12 00
Upper Sackville.	Westmoreland. . . . . N.B	171 00	80 00	2 00	
Upper Scotsburn.	Pictou. . . . . N.S	14 00	12 00		
Upper Settlement of Baddeck River.	Victoria. . . . . N.S	6 00	12 00		
Upper Settlement of Middle River.	Victoria. . . . . N.S	31 00	18 00	2 00	
Upper Sheffield.	Sunbury & Queen's. N.B	69 50	30 00		
Upper Southampton.	York. . . . . N.B	12 00	12 00		
Upper S'th-West Mabou.	Inverness. . . . . N.S	12 00	12 00		
Upper Springfield.	Antigonishe. . . . . N.S	13 07	12 00		
Upper Sumas.	New Westminster. . . . . B.C	50 88	20 00		
Upper Thorne Centre.	Pontiac. . . . . Q	279 68	90 00	2 00	
Upperton.	King's. . . . . N.B	24 00	20 00		
Upper Washabuck.	Victoria. . . . . N.S	17 15	12 00		
Upper Westmoreland.	Prince East. . . . . P.E.I	16 00	12 00		
Upper Wicklow.	Carleton. . . . . N.B	27 94	18 00		12 00
Upper Wood Harbour.	Shelburne & Queen's. N.S	93 83	40 00		
Uptergrove.	Ontario, N.R. . . . . O	131 00	72 00		
Upton.	King's. . . . . P.E.I	21 60	18 00		
Urbana.	Hants. . . . . N.S	8 94	18 00		
Urberville.	Prince West. . . . . P.E.I	10 50	12 00		
Urney.	King's. . . . . N.B	12 43	12 00		
Urquhart.	Alta. . . . .	39 11	16 00		
Urquharts.	King's. . . . . N.B	14 00	12 00		
Ursa.	Peterborough, E.R. . . . . O	53 57	24 00		
Usher.	Antigonishe. . . . . N.S	6 00	12 00		
Utica.	Ontario, S.R. . . . . O	84 91	40 00		
Utopia.	Simcoe, S.R. . . . . O	65 00	32 00		
Uttoxeter.	Lambton, E.R. . . . . O	64 73	20 00		
<b>VACHELL.</b>	York, N.R. . . . . O	40 94	28 00		
Valcartier.	Quebec. . . . . Q	55 23	27 00		
Valcartier Station.	Quebec. . . . . Q	4 00	12 00		
Valcartier Village.	Quebec. . . . . Q	56 94	24 00		
Valcourt.	Shefford. . . . . Q	347 90	110 00		
Val des Bois.	Labelle. . . . . Q	81 00	36 00		
Valencay.	Labelle. . . . . Q	24 20	12 31		
Valenciennes.	Mégantic. . . . . Q	24 97	16 00		
Valens.	Wentworth, N. & Brant O	67 75	20 00		
Valentia.	Victoria, S.R. . . . . O	127 60	60 00		
Vale Perkins.	Brome. . . . . Q	94 00	44 00		
Valetta.	Kent. . . . . O	238 70	100 00		
Vallentyne.	Ontario, N.R. . . . . O	104 65	44 00		



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)		Forward Allow- ance.	Night Allow- ance.
			\$ cts.	\$ cts.		
Valley	Asso. East	25 00	12 00			
Valleyfield	Queen's East P.E.I.	33 50	20 00			
Valleyfield East	King's P.E.I.	40 00	20 00			
Valley Mills	Inverness N.S.	33 00	16 00			
Valley River	Marquette M.	109 30	12 00			
Valley Station	Colchester N.S.	75 00	28 00	6 00		
Valley View	Asso. East	37 13	16 00			
Valmont	Champlain Q.	134 97	52 00			
Valmorin	Terrebonne Q.	11 00	12 00			
Valois	Jacques Cartier Q.	55 50	24 00			
Valracine	Compton Q.	162 00	60 00			
Vanbrugh	Renfrew, S.R.	37 03	24 00			
Vancouver West End (Sub. Office)	Dundas O.	138 05	44 00			
Vandecar	Burrard B.C.	805 97	50 00			
Vandeleur	Oxford, S.R.	29 72	20 00			
Vandorf	Grey, S.R.	74 00	28 00			
Vanessa	Ontario, W.R.	104 50	46 00			
Van Horne	Norfolk, N.R.	218 01	92 00			
Vankoughnet	Kent O.	11 00	12 00			
Vanneck	Ontario, N.R.	51 80	24 00			
Vansickle	Middlesex, E.R.	27 94	20 00			
Vanvack	Hastings, N.R.	17 00	10 00			
Van Winkle	Simcoe, N.R.	40 00	20 00			
Varency	Yule & Cariboo B.C.	123 97	50 00			
Varney	Norfolk, S.R.	41 24	18 00			
Vasey	Grey, S.R.	105 34	48 00			
Vaudreuil Station	Simcoe, E.R.	167 79	80 00			
Vaughan	Vaudreuil Q.	221 95	92 00			
Vavasour	Hants N.S.	23 00	12 00			
Vegreville	Muskoka & Parry Sd. O.	10 00	12 00			
Vellore	Alta	17 00	12 00			
Vendôme	York, W.R.	78 62	28 00			
Venice	Beauharnois Q.	7 00	12 00			
Vennachar	Missisquoi Q.	23 00	12 00			
Venoeta	Addington O.	71 70	48 00	2 00		
Ventry	Wright Q.	130 70	60 00			
Verdun	Grey, E.R.	36 88	20 00			
Vereker	Bruce, W.R.	24 91	12 00			
Vermillion Bay	Essex, S.R.	100 00	40 00			
Vernal	Algoma O.	122 58	64 00			
Verner	Antigonishe N.S.	16 80	12 00			
Vernet	Nipissing O.	348 63	140 00	0 50	12 00	
Vernon Mines	Labelle Q.	34 27	12 00			
Vernon River	King's N.S.	7 00	12 00			
Vernon River Bridge	Queen's East P.E.I.	102 10	48 00	6 00		
Vernonville	Queen's East P.E.I.	140 65	60 00			
Verona	Northumberland, W.R.	105 54	48 00			
Versailles	Addington O.	298 05	100 00			
Verschoyle	St. John's Iberville Q.	42 00	24 00			
Vesta	Norfolk, N.R.	152 00	65 00			
Vestfold	Bruce, E.R.	73 88	30 00			
Veuvius	Selkirk M.	59 02	24 00			
Vickers	King's N.S.	19 00	12 00			
Victoria	Huntingdon Q.	54 00	28 00	10 00		
Victoria	Grey, S.R.	26 00	20 00			
Victoria	Carleton N.B.	165 35	90 00			
Victoria	Cumberland N.S.	19 00	12 00			

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
*Victoria Avenue (Sub. Office)	Hochelaga	Q	130 00	29 17		
Victoria Beach	Annapolis	N.S.	67 03	24 00		
Victoria Cross	King's	P.E.I.	6 00	24 00		
Victoria Corners	Ontario, S.R.	O	48 00	20 00		
Victoria Harbour	King's	N.S.	12 00	12 00		
Victoria Line	Inverness	N.S.	11 80	10 00		
Victoria Mines	Cape Breton	N.S.	73 78	50 00		
Victoria Road	Victoria, N.R.	O	326 16	60 00	30 00	
Victoria Square	York, E.R.	O	136 00	64 00		
Victoria Vale	Annapolis	N.S.	69 00	52 00		
Victoria, West	Victoria City	B.C.	484 02	150 00		
Victoria, West	Prince West	P.E.I.	21 97	16 00		
Victory	Sunbury & Queen's	N.B.	9 00	12 00		
Vienneau	Northumberland	N.B.	12 00	12 00		
† Vienots	Lunenburg	N.S.	1 00	10 00		
Viger	Témiscouata	Q	238 50	116 00	6 00	
Vigo	Simcoe, N.R.	O	29 35	16 00		
Villagedale	Shelburne & Queen's	N.S.	37 97	16 00		
Village des Aulnaies	L'Islet	Q	190 00	88 00		
Village Green	Queen's East	P.E.I.	9 00	12 00		
Village Richelieu	Rouville	Q	319 55	120 00		
Village Saint Jean	Kent	N.B.	12 00	12 00		
Villanova	Norfolk, N.R.	O	194 96	90 00		
Villemay	Lévis	Q	29 50	43 00		
Villeneuve	Maisonneuve	Q	83 00	40 00		
Villeray	Laval	Q	18 50	16 00		
Villette	Compton	Q	15 90	12 00		
Villiers	Peterborough, E.R.	O	24 97	18 00		
Vincennes	Champlain	Q	81 00	44 00		
Vincent	Sunbury & Queen's	N.B.	15 97	12 00		
Vine	Simcoe, S.R.	O	29 95	20 00		
Vineland	Lincoln & Niagara	O	151 00	40 00		
Vinemount	Wentworth, S.R.	O	117 05	40 00		
Vinton	Pontiac	Q	145 75	48 00		
Viola Dale	Marquette	M	41 00	24 00		
Violet	Lennox	O	43 56	20 00		
Violet Hill	Simcoe, S.R.	O	51 00	24 00		12 00
Virgil	Lincoln & Niagara	O	90 65	20 00		
Vivian	Ontario, W.R.	O	39 00	26 00	4 00	
Vogler's Cove	Lunenburg	N.S.	66 00	24 00		
Vroomant	Ontario, N.R.	O	82 96	28 00		
Vyner	Lambton, W.R.	O	37 00	16 00		
<b>W</b> AASIS STATION	Sunbury & Queen's	N.B.	47 88	24 00		
Waba	Renfrew, S.R.	O	123 73	40 00		
Wabash	Bothwell	O	72 30	24 00		
§Wabassee	Wright	Q	8 83	3 33		
†Wagarville	Addington	O	15 00	5 00		
Waghorn	Alta	Q	65 30	24 00		
Wagram	Wellington, N.R.	O	22 00	16 00		
Wakefield Centre	Carleton	N.B.	13 00	12 00		
Wakeham	Lisgar	Man.	23 50	12 00		
Wakopa	Lisgar	M	47 58	22 00		
Waldegrave	Colchester	N.S.	28 00	12 00		
Waldemar	Wellington, N.R.	O	130 00	50 00		
Walden	Lunenburg	N.S.	19 00	12 00		

\* Opened 1-12-98. § Opened 1-3-99. † Opened 1-1-99. ‡ Late Head of Wallace Bay, N.S. ¶ Closed 1-5-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$	cts.	\$	cts.	\$
Walford Station	Nipissing..	O	158 15	64 00		
Walker's	Middlesex, W.R.	O	64 77	32 00	2 00	
Walker's Cutting	Arthabaska.	Q	69 00	28 00		
Walker's Point	Simcoe, E.R.	O	30 00	12 00		
Walker's Settlement	King's	N.B.	3 00	10 00		
Wallace	Wellington, N.R.	O	103 00	56 00		
Wallace	Assa. East		21 98	22 00		
Wallace Bay	Cumberland	N.S.	75 93	40 00		
Wallace Bay, North	Cumberland	N.S.	53 97	16 00		
Wallace Bridge	Cumberland	N.S.	240 52	100 00		
Wallace Grant	Cumberland	N.S.	29 76	14 00		
Wallace Ridge	Cumberland	N.S.	21 20	20 00		
Wallace Station	Cumberland	N.S.	89 00	40 00	10 00	
Wallbridge	Hastings, W.R.	O	76 76	18 00		
Wallenstein	Wellington, C.R.	O	50 00	24 00		
Waller	Russell	O	12 00	12 00		
Walmer	Oxford, N.R.	O	43 67	20 00		
Walnut	Lambton, E.R.	O	93 00	50 00		
Walsh	Norfolk, S.R.	O	165 24	68 00		
Walsh	Assa. West		112 37	30 00		
Waltham	Pontiac	Q	40 64	24 00	2 00	
Waltham Station	Pontiac	Q	31 08	12 00		
Walton's Lake	King's	N.B.	5 00	10 00		
Wanborough	Burrard	B.C.	27 08	22 00		
Waneta	Yale & Cariboo	B.C.	201 87	120 00		
Wanstead	Lambton, W.R.	O	137 09	56 00	16 00	
Wapaha	Brandon	M.	20 50	12 00		
Warburton	Leeds, S.R.	O	175 27	48 00		
Warden	Shefford	Q	255 95	140 00	12 00	
Ward's Brook	Cumberland	N.S.	52 56	30 00		
Ward's Creek Road	King's	N.B.	11 93	12 00		
Wards Crossing	Colchester	N.S.	151 00	40 00		
Ware	Dorchester	Q	10 83	3 33		
Wareham	Grey, E.R.	O	57 00	30 00		
Warina	Stormont	O	13 97	12 00		
Wariston	Peterborough, E.R.	O	52 93	33 00		
Warleigh	Marquette	M.	10 00	12 00		
Warminster	Simcoe, E.R.	O	215 00	90 00	4 00	
Warner	Wentworth, S.R.	O	27 05	20 00		
Wartburg	Perth, N.R.	O	44 00	20 00		
Wascana	Assa. West		63 34	36 00		
Washabuck Bridge	Victoria	N.S.	16 00	16 00		
Washago	Simcoe, E.R.	O	271 56	96 00	24 00	
Washburn	Frontenac	O	103 05	40 00	2 00	
Washington	Wentworth, N., & Brant	O	207 50	90 00		
Waskada	Brandon	M.	32 70	20 00		
Wassewa	Brandon	M.	22 00	16 00		
Waterborough	Sunbury & Queen's	N.B.	29 00	20 00		
Waterford	Digby	N.S.	36 00	18 00		
Waterford	King's	N.B.	133 08	60 00		
Waterford	Prince West	P.E. I.	23 50	16 00		
Waterloo	Lunenburg	N.S.	8 94	12 00		
Waterloo	Yale & Cariboo	B.C.	20 00	16 67		
Waterloo	Guysboro	N.S.	19 50	12 00		
Watermish	Albert	N.B.	74 00	24 00		
Waterside	Pictou	N.S.	19 50	12 00	2 00	
Waterton	Leeds, S.R.	O	44 88	28 00		

§ Opened 1-3-99. † Late Wallace Bay. ‡ Late Head of Wallace Bay (North Side). † Closed 1-12-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Watervale	Pictou . . . . . N.S	52 00	24 00		
Waterville	Carleton . . . . . N.B	44 00	24 00		
†Watford	Lunenburg . . . . . N.S	6 00	2 67		
Watson's Corners	Lanark, N.R. . . . . O	136 00	50 00		
Watson Settlement	Carleton . . . . . N.B	14 42	12 00		
Wattenwyl	Muskoka & Parry Sd. O	24 78	16 00		
Watt Section, Sheet Harbour	Halifax . . . . . N.S	65 05	24 00	4 00	
Wattview	Marquette . . . . . M	28 00	16 00		
Waubamick	Muskoka & Parry Sd. O	14 47	12 00		
Waubnakee	Middlesex, S.R. . . . . O	15 00	12 00		
Waubuno	Lambton, W.R. . . . . O	56 58	24 00		
Waugh's River	Colchester . . . . . N.S	111 55	40 00		
Waupoo	Prince Edward . . . . . O	47 16	28 00		
Wavy Bank	Selkirk . . . . . M	26 17	12 00		
*Wa-Wa	Algoma . . . . . O	32 17	4 17		
Waweig	Charlotte . . . . . N.B	44 85	20 00		
Wawota	Assa. East . . . . . O	70 90	30 00		
Wayerton	Northumberland . . . . . N.B	14 00	12 00		
Wayside	Lanark, S.R. . . . . O	39 00	26 00		
Way's Mills	Stanstead . . . . . Q	233 00	70 00		
Weatherly	Lunenburg . . . . . N.S	26 00	16 00		
Weaver Settlement	Digby . . . . . N.S	11 61	12 00		
Webster's Corner	Queen's East . . . . . P.E.I	12 00	12 00		
Webster's Corners	New Westminster . . . . . B.C	17 67	20 00		
Weedon	Wolfe . . . . . Q	59 01	33 00		
Weedon Centre	Wolfe . . . . . Q	102 00	50 00		
Weidmann	Lambton, E.R. . . . . O	188 00	88 00		
Weir	Wentworth, N., & Brant. O	27 00	20 00		
Weirstead	Pontiac . . . . . Q	27 24	20 00		
Weissenburg	Waterloo, N.R. . . . . O	26 95	16 00		
Welbeck	Grey, S.R. . . . . O	17 19	12 00		
Welch	Westmoreland . . . . . N.B	6 00	12 00		
Welcome	Durham, E.R. . . . . O	292 88	90 00		
†Welcome Pass	Burrard . . . . . B.C	10 00	8 34		
Weldon	Sask . . . . . O	39 08	20 00		
Weldon	Albert . . . . . N.B	11 97	12 00		
Welland Station	Welland . . . . . O	61 00	24 00		
Wellburn	Middlesex, E.R. . . . . O	34 00	20 00		
Wellington	Prince West . . . . . P.E.I	38 50	30 00		
Wellington	Macdonald . . . . . M	18 59	16 00		
Wellington	Yarmouth . . . . . N.S	24 96	20 00		
Wellington Station	Prince West . . . . . P.E.I	154 95	70 00	24 00	
Wells	King's . . . . . N.B	3 50	10 00		
Wellwood	Macdonald . . . . . M	83 03	30 00		
Welsford	Pictou . . . . . N.S	76 00	30 00		
Welsford Road	King's . . . . . N.S	11 93	12 00		
§Welton's Corner	Kings . . . . . N.S	6 00	0 86		
Welwyn	Assa. East . . . . . O	49 89	32 00	2 00	
Wemyss	Lanark, S.R. . . . . O	49 00	24 00	4 00	
Wendover	Prescott . . . . . O	219 30	80 00		
Wensley	Addington . . . . . O	65 76	24 00		
Wentworth	Cumberland . . . . . N.S	53 92	32 00		
Wentworth Centre	Cumberland . . . . . N.S	79 30	28 00		
Wentworth Creek	Hants . . . . . N.S	50 50	16 00		
Wentworth Station	Cumberland . . . . . N.S	258 00	108 00	24 00	
Wesleyville	Durham, E.R. . . . . O	71 85	24 00		

\* Opened 1-2-99.

† Closed 1-12-98.

‡ Opened 1-5-99.

§ Opened 1-6-99.

SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
West Advocate	Cumberland N.S.	25 86	16 00		
West Alba	Inverness N.S.	47 50	18 00		
West Amherst	Cumberland N.S.	24 00	12 00		
West Arichat	Richmond N.S.	311 00	100 00	4 00	
West Bay Road	Inverness N.S.	100 19	50 00	70 00	
West Berlin	Shelburne & Queen's N.S.	57 00	24 00		
West Bolton	Brome Q	20 00	16 00		
† Westboro	Carleton O	136 95	50 00		
West Branch, River John	Pictou N.S.	134 92	48 00		
West Branch, St. Nicholas River.	Kent N.B.	55 06	24 00		
West Brook	Frontenac O	97 29	44 00		
West Brook	Cumberland N.S.	50 00	24 00		
West Brooklyn	Annapolis N.S.	104 66	25 00		
Westbrook Mills	Cumberland N.S.	52 33	12 00		
West Broughton	Beauce Q	306 08	110 00		
Westbury	Compton Q	15 85	16 00		
Westbury Basin	Compton Q	10 00	18 00		
West Caledonia	Shelburne & Queen's N.S.	5 00	12 00		
West Cape	Prince West. P.E.I.	50 97	20 00		
Westchester	Cumberland N.S.	105 00	28 00		
Westchester Lake	Cumberland N.S.	9 00	12 00		
Westchester Station	Cumberland N.S.	361 28	130 00	8 00	
West Chezzetcook	Halifax N.S.	65 46	28 00		
Westcock	Westmoreland N.B.	27 25	20 00		
West Devon	Prince West. P.E.I.	82 60	30 00		
West Ditton	Compton Q	8 00	12 00		
West Dublin	Lunenburg N.S.	140 50	60 00	2 00	
West Earltown	Colchester N.S.	14 89	20 00		
West Ely	Shefford Q	20 00	24 00		
Western Covehead	Queen's East P.E.I.	16 00	16 00		
Western Head	Shelburne & Queen's N.S.	17 50	12 00		
Western Road	Prince West. P.E.I.	8 00	12 00		
West Essa	Simcoe, S.R. O	46 91	28 00		
§ West Fairview	Burrard B.C.	120 00	13 33		
Westfield	Huron, W.R. O	54 97	24 00		
Westfield	Shelburne & Queen's N.S.	8 00	12 00		
Westfield Centre	King's N.B.	78 25	32 00		
West Flamborough	Wentworth, S.R. O	124 00	65 00		
Westford	Bruce, E.R. O	36 25	16 00		
West Glassville	Carleton N.B.	18 00	12 00		
West Gore	Hants N.S.	120 28	50 00		
West Gravenhurst	Simcoe, E.R. O	418 34	100 00		
West Grove	Muskoka & Parry Sd. O	11 00	12 00		
West Hall	Brandon M	31 64	20 00		
Westham Island	New Westminster B.C.	64 86	30 00		
West Hansford	Cumberland N.S.	24 00	12 00		
* West Head	Shelburne & Queens N.S.	52 00	8 33		
West Hill	York, E.R. O	27 77	26 00		
Westholme	Vancouver B.C.	131 00	60 00		
West Huntingdon	Hastings, N.R. O	90 61	40 00		
West Huntley	Lanark, N.R. O	34 00	20 00		
West Inglesville	Annapolis N.S.	43 22	20 00		
West Jeddore	Halifax N.S.	64 00	28 00		
West La Have Ferry	Lunenburg N.S.	70 68	40 00	4 00	
West Lake	Prince Edward O	60 00	30 00		
West Lakevale	Antigonishe N.S.	5 97	12 00		

\* Opened 1-9-98.

† Late Skead's Mills.

§ Opened 1-11-98.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
West Lawrencetown.....	Halifax..... N.S.	22 32	12 00		
West Leicester.....	Cumberland..... N.S.	15 00	12 00		
West Liscombe.....	Guysborough..... N.S.	14 00	12 00		
West Lochaber.....	Antigonishe..... N.S.	11 92	12 00		
West McGillivray.....	Middlesex, N.R..... O	56 90	20 00		
† West Macleod.....	Alta.....	20 20	14 35		
West Magdala.....	Elgin, W.R..... O	23 97	18 00		
West Merigonishe.....	Pictou..... N.S.	107 38	24 00		
West Montrose.....	Waterloo, N.R..... O	88 68	44 00		
Westmoreland Point.....	Westmoreland..... N.B.	81 00	102 00	40 00	
West New Annan.....	Colchester..... N.S.	130 00	60 00		
West Newdy Quoddy.....	Halifax..... N.S.	97 00	40 00		
West Newton.....	Prince East..... P.E.I.	11 00	12 00		
Weston.....	King's..... N.S.	82 00	30 00		
West Osgoode.....	Russell..... O	36 00	22 00		
Westover.....	Wentworth, N., & Brant. O	101 41	50 00		
West Plain.....	Lennox..... O	21 00	12 00		
West Point.....	Prince West..... P.E.I.	87 97	36 00		
West Point.....	Prince Edward..... O	39 00	16 00		
West Port Clyde.....	Shelburne & Queen's N.S.	73 41	16 00		
West Pubnico.....	Yarmouth..... N.S.	196 70	90 00		
West Quaco.....	St. John..... N.B.	204 71	96 00		
West River.....	Albert..... N.B.	25 25	12 00		
West River.....	Pictou..... N.S.	74 40	40 00	16 00	
West River Station.....	Pictou..... N.S.	160 00	70 00	30 00	
West Scotch Settlement.....	King's..... N.B.	12 00	12 00		
West Shefford.....	Shefford..... Q	450 50	170 00	12 00	
West Shefford Station.....	Shefford..... Q	15 00	16 00		
West Side of Middle Riv.....	Victoria..... N.S.	34 40	16 00		
West St. Peter's.....	King's..... P.E.I.	13 69	12 00		
† West Tatamagouche.....	Colchester..... N.S.	11 00	3 33		
Wexford.....	York, E.R..... O	57 44	36 00		
Weyburn.....	Assa. East.....	123 61	20 00		
Whalen.....	Middlesex, N.R..... O	45 00	24 00		
Whaletown.....	Burrard..... B.C.	15 00	20 00		
Wharnccliffe.....	Algoma..... O	27 00	16 00		
Wharton.....	Cumberland..... N.S.	6 00	12 00		
Wheatland.....	Marquette..... M	87 27	36 00		
Wheatland.....	Drummond..... Q	28 00	20 00		
Wheatley River.....	Queen's East..... P.E.I.	30 00	16 00	2 00	
Wheaton Mills.....	Westmoreland..... N.B.	12 00	12 00		
Wheaton Settlement.....	Westmoreland..... N.B.	12 97	12 00		
Wheeler.....	Lambton, E.R..... O	14 95	12 00		
Whelan Lake.....	Renfrew, S.R..... O	28 00	20 00		
Whim Road Cross.....	King's..... P.E.I.	10 75	12 00		
White.....	Lanark, N.R..... O	20 00	12 00		
Whitebread Station.....	Bothwell..... O	79 00	28 00		
Whiteburn Mines.....	Shelburne & Queen's N.S.	30 00	20 00		
White Church.....	Bruce, W.R..... O	227 50	100 00	4 00	
Whitefish.....	Algoma..... O	254 88	100 00		
White Fish Lake.....	Alta.....	16 16	12 00		
Whitehall.....	Muskoka & Farry Sd. O	40 04	24 00	2 00	
Whitehead.....	King's..... N.B.	16 05	12 00		
White Head.....	Charlotte..... N.B.	73 79	28 00		
White Hill.....	Pictou..... N.S.	15 70	12 00		
Whitehurst.....	Brockville..... O	37 50	22 00		
White Lake.....	Renfrew, S.R..... O	116 47	57 00		

† Opened 1-3-99.

‡ Closed 18-10-98.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.
White Lake	Yale & Cariboo	B.C.	24	70	20	00	
Whitemouth	Selkirk	M	237	97	120	00	
**White Mud	Alta				10	00	
White Oak	Middlesex, S.R.	O	75	50	16	00	
White Point	Victoria	N.S.	6	00	12	00	
White Rock Mills	King's	N.S.	77	97	44	00	
White Rose	Ontario, W.R.	O	31	17	16	00	
White Sand	Assa. East		69	45	40	00	
White Sands	Queen's East	P.E.I.	14	00	12	00	
White's Corner	King's	N.S.	9	77	12	00	
White's Cove	Sunbury & Queen's	N.B.	121	91	52	00	4 00
Whiteside	Simcoe, E.R.	O	79	97	33	00	
White's Mills	King's	N.B.	7	00	12	00	
White's Mountain	King's	N.B.	9	00	12	00	
White's Point	Sunbury & Queen's	N.B.	11	50	12	00	
White's Settlement	Kent	N.B.	10	92	10	00	
White's Station	Huntingdon	Q	84	68	30	00	
Whitestone	Muskoka & Parry Sd.	O	60	38	24	00	
Whitewater	Brandon	M	264	00	110	00	8 00
Whitewater	Yale & Cariboo	B.C.	623	71	170	00	
Whitfield	Simcoe, S.R.	O	52	20	32	00	4 00
Whitford	Alta		66	83	12	00	5 50
Whitney	Northumberland	N.B.	78	00	28	00	
Whittier's Ridge	Charlotte	N.B.	26	00	12	00	
Whittington	Wellington, N.R.	O	65	38	20	00	
*Whitwick	Compton	Q	34	50	8	00	
Whycocomagh Bay (N. Side)	Inverness	N.S.	16	00	12	00	4 00
Whycocomagh Portage	Inverness	N.S.	9	00	12	00	
Wick	Ontario, N.R.	O	45	30	24	00	
Wickham	Sunbury & Queen's	N.B.	74	75	24	00	
†Wicklow	Northumberland, W.R.	O	62	98	27	00	
Wicklow	Carleton	N.B.	32	94	22	00	
Wicksteed	Peterborough, E.R.	O			12	00	
Widder	Lambton, E.R.	O	47	00	28	00	
Wiggins	Sunbury & Queen's	N.B.	6	00	10	00	
Wikwemikong	Algoma	O	71	54	40	00	
Wilberforce	Peterborough, E.R.	O	147	69	68	00	
Wilcox	Wentworth, S.R.	O	16	35	12	00	
Wildfield	Cardwell	O	13	91	18	00	
Wild Horse	Yale & Cariboo	B.C.	40	00	24	00	
†Wild Oak	Macdonald	M	8	00	3	33	
Wildwood	Perth, S.R.	O	42	17	20	00	
Wilfrid	Ontario, N.R.	O	174	40	45	00	
Wilkinson	Addington	O	25	50	14	00	
†Willett's Corners	Annapolis	N.S.	10	00	6	00	
Willetsholme	Frontenac	O	28	00	20	00	
Williams	Kent	O	9	00	12	00	
Williamsburg	York	N.B.	65	93	32	00	
Williamsdale	Cumberland	N.S.	15	00	12	00	
Williamsdale, East	Cumberland	N.S.	26	00	12	00	
William's Point	Antigonishe	N.S.	12	50	12	00	
Williamspoint	Muskoka & Parry Sd.	O	14	00	12	00	
Williamstown	Carleton	N.B.	7	50	10	00	
Williscroft	Bruce, N.R.	O	38	00	24	00	
Willoughby	Sask		50	70	27	00	12 00
Willowbank	Inverness	N.S.	6	00	1	27	
Willow Bunch	Assa. West		26	53	16	00	

\*Re-opened 1-1-99. †Opened 1-3-99. ‡Closed 1-1-99. §Opened 16-5-99. ¶Closed 1-4-99. \*\*Closed 1-5-99.

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary	Forward Allowance.	Night Allowance.
			(based on revenue of previous year.)		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Willow Creek	Bruce, W.R. . . . . O	53 87	20 00		
Willowdale	York, W.R. . . . . O	164 50	55 00		
Willowdale	Pictou . . . . . N.S	20 50	12 00		6 00
Willow Grove	St. John . . . . . N.B	10 84	16 00		
Willowgrove	Haldimand & Monck. O	47 56	18 00		
†Willow Range	Macdonald . . . . . M	37 43	9 17		
Wilnot Valley	Prince East. . . . . P.E.I	10 00	12 00		
Wilmur	Addington . . . . . O	9 00	12 00		
Wilno	Renfrew, S.R. . . . . O	148 34	60 00	2 00	
Wilson	Norfolk, S.R. . . . . O	24 00	16 00		
Wilsonburgh	Sunbury & Queen's. N.B	11 91	12 00		
Wilson Croft	Lambton, E.R. . . . . O	49 00	20 00		
Wilson's Bay	Leeds & Grenville. . . O	21 30	12 00		
Wilson's Beach	Charlotte . . . . . N.B	138 00	48 00		
Wilson's Corners	Wright. . . . . Q	27 01	16 00		
Wilson's Mills	Mégantic . . . . . Q	75 94	32 00		
Wilson's Point	Gloucester . . . . . N.B	9 25	12 00		
Wilsonville	Norfolk, N.R. . . . . O	77 93	28 00		
Wilstead	Leeds, S.R. . . . . O	58 10	28 00		
Wilton	Lennox . . . . . O	207 79	64 00		
Wilton Grove	Middlesex, S.R. . . . . O	79 00	40 00		
Winchelsea	Perth, S.R. . . . . O	81 98	40 00		
Winchester Springs	Dundas . . . . . O	245 75	110 00	2 00	
Windermere	Muskoka & Parry Sd. . O	249 07	80 00		
Windermere	Yale & Cariboo . . . . B.C	406 68	150 00		
Windfall	Essex, S.R. . . . . O	38 02	16 00		
Windham Centre	Norfolk, N.R. . . . . O	286 00	110 00		
Windham Hill	Cumberland. . . . . N.S	16 97	12 00		
Winding Ledges	Victoria . . . . . N.B	113 32	48 00		
Windsor	Carleton . . . . . N.B	25 57	16 00		
Windsor Forks	Hants . . . . . N.S	31 00	12 00		
Windsor Junction	Halifax . . . . . N.S	93 00	47 00		
Windygates	Lisgar . . . . . M	26 97	12 00		
Winfield	Wellington, C.R. . . . . O	39 50	18 00		
Wingard	Sask . . . . .	6 00	12 00		
Winger	Haldimand & Monck. . . O	187 19	70 00		
Wingle	Renfrew, S.R. . . . . O	38 90	20 00		
Winlaw	Assa. East . . . . .	50 05	24 00		
Winnipegosis	Marquette . . . . . M	281 44	36 00		
Winsloe Road	Queen's East . . . . . P.E.I	6 00	12 00		
Winsloe Station	Queen's East . . . . . P.E.I	13 00	12 00	8 00	
Winslow	Lincoln & Niagara. . . . O	87 70	40 00		
Winterbourne	Waterloo, N.R. . . . . O	150 10	60 00		
Winthrop	Huron, S.R. . . . . O	149 37	60 00		
Wisawasa	Muskoka & Parry Sd. . O	130 25	60 00		
Wisbeach	Lambton, E.R. . . . . O	90 60	42 00		
Wisely	York . . . . . N.B	19 00	12 00		
Wishart	Assa. East . . . . .	67 84	24 00		
Wittenburg	Colchester. . . . . N.S	59 49	20 00		
Woburn	York, E.R. . . . . O	48 15	26 00		
Wode House	Grey, E.R. . . . . O	107 21	40 00		
Wolfe Ridge	Missisquoi . . . . . Q	6 00	12 00		
Wolf Lake	Pontiac . . . . . Q	21 77	12 00		
Wolford Centre	Grenville, N.R. . . . . O	135 95	20 00		
Wolfstown	Wolfe. . . . . Q	319 51	130 00	4 00	
Wolseley	Grey, N.R. . . . . O	11 60	12 00		
Wolverton	Wentworth N. & Brant. O	179 19	120 00		

† Opened 1-8-98.



SESSIONAL PAPER No. 12

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wood	Hastings, N.R.	10 97	12 00		
Woodbank	Middlesex, S.R.	28 76	16 00		
Wood Bay	Lisgar	39 50	24 00		
Woodbine	Cape Breton	26 94	18 00		
Woodbourne	Pictou	21 25	12 00		
Woodburn	Wentworth, S.R.	84 00	40 00		
Woodfield	Pictou	7 50	10 00		
Woodford	Grey, N.R.	228 34	100 00	20 00	
Wood Green	Middlesex, W.R.	72 00	24 00		
Woodhill	Peel	53 80	24 00		
Woodhurst	Westmoreland		10 00		
*Woodington	Simcoe, E.R.	31 00	16 00		
Wood Island	Queen's East	58 00	36 00	4 00	
Wood Islands, North	Queen's East	23 29	16 00		
Wood Lake	St. John	3 25	10 00		
Woodlands	Stormont	62 00	32 00		
Woodlands	Selkirk	127 16	56 00	16 00	
Woodlands	York	17 81	12 00		
Woodlawn	Carleton	22 96	20 00		
Wood Mountain	Assa. West	60 33	24 00		
Woodnorth	Brandon	13 00	12 00		
Wood Point	Westmoreland	26 50	15 00		
+Woodrous	Prince Edward	10 00	8 34		
Woodroyd	Selkirk	31 82	16 00		
Woodside	Mégantic	51 92	24 00		
Woodside	Macdonald	7 00	16 00		
Woodside	Sunbury & Queen's	16 00	12 00		
Woodside	King's	9 00	10 00		
Woodstock Road Station	Carleton	8 00	12 00		
Woodvale	Digby	19 00	16 00		
Woodville	Hants	33 87	16 00		
Woodville	Prince West	2 00	12 00		
Woodville	Victoria	10 00	10 00		
Woodville Mills	King's	14 00	12 00		
Woodward's Cove	Charlotte	85 00	40 00		
Woolson	Marquette	70 50	39 00		
Woonona	Selkirk	5 75	12 00		
Workman	Assa. East	13 00	20 00		
+Wostok	Alta	30 50	5 00		
Wreck Cove	Victoria	12 94	12 00		
Wright	Wright	281 00	110 00	4 00	
Wyandot	Wellington, C.R.	38 50	20 00		
Wyecombe	Norfolk, S.R.	182 18	80 00	18 00	12 00
Wyevale	Simcoe, E.R.	234 81	110 00		
Wylie	Renfrew, N.R.	49 67	18 00		
Wyse's Corner	Halifax	17 04	12 00		
Wyton Station	Middlesex, E.R.	39 00	20 00		
Wyvern	Cumberland	13 96	12 00		
<b>YAMASKA</b>					
Yamaska	Yamaska	202 10	108 00	80 00	
Yamaska, East	Yamaska	252 05	90 00		
Yarn	Pontiac	37 00	24 00		
Yarmouth Centre	Elgin, E.R.	96 00	28 00		
Yarrow	Alta	39 74	24 00		
Yatton	Wellington, C.R.	28 25	24 00	10 00	

\*Summer office.

†Closed 1-12-98.

‡Opened 1-1-99.

§Late Beaver River.

## APPENDIX D—Concluded.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Concluded.  
Year ended June 30, 1899.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Night Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Yearley's .....	Muskoka & Parry Sd. O	66 47	24 00		
Yellow Grass .....	Assa. West	53 98	20 00		5 42
Yelverton .....	Durham, E.R. O	8 00	16 00		
Yeovil .....	Grey, S.R. O	170 96	60 00		
Yoho .....	York N.B.	5 97	12 00		
†Yoho Island .....	Muskoka & Parry Sd. O	47 30	24 00		
Yonge Mills .....	Leeds, S.R. O	270 00	96 00		
York Mills .....	York, E.R. O	121 50	64 00		
York Mills .....	York N.B.	35 91	16 00		
Youghall .....	Gloucester N.B.	21 00	16 00		
Young .....	Vancouver B.C.	14 04	20 00		
Young's Cove .....	Sunbury & Queen's N.B.	97 20	30 00		
Young's Cove Road .....	Sunbury and Queen's, N.B.	127 00	20 00	50 00	
Young's Point .....	Peterborough, W.R. O	207 96	80 00		
Youngsville .....	Oxford, N.R. O	16 04	12 00		
<b>Z</b> <b>ZEALAND</b> .....	Addington O	27 96	16 00		
Zealand Station .....	York N.B.	53 89	20 00		
Zenda .....	Oxford, S.R. O	39 99	16 00		
Zimmerman .....	Halton O	93 90	40 00		
Zion .....	Durham, E.R. O	123 62	44 00		
Zionville .....	York N.B.	163 20	50 00		
Ziska .....	Simcoe, E.R. O	34 94	12 00		

† Summer office.

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

APPENDIX E

TRANSACTIONS OF THE

POST OFFICE SAVINGS BANK

## APPENDIX E.

## POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1899, was \$34,771,605.17, or an increase of \$290,667.40 over the previous year; the average amount at the credit of each depositor being \$244.62, as against \$242.47 on June 30, 1898.

The number of accounts opened during the year was 30,172, and the number of closed accounts was 30,320, leaving 142,141 open accounts at the close of the year.

The deposits were 174,658 in number, and amounted to \$8,310,630, while the repayments were 95,090, amounting to \$9,021,862.56.

The interest paid to depositors during the year was \$60,179.10, and the interest made principal on June 30 was \$941,720.86, making a total of \$1,001,899.96.

The deposits classified according to number and amount, give almost the same results as in previous years, and were as follows:—

68,829	...	\$ 1 to \$ 10 inclusive, or	.....	39.41	per cent.
28,075	.....	11 to 20	“	.....	16.08 “
42,684	.....	21 to 50	“	.....	24.44 “
20,102	.....	51 to 100	“	.....	11.51 “
8,543	.....	101 to 200	“	.....	4.88 “
3,826	.....	201 to 400	“	.....	2.19 “
1,362	.....	401 to 600	“	.....	.78 “
470	.....	601 to 800	“	.....	.27 “
767	.....	801 to 1,000	“	.....	.44 “

The number of offices receiving deposits was increased from 814 to 838.

The claims to the moneys of deceased depositors which were examined and paid were 1,066, as compared with 995 the previous year.

Appended is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

SESSIONAL PAPER No. 12

APPENDIX E—Continued.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended June 30, 1899, and of the total amount due to Depositors on that date.

	\$	cts.		\$	cts.
Balance due to depositors on June 30, 1898	34,480,937	77	Repayments to depositors during the year	9,021,862	56
Deposits received during the year	8,310,630	00	Balance due to depositors on June 30, 1899	34,771,605	17
Interest allowed to depositors during the year, in accordance with the Statute	1,001,899	96			
	43,793,467	73		43,793,467	73

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

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			\$	\$	\$	
Three months ended June 30, 1868.....	81	3,247	212,507	65.44		166
Year ended June 30, 1869.....	213	16,653	927,885	55.71		4,787
Year ended June 30, 1870.....	226	24,994	1,347,901	53.93		9,478
Year ended June 30, 1871.....	230	33,256	1,917,576	57.66		15,148
Year ended June 30, 1872.....	235	39,489	2,261,631	57.27		20,154
Year ended June 30, 1873.....	239	44,413	2,306,918	51.94		23,800
Year ended June 30, 1874.....	266	45,329	2,340,284	51.63		25,814
Year ended June 30, 1875.....	268	42,508	1,942,346	45.69		25,954
Year ended June 30, 1876.....	279	38,647	1,726,204	44.66		24,153
Year ended June 30, 1877.....	287	36,126	1,521,000	42.10		22,494
Year ended June 30, 1878.....	295	40,097	1,724,371	43.00		21,944
Year ended June 30, 1879.....	297	43,349	1,973,243	45.52		23,236
Year ended June 30, 1880.....	297	56,031	2,720,216	48.55		26,716
Year ended June 30, 1881.....	304	71,747	4,175,042	58.19		28,510
Year ended June 30, 1882.....	308	97,390	6,435,989	66.09		35,859
Year ended June 30, 1883.....	330	109,489	6,826,266	62.35		45,253
Year ended June 30, 1884.....	343	109,388	6,441,439	58.88		56,026
Year ended June 30, 1885.....	355	116,576	7,098,459	60.89		59,714
Year ended June 30, 1886.....	392	126,322	7,645,227	60.52		62,206
Year ended June 30, 1887.....	415	143,076	8,272,041	57.81		65,853
Year ended June 30, 1888.....	433	155,978	7,722,330	49.51	217,385.10	78,229
Year ended June 30, 1889.....	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended June 30, 1890.....	494	154,678	6,599,896	42.67	167,501.53	90,151
Year ended June 30, 1891.....	634	147,672	6,500,372	44.02	389,169.28	84,963
Year ended June 30, 1892.....	642	145,423	7,056,002	48.52		77,381
Year ended June 30, 1893.....	673	148,868	7,708,888	51.78		73,361
Year ended June 30, 1894.....	699	145,960	7,524,286	51.55	218,173.60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended June 30, 1896.....	755	155,398	8,138,947	52.37	449,981.61	87,221
Year ended June 30, 1897.....	779	161,151	8,223,000	51.02	1,856,474.31	91,396
Year ended June 30, 1898.....	814	179,814	9,183,693	51.07	786,868.48	94,532
Year ended June 30, 1899.....	838	174,658	8,310,630	47.68		95,090

W. H. HARRINGTON,  
Superintendent.

SESSIONAL PAPER No. 12

E—Concluded.

Canada, year by year, from April 1, 1868, to June 30, 1899.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositor's accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of amounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
¢	¢					¢	¢	¢
8,857.48	53.35	2,146		44	2,102	939.37	204,588.89	97.33
296,754.35	61.99	6,429		1,319	7,212	21,094.72	856,814.26	118.80
664,555.51	70.11	7,823		2,857	12,178	48,689.08	1,588,848.83	130.41
1,093,438.86	72.10	9,424		4,449	17,153	84,273.68	2,497,259.65	145.59
1,778,565.19	81.33	10,846		6,940	21,059	116,174.55	3,096,500.01	147.04
2,323,299.32	86.91	11,995		9,528	23,526	126,932.88	3,207,051.57	136.32
2,468,643.42	86.04	12,048		10,606	24,968	126,273.31	3,204,965.46	128.36
2,341,979.04	82.88	10,516		11,190	24,294	120,758.06	2,926,090.48	120.44
2,021,457.97	77.11	10,218		10,097	24,415	110,116.08	2,740,952.59	112.27
1,726,082.98	70.49	8,971		9,312	24,074	104,067.86	2,639,937.47	109.60
1,713,658.73	70.55	10,058		8,597	25,535	103,834.29	2,754,484.03	107.87
1,733,443.79	66.07	10,755		8,845	27,445	110,912.56	3,105,190.80	113.14
2,015,813.16	69.89	14,407		10,487	31,365	136,075.47	3,945,669.11	125.80
2,097,389.15	73.56	18,731		10,491	39,605	184,904.81	6,208,226.77	156.75
3,461,619.31	96.53	25,778		13,920	51,463	291,065.07	9,473,661.53	184.08
4,790,995.39	104.54	27,127		17,531	61,059	407,305.17	11,976,237.31	196.13
5,649,611.13	100.84	26,562		20,939	66,682	477,487.46	13,245,552.64	198.63
5,793,031.84	97.01	27,591		20,951	73,322	539,560.51	15,090,540.31	205.81
6,183,470.60	99.40	29,103		21,555	80,870	607,075.38	17,159,372.09	212.18
6,626,067.51	100.62	31,874		22,585	90,159	692,404.57	19,497,750.15	216.26
7,514,071.78	96.05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203.44
7,532,145.56	89.06	38,049	2,962	29,581	113,123	841,921.79	23,011,422.57	203.41
8,575,041.98	95.12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195.78
7,875,977.57	92.67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195.44
7,230,839.14	93.44	28,943		29,368	110,805	734,590.70	22,298,401.65	201.24
6,631,578.97	90.39	29,502		26,032	114,275	777,482.98	24,153,193.66	211.36
7,473,585.46	87.98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215.84
7,310,291.97	85.41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222.22
7,406,066.13	84.91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228.82
7,656,086.64	83.76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238.55
8,863,178.42	93.65	33,722	2,279	29,449	142,289	982,725.62	34,480,937.77	242.47
9,021,862.56	94.88	30,172		30,320	142,141	1,001,899.96	34,771,605.17	244.62

R. M. COULTER,  
Deputy Postmaster General.





APPENDIX F

LOSSES SUSTAINED IN COLLECTING THE POSTAL  
REVENUE AND IN CONDUCTING THE MONEY  
ORDER AND SAVINGS BANK SYSTEMS.



APPENDIX F.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order Postal Note and Savings Bank systems in the Dominion of Canada, brought to account during the year ended June 30, 1899.

	\$	cts.
Postage stamps, &c., destroyed by fire at Barton, Ont., June 4, 1898.....		7 60
do do Basswood, Man., March 27, 1899.....		4 00
do do Bloomfield Ridge, N.B., May 12, 1899.....		0 45
do do Cascades, Que., Dec. 10, 1898.....		3 00
do do Central Park, B.C., May 3, 1899.....		3 00
do do Channeton, B.C., Sept., 15, 1898.....		20 00
do do Claremont, N.S., Feb. 10, 1899.....		3 50
do do Grand-Mere, Que., Feb. 10, 1899.....		6 31
do do Hamtown, N.B., May 31, 1899.....		1 50
do do Harlock, Ont., Sept. 1, 1898.....		3 76
do do Hnausa, Man., Dec. 9, 1898.....		5 50
do do Indiantown, N.B., May 25, 1899.....		2 45
do do Long Island, Man., Oct. 26, 1898.....		1 50
do do Madoc, Ont., Aug. 13, 1898.....		2 74
do do Stoneleigh, Ont., July 14, 1898.....		4 00
do do Titus Station, Que., April 12, 1899.....		2 75
do do Ufford, Ont., May 11, 1899.....		2 75
do do Vanvlack, Ont., Jan. 20, 1899.....		5 60
do do Wakefield, Que., Jan. 10, 1899.....		63 35
do do Wardner, B.C., Jan. 31, 1899.....		27 35
do do Wickham West, Que., May 18, 1899.....		2 00
Postage stamps, &c., stolen from Calhoun, N.B., April 10, 1899.....		7 85
do do Centralia, Ont., Oct. 16, 1898.....		17 90
do do Hillsburg, Ont., Feb. 11, 1899.....		9 00
do do Hillsvale, N.S., Sept. 11, 1898.....		1 50
do do King St., Ottawa, Ont., April 8, 1899.....		22 66
do do Marysville, Ont., April 6, 1899.....		3 26
do do Niagara Falls Centre, Ont., Sept. 20, 1898.....		11 25
do do Notre Dame St. West, Montreal, Que., Oct. 27, 1898.....		21 00
do do Point St. Charles, Que., Feb. 11, 1899.....		5 29
do do Quatsino, B.C., Jan. 19, 1899.....		20 00
do do St. Cesaire, Que., June 28, 1899.....		5 27
do do Stevensville, Ont., Dec. 18, 1898.....		5 15
do do Welland Port, Ont., July 14, 1898.....		34 00
Postage stamps &c., and post office funds destroyed by fire at Cowichan, B.C., July 12, 1898.....		12 00
do do West River, Sheet Harbour, N.S., July 26, 1898.....		14 40
Postage stamps and post office funds stolen from Chantler, Ont., Oct. 15, 1898.....		9 50
do do St. Catherine St. Centre, Montreal, Que., Nov. 23, 1898.....		1,370 30
do do Warburton, Ont., Oct. 21, 1898.....		18 00
Post office funds stolen from Grand Forks, B.C., May 27, 1899.....		7 37
do do Millbank, Ont., Nov. 5, 1898.....		2 45
do do Roxton Falls, Que., July 29, 1898.....		3 25
Total.....		1,774 51



APPENDIX G

REPORT OF MISSING LETTERS

CLASS A—REGISTERED LETTERS

APPENDIX G.

REPORT of all cases occurring within the Year ended June 30, 1899, 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 Recapitulation.
					Name.	Place.			
1	Mrs. Lompert	Valleyfield	1897. Dec. 29	\$ 5 00 cts.	Miss S. Lapier	Montreal	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
2	John E. Barnes	Maripolis, M.	Feb. 28	2 00	Thos. D. Bennett	Macleod	Stated not to have been received by the person addressed.	Contents made good by postmaster of Kempsville, who inadvertently dropped registration of the letter.	7
3	Mrs. S. Johnson	Millar's Corners, Ont.	April 9	1 35	T. Eaton & Co.	Toronto	"	This letter is said to have been detached from Putnam to Crampton, but to have failed to reach the latter office. Contents made good jointly by postmasters of these two offices—the postmaster of Putnam having failed to report the non-receipt of acknowledgement for the letter, and the postmaster of Crampton having failed to preserve the letter-bill which is said to have accompanied the mail from Putnam in which the letter is stated to have been forwarded.	3
4	Geo. H. Bell	Alvinston, Ont.	" 20	13 00	H. George & Sons	Crampton, Ont.	"	Believed to have been stolen by James Wilson, an assistant in the Macleod post office. Postmaster of Macleod called upon to make good the loss. See also cases Nos. 14 to 19.	3
5	John Brown	Macleod	May 5	20 00	Mrs. J. Brown	Little Current, Ont.	"	No evidence to account for the alleged discrepancy.	7
6	Miss M. Findlay	Fort Coulonge, Que.	July 8	32 50	H. H. Bromley	Pembroke	Only \$22 stated to have been received.		

REGISTERED LETTERS.

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No.	Name	Address	Date	Amount	Sender	Station	Remarks	Page
7	S. Eouchard	Green River, Que	"	13	Thos. Lavasseur, N.B.	Clair	Stated not to have been received by the person addressed.	5
8	W. Blackwood	Macleod	"	18	Mrs. M. Martin	Warren, Ont.	Stated to have been received without contents.	9
9	Maggie Hall	Bathurst, N.B.	July 23	10 00	Miss S. Hall	West Quoddy, N.B.	Stated not to have been received by the person addressed.	5
10	F. G. Baillie	Arundel, Que.	"	29	Kenny & Kenny	Hemmingford, Que.	Only \$15 stated to have been received.	3
11	M. Powers	Cascades Point, Que.	Aug. 2	16 00	Wm. Powers	Alexandria	Stated not to have been received by the person addressed.	7
12	Isidore Morin	Ives, Que.	"	2	J. Robitaille	Montreal	Only 50 cts. stated to have been received.	7
13	Alex. Mairty	Watford, Ont.	"	4	J. W. Smith & Co	Winona, Ont.	Only \$12 stated to have been received.	3
14	S. Cumminsky	Fernie, B.C.	"	10	Mrs. Beebe	Pincher Creek, Alta.	Stated not to have been received by the persons addressed.	7
15	Wm. Honan	"	"	11	Miss K. L. Honan	Fort Coulonge, Que., N.Y.	Stated not to have been received by the persons addressed.	3
16	F. Repanaldi	"	"	11	Banco Italiano	Utics, N.Y.	Stated not to have been received by the persons addressed.	7
17	Wm. Blake	"	"	11	Mrs. Wm. Blake	Toronto	Stated not to have been received by the persons addressed.	7
18	Wm. Davis	"	"	11	Mrs. Jane Davis	Freshwater, Nfld.	Stated not to have been received by the persons addressed.	7
19	D. King	"	"	11	Mrs. A. Hilson	Amherst, N.S.	Stated not to have been received by the persons addressed.	7
20	O. Tremblay	Acton Vale	"	11	P. Fortier	St. Leon de Val racine.	Stated to have been received without contents.	7
21	C. R. McLachlan	Fernie, B.C.	"	13	D. R. Dingwall	Winnipeg	Stated not to have been received by the persons addressed.	3
22	C. R. McLachlan	"	"	13	Miss B. McQuair	Banff	Stated not to have been received by the persons addressed.	3
23	R. G. Ritchie	"	"	13	N. A. Life Assurance Co.	Toronto	Stated not to have been received by the persons addressed.	3
24	F. Gay	"	"	13	Mrs. A. Proulx	ance Co.	Stated not to have been received by the persons addressed.	3
25	C. R. McLachlan	"	"	13	Mrs. C. R. McLachlan	Miami, M.	Stated not to have been received by the persons addressed.	3
26	John Fisher	"	"	15	Mrs. A. Lyons	Liverpool, Eng.	Stated not to have been received by the persons addressed.	3

Contents made good by a railway mail clerk of the Quebec division, who mis-sent the mail in which this letter was contained.  
See cases Nos. 14 to 19.....

Stolen by Alex. Fraser, who broke into the West River Sheet Harbour post office—to which this letter had been forwarded *en route*—on the morning of July 26. Fraser stole certain other articles of mail matter and set fire to the post office. He was subsequently sentenced to 10 years in penitentiary.  
Evidence indicated that this letter was tampered with by a dishonest assistant at St. Jovite, but was not sufficient to warrant prosecution. Amount made good by postmaster of St. Jovite.

Lost in the Cascades post office. Contents made good by postmaster.

No evidence to account for the alleged discrepancy.

No evidence to account for the alleged discrepancy.

These letters were stolen by James Wilson, an assistant in the Macleod post office, against whom, however, the evidence was not sufficient to warrant prosecution. Postmaster of Macleod called upon to make good the losses. See cases Nos. 5, 8, 21 to 31.

No evidence to account for the alleged discrepancy.

See Cases Nos. 14-19.....

APPENDIX G—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Receptulation.
					Name.	Place.			
27	Alex. McDonald	Fernie, B.C.	1898. Aug. 15	\$ cts. 2 00	C. W. Plummer	San Francisco, Cal.	} Stated not to have been received by the persons addressed.	See Cases Nos. 14-19	3
28	P. Blakemore	"	" 16	30 00	J. D. Leavitt	Glace Bay, Nfld.			
29	J. Belland	"	" 16	15 00	A. Belland	Bonfield, O.			
30	J. Lee	"	" 16	10 00	Wing Lee	Macleod			
31	H. J. Johnson	"	" 16	60 00	Postmaster	Vancouver			
32	J. Cook	Huntsville, O.	" 16	145 00	Wm. Sword	Bearrice, O.	"	This letter is stated to have been inclosed in the mail made up on the North Bay and Toronto Railway post office, on Aug. 17, for the Falkenburg station post office, but to have failed to reach the latter office. Careful inquiry failed to establish how the loss occurred.	2
33	Postmaster	Halifax	" 16	4 50	Postmaster	Groves Pt., N.S.	} Contents of these letters made good jointly by the postmasters of North Sydney and Little Bras d'Or owing to irregularity in the treatment of the letters in question at their respective offices.		
34	J. McLeod	Old Bridgeport Mines.	" 17	9 00	J. McLean	Big Bark, N.S.		"	Evidence pointed to the conclusion that the abstraction was committed by a dishonest assistant in the Edmonton post office who was brought to trial, but acquitted owing to lack of proof. Loss made good by postmaster of Edmonton.
35	John C. Wood	Edmonton	" 20	3 00	Dr. P. Fahrney	Chicago, Ill.	} Stated to have been received without contents. See cases 37, 38 and 41.		
36	Rev. J. W. Johnson	Morris, Minn.	" 23	10 00	Mildred L. Johnson	Winnipeg.		Contents made good by two employees of the Winnipeg post office, who were considered not to have exercised proper care in the treatment of this letter.	



REGISTERED LETTERS.

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No.	Name	Address	Date	Post Office	Amount	Remarks	Case No.
37	D. J. Collins	Edmonton	"	Edmonton, B.C.	25 00	Stated not to have been received by the persons addressed.	See Case No. 35. The Brigham post office to which these letters were forwarded en route to destination, was entered by burglars, and these letters stolen. No clue to perpetrators of the robbery.
38	G. H. Graydon	"	"	Chicago, Ill.	3 00		
39	Adam Clark	Farnham Centre	"	Montreal	16 00	Stated to have been received by the persons addressed.	See Cases No. 35, 37 and 38.
40	"	"	"	"	9 75		
41	F. J. H. Bedson	Edmonton	"	Wingham, O.	5 00	Stated to have been received without contents.	
42	R. Madden	Kincardine, O.	"	Elmwood, O.	26 50	Only \$21.50 stated to have been received.	No evidence to account for the alleged discrepancy.
43	Mrs. N. Wood	Bridgeport, Conn	Sept. 17	Niagara Falls Centre.	5 00	Stated not to have been received by the person addressed.	The Niagara Falls centre post office was entered by burglars and this letter stolen. No clue to the perpetrators of the robbery.
44	"	Newton, Mass.	"	Centralville, N.S.	15 00	"	This letter was stolen from Brook Village post office by a lad in the employ of the postmaster. Contents recovered and paid to the addressee. The offender was not prosecuted owing to his extreme youth.
45	C. Gionet	Legere, N.B.	"	Middle Caraquet	5 00	Stated not to have been received by the persons addressed.	The packet containing these letters duly reached the Bathurst post office from the Moncton and Campbellton travelling post office. Trace of it, however, disappeared in the Bathurst post office, and the postmaster made good the money which the letters contained.
46	Miss Bell	Chatham, N.B.	"	Shippegan, N.B.	1 00		
47	"	"	"	"	1 00		
48	J. Girvain	Providence Bay, O.	"	Blind River, O.	16 00	"	The letter duly reached Manitowaning, whence it is stated to have been despatched to North Bay and Soo travelling post office, but to have failed to reach the latter office. Careful inquiry failed to establish how the loss occurred.
49	L. Behrns	Abernethy, Assa	"	Clifford, O.	60 00	Only \$30 stated to have been received.	No evidence to account for the alleged discrepancy.
50	T. J. Gardiner	Moosajaw	"	Kolopore, O.	18 00	Only \$13 stated to have been received.	"
51	Angus Cameron	Willoughby, Sas.	Oct. 2	Family Herald & Star, Montreal.	1 00	Stated to have been received without contents.	"
52	R. Loney	Carp	"	Montreal	7 00	Only \$2 stated to have been received.	"

APPENDIX G—Continued.

A.—REGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1899, 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.			
53	John Catto & Son.	Toronto	1898. Oct. 29	\$ cts. 5 25	Miss M. S. Gil-Grafton. lard.		Stated not to have been received by the person addressed.	This letter was duly received by a railway mail clerk on Grand Trunk railway passing east, who was unable to show what disposition he had made of it. Contents made good by the railway mail clerk in question.	3
54	R. Pottier	New York	Nov. 3	30 00	J. Pottier	Naim Centre.	" "	This letter was re-directed from Warren to Naim Centre, and mis-delivered at the latter office. The postmaster accordingly made good the contents.	3
55	Rathbun & Co.	Deseronto	" 4	100 00	A. Simpson	Peterboro'	" "	This letter was lost in Deseronto post office. The postmaster who is of the firm of Rathbun & Co., the senders, accepted responsibility for its loss.	3
56	Lambly	Inverness, Q.	" 5	20 00	Miss J. Robinson	Irvine, Q.	" "	Lost in the Irvine post office. Contents made good by postmaster.	3
57	F. Johnson	Sylvan, O.	" 8	20 00	Bank of Montreal	Lindsay	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
58	A. G. Campbell	St. Hillaire Station.	" 9	85 00	Robt. Campbell	Quebec	Stated to have been received without contents.	This letter was rifled by Raoul Bedard, who had been improperly allowed access to the mail in which it was contained. A portion of the money was recovered from Bedard, and the remainder made good by the mail transfer agent at Richmond Station.	8
59	Postmaster	Elliott Station.	" 12	150 00	Galloway Bros.	Gladstone, Man.	Only \$145 stated to have been received.	No evidence to account for the alleged discrepancy.	7
60	Jas. McDermott	Vancouver	" 21	50 00	C.F. McDermott	Angus	Only \$40 stated to have been received.	" "	7

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61	J. R. Elliott	Elora	15 00	G. F. R. Harris	Winnipeg	Only \$5 stated to have been received.	"	"	7
62	Rev. E. Schuelke	Zurich, Ont	15 00	Rev. O. Klahn	Germania	Only \$10 stated to have been received.	"	"	7
63	Mrs. L. Lavoie	Lac Masson, Que	5 00	Israel Thouin	Ste. Lucie	Stated to have been received without contents.	Attraction believed to have been committed by a domestic servant in the employ of the postmaster of Lac Masson. Loss made good by postmaster.	"	5
64	John Abell & Co.	Winnipeg	15 00	Rev. O. Klahn	Germania, Ont.	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	"	7
65	L. Leven	Lac Masson, Que	10 00	C. Labelle	Hawkesbury	Stated to have been received without contents.	See case No. 63	"	5
66	S. Bateman	Melbourne, Ont.	100 00	Massey-Harris Co.	Toronto	Stated not to have been received by the person addressed.	This letter is believed to have been stolen by a dishonest railway mail clerk, who, on inquiry being made, fled from the country. Loss made good from post office guarantee fund.	"	3
67	T. Tremblay	Rivière du Moulin	7 00	A. Tremblay	St. Felicien	"	This letter is stated to have been despatched from Roberval to St. Prime, but not to have reached the latter office. Believed to have been lost in the Roberval post office. Contents made good by postmaster of Roberval.	"	3
68	O. Richer	Warren, Ont.	10 00	Mrs. O. Richer	Embrun, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	"	7
69	J. Lusk	Hayworth, Que.	5 00	Alex. Strachan	Cascades, Que.	Stated not to have been received by the person addressed.	The Cascades post office was destroyed by fire, and this letter burnt.	"	10
70	Robt. Lyon	South Cayuga	5 00	P. Hursinger	Rainham Centre	"	This letter is stated to have been duly despatched from South Cayuga to Rainham Centre, but not to have reached the latter office. Contents made good by postmaster of South Cayuga, who failed to report the non-receipt of the acknowledgement of the Rainham Centre letter-bill on which this letter was entered.	"	3
71	Miss Mary Beemer	Garrison Road, N.S.	1 20	Lever Button Co.	Toronto	"	The Stevensville post office, to which this letter had been forwarded, was entered by burglars on the night of Dec. 17, and this letter stolen. No clue to the perpetrators of the robbery.	"	9

APPENDIX G—Continued.

A.—REGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1899, 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 LETTERS.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1898.	\$ cts.					
72	D. Paquin.....	Normandin, Que.	Dec. 21	5 00	Convent Deschambault... chambault.				3
73	Mrs. H. Nadeau..	" "	" 21	1 00	Tisdall Supply Co.	Toronto.....	Stated not to have been received by the persons addressed.	Contents made good by postmaster of St. Felicien, who failed to apply for an acknowledgment of the mail for the Quebec and Lake St. John Railway post office, by which these letters are stated to have been despatched from St. Felicien.	
74	L. Paré.....	Rivière au Doré.	" 22	2 00	La Presse.....	Montreal.....			
75	D. Teta.....	St. Felicien.....	" 22	2 40	C. Milburne Co.	Toronto.....			
76	Mrs. J. B. Emond.	Ottawa.....	" 30	3 00	O. Pigeon.....	Lachine Locks..	Only \$1 stated to have been received.	Abstraction believed to have been committed by a dishonest assistant at the time employed in the Lachine post office.	6
77	Postmaster.....	Odessa.....	" 31	125 00	Bank of Mont-Ottawa..... real.	Ottawa.....	Only \$123 stated to have been received.	No evidence to account for the alleged discrepancy.	7
78	".....	Myrehall, Ont..	Jan. 10	1 50	Family Herald and Star.	Montreal.....	Only \$1 stated to have been received.	" "	7
79	".....	Campbellville..	" 12	12 00	J. J. Fields.....	Kilbride.....		The mail in which these letters was contained was placed on the catching post at Campbellville Station for the Toronto and London travelling post office. The mail, however, was not caught up by the passing train, but was thrown on the track. No further trace of it could be obtained. A man named Samuel Derry was arrested on suspicion of having stolen the mail, but was subsequently discharged owing to want of evidence.	9
80	".....	" "	" 12	41 00	Bank of Hamil- ton.	Milton.....			
81	".....	Nassagaweya..	" 12	85 00	(Postal note) Lever Co.	Toronto.....			
82	".....	" "	" 12	85 00	Bank of Mont-Ottawa..... real.	Ottawa.....	Stated not to have been received by the persons addressed.		
83	".....	" "	" 12	32 50	Balfour & Bros.	Hamilton.....			
84	Thos. Park.....	Moffatt, Ont..	" 12	50 00	Ontario Bank... Aurora	Aurora.....			

PROVISIONAL PAPER No. 12

No.	Name	Address	Date	Amount	Recipient	Remarks	Count
85	Mrs. D. A. McWhithead, N.S.	Salmon River, N.S.	" 16	10 00	J. B. Shadner & Halifax, Co.	Stated not to have been received by the persons addressed.	3
86	Mrs. McCre...	Hazel Hill, N.S.	" 17	7 00	Bank of Nova Scotia.	"	3
87	Postmaster	Whitehead	" 17	1 20	Lever Button Co.	"	7
88	Wm. S. Harris	Hazel Hill, N.S.	" 17	5 00	Wm. Midgeley.	"	3
89	Mrs. E. Withers	Pipestone, Man.	" 17	30 00	Wm. Fisher	"	7
90	D. Cameron	Grand River, Que	" 19	100 00	Bank of Montreal, real.	Only \$94 stated to have been received.	3
91	Postmaster	Pipestone, Man	" 20	2 00	Family Herald and Star.	Stated not to have been received by the person addressed.	3
92	A. Gray	Odeil	" 24	25 00	John Griffin	Stated to have been received without contents.	7
93	J. F. Griffin	Bradshaw, Ont.	Feb. 2	28 00	Miss R. S. Pritchard.	Stated not to have been received by the person addressed.	3
94	Mrs. A. Wilkins	Muncey, Ont.	" 4	50 00	Hobb's Hardware Co.	Stated to have been received without contents.	5
95	W. J. Laing	Bear Line	" 7	2 00	Family Herald and Star.	"	3
96	S. Baillargeon	Lawrence Station	" 9	47 00	G. Ponsford	Stated not to have been received by the person addressed.	3
97	R. Meek	Staffs, Ont.	" 14	167 00	M. Masuret & Co.	Only \$142 stated to have been received.	7
98	F. D. Hutchison	Deseronto	" 24	35 00	J. Kilesky	Stated not to have been received by the persons addressed.	9
99	The Rathbun Co.	"	" 24	25 00	H. B. Preson	"	
100	"	"	" 24	115 00	G. W. Alleby	"	
101	"	"	" 24	100 00	R. J. Campbell	"	
102	"	"	" 24	250 00	J. McCoy	"	
103	"	"	" 24	60 00	Jas. Scannes	"	
104	F. S. Hall	"	" 24	5 00	Mary Wright	"	
105	Dr. J. P. Pulkingham	"	" 24	35 00	Mrs. Wm. Pulkingham.	"	

These letters were contained in a registered package made up at the Guyaboro post office for the railway post office going east on Jan. 18, but which is stated not to have reached the latter office. Careful inquiry failed to discover how the package disappeared.

Stated to have been despatched from Pipestone to Winnipeg and Melita railway post office on Jan. 21, but to have failed to reach the latter office. Contents made good by postmaster of Pipestone, owing to irregular treatment of the letter at his office. No evidence to account for the alleged discrepancy.

See case No. 90.

No evidence to account for the alleged discrepancy.

See Case No. 66.

Abstraction believed to have been committed by an unauthorized assistant in the Bear Line post office. Loss made good by postmaster.

See Cases Nos. 66, 94 and 95.

No evidence to account for the alleged discrepancy.

These letters were stolen from the mail of February 24, despatched from Deseronto by the courier. The courier was arrested on suspicion and examined before the police magistrate, but was discharged for lack of evidence.

## APPENDIX G—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Receptakliten.
					Name.	Place.			
107	Rev. J. G. Mugaŋ.	Corunna, Ont.	March 1	25 00	Sister M. Rosary	Strathroy, Ont.	Stated not to have been received by the person addressed.	Contents made good by a railway mail clerk on the Ridgetown and Sarnia Railway post office, who was unable to show what disposition he had made of the letter.	3
108	People's Supply Co.	Queen St. East Branch P. O.	" 22	4 88	Jas. Stewart	Preneveau, Ont.	"	Contents made good by postmaster of Queen Street East Branch post office there being no evidence of the despatch of the letter from his office.	3
109	Annie Hicks	Sewell, Man	April 10	7 00	T. Eaton Co.	Toronto, Ont.	Only \$2 stated to have been received.	Loss made good by postmaster of Sewell, who neglected to back stamp the letter at his office.	5
110	Jas. Nichol	Chater, Man	" 10	0 45	J. E. Garrett	New Glasgow.	Stated not to have been received by the persons addressed.	These letters were contained in a mail stated to have been despatched by the West of Winnipeg Railway post office to Montreal, but to have failed to reach the latter office. Cause of failure not discoverable.	2
111	A. McIntyre	Sidney, Man	" 10	1 00	Herald and Star	Montreal, Que.			
112	G. C. Hall	Portage la Prairie	" 10	1 00	"	"			
113	Postmaster	Winnipeg, Man.	" 20	16 00	Postmaster	Fort Frances, Ont.	Stated not to have been received by the persons addressed.	These letters were contained in the mail of April 24, from Wabigoon for Fort Frances, which was lost owing to the upsetting of the canoe in which it was being conveyed across Rainy Lake.	19
114	A. Martyn	Ripley, Ont.	" 20	1 42	C. S. Smith	"			
115	Mrs. H. Wilson	Athelstan, Que.	" 20	1 25	Mrs. Jas. Lumsden	Bougie.	"	This letter disappeared in the Bougie post office. The postmaster would have been held responsible, but he left the place and his whereabouts cannot now be ascertained.	4
116	A. Hartman	Asseltine, Que.	" 25	1 00	News Publishing Co.	Toronto, Ont.	"	This letter is stated to have been despatched by Montreal and Toronto	2

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117	W. A. Allan	Neepawa, Man.	May	2	27 00	G. P. Doucet	Forfar, Ont.	8	railway mail clerks passing east to Montreal and Toronto railway mail clerks passing west, but not to have been received by the latter. Enquiry failed to fix responsibility for the loss of the letter.
118	W. L. Fisher	Anaconda, Mich	"	12	20 00	Cora Fisher	Grand Forks, B. C.	9	Stolen by Wm. Ball, an employee of the contractor for the transfer of the mails at Brockville Junction, who was improperly allowed by the contractor for the Brockville and Railway Station service to handle the mail bag in which this letter was contained. Contents made good by the latter contractor. Ball who admitted his guilt in this case, was arrested for the theft of certain other articles from the mails and sentenced to six years in penitentiary.
119	W. H. Brown	Baysville, O.	"	15	30 00	Chase Bros.	Colborne, O.	11	The Grand Forks post office was entered by burglars on the morning of May 23, and this letter stolen. No clue to the perpetrators of the robbery.
120	Robt. Lytle	Beaconsfield, M.	"	16	10 04	John Johnston	Winnipeg	11	This letter was charged by the Railway post office upon the Cobourg post office, but is stated by the postmaster of Cobourg not to have been received by him. Case still under enquiry.
121	Miss H. F. Libby	Roseland	"	23	5 00	H. F. Libby	Grand Forks	9	See Case No. 118
122	Pawn Jun.	Anaconda, Mich	"	26	15 00	Kwong Wong Nelson	Nelson	9	
123	R. Jones	Columbia, R.C.	"	26	7 00	Thos. L. Drew	Hilliard, Wash.	9	The Calgary and Edmonton train passing north on May 29 ran off the track and this letter was lost in the wreck. No evidence to account for the alleged discrepancy.
124	Coyley & Cochrane	Grand Forks	"	27	5 00	Fallon & Ward	Kamloops	9	
125	W. W. Wolverton	Cascade, B.C.	"	27	5 00	S. R. Almond	Grand Forks	9	
126	A. Peterson	Ponoka	"	29	5 50	Ross Bros.	Edmonton	10	
127	P. Perry	Strathroy	June	3	6 80	Bernardo Girls' Home	Peterboro'	7	Only 80 cents stated to have been received.
128	Mrs. G. Langevin	St. Lawrence St., Centre Branch P.O.	"	6	5 00	C. Lapierre	St. Hyacinthe	7	Stated to have been received without contents.
129	T. Dupuis	Ste. Thécle	"	19	14 37	McCall, Sheyhn & Co.	Quebec	5	Only \$9.37 stated to have been received.

Proper care not having been taken in the treatment of this letter at the Ste. Thécle post office the postmaster was called upon to make good the loss. See Case No. 133.

APPENDIX G—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Receptulation.
					Name.	Place.			
130	The R. Simpson Co	Toronto	1899. June 23	\$ 1 75	Mrs. J. M. Skelton.	Battleford	Stated to have been received without contents.	Case still under enquiry	11
131	Miss H. Delaney	Actinolite	" 23	3 00	Miss F. Delaney	Toronto	Stated not to have been received by the persons addressed.	These letters were duly received by a railway mail clerk on the G. T. R. between Belleville and Madoc, who was unable to afford any explanation as to their disappearance. Contents made good by the railway mail clerk in question.	3
132	W. C. Andrews	Madoc	" 23	12 00	Lawson & Jones.	London.			
133	Jos. N. Veillette	Batiscan, Que.	" 24	16 62	X. Veillette	Ste. Théele	Only \$15.62 stated to have been received.	See Case No. 129	5
134	W. F. Tidmarsh	Charlottetown	" 26	1,000 00	W. C. Tidmarsh	Grand Entry, Que.	Stated not to have been received by the person addressed.	Case still under enquiry	11
135	"	"	" 26	15 00	Miss McKennon	Bryon, Que.	"	"	11
136	J. Proctor	Oswald, M.	" 27	5 00	E. Drain	Resburn, M.	"	This letter was duly forwarded from Oswald to Marquette, where further trace of it was lost. Contents made good by postmaster of Marquette.	3



APPENDIX G

REPORT OF MISSING LETTERS

CLASS B—UNREGISTERED LETTERS

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidences of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapitulation.
					Name.	Place.			
1	W. Gray	Fort William, O.	1897. Dec. 22	\$ cts. 2 50	Manufacturers' Agency.	Toronto, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
2	Rev. J. Currier	St. Laurent, M.	1898. Jan. 9	1 50	Postmaster Gen'l.	Ottawa, O	"	"	1
3	Miss Margt. West	Metlakatla, B.C.	Feb. 17	5 00	The T. Eaton Co.	Toronto, O.	"	"	"
4	Mrs. A. R. McCullough.	Nelson, B.C.	Mar. 10	11 00	Miss M. Kynock.	Galt, O.	"	"	"
5	W. Switzer	Golden, B.C.	April 15	15 00	Mrs. Jno. Switzer.	Petawawa, O.	"	"	"
6	Mrs. Tennant	Skedegate, B.C.	May —	21 00	Mrs. H. Smith.	Victoria, B.C.	"	"	"
7	T. B. Cox	Calgary, N.W.T.	"	4 00	Hearn & Harrison.	Montreal, Q.	"	See cases 152-153	2
8	J. A. Stimmers	Toronto, O.	" 10	1 42	H. G. Ward	Big Fork, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
9	Jos. Bowden	Victoria, B.C.	" 15	10 00	Mrs. W. Bowden.	Kaksilah, B.C.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
10	Rev. J. Rion	Macleod, Alta	" 23	43 00	Rev. Father Van Tighan.	Lethbridge, Alta	"	See cases No. 5, 14-19, 21-31, Class A...	3
11	G. H. Hopkins	Lindsay, O.	" 28	3 25	Dom. Blank Form Pub. Co.	Toronto, O.	"	"	"
12	Miss M. J. Thomson.	Montreal, Q.	" 30	1 00	Miss F. McG. Thomson.	Deer Park, O.	"	"	"
13	Peter Ryan	Metlakatla, B.C.	" 30	1 40	The T. Eaton Co.	Toronto, O.	"	"	"
14	T. G. Ludlow	Brantford, O.	" 31	4 00	Jas. Langton.	Millgrove, O.	"	"	"
15	Harriet Ripley	Bleeker St., Toronto	" end	6 00	Isabella Ripley.	Arthur, O.	"	"	"
16	Mrs. M. F. Harvie	Fenelon Falls, O.	June 1	2 00	Robt. Harvie.	Woodstock, O.	"	"	"
17	The T. Eaton Co.	Toronto, O.	" 14	0 50	Eva Clements.	Dobbington, O.	"	"	"
18	Miss M. J. Thomson.	Montreal, Q.	" 15	1 00	Miss F. McG. Thomson.	Deer Park, O.	"	"	1
19	Miss N. Jeffery	Toronto, O.	" 22	3 00	Mrs. O. Ferguson	Guelph, O.	"	"	"
20	Wm. Willison	Dawson, N.W.T.	July —	20 00	Miss Christie.	Toronto, O.	"	"	"
21	Mrs. W. A. Dodds	Nicola Lake, B.C.	" 4	4 00	The Robert Simpson Co., Ltd.	"	"	"	"

UNREGISTERED LETTERS.

SESSIONAL PAPER No. 12

No.	Name	Address	1919	Form	Remarks	Page
23	David Smith	London, O.	5	Dom. Blank Form Pub. Co.	"	"
23	Mrs. C. J. Martin	Acton, O.	6	0 65	Hamilton, O.	"
24	Michael Collins	Mount Irwin, O.	5	Mrs. DeClute The Bryant Press.	Toronto, O.	"
25	Mrs. T. F. Ellis	Red Deer, Alta.	5	3 00	"	No evidence to account for the alleged discrepancy.
26	J. Anderson & Co.	London, O.	5	1 40	"	Stated to have been received without contents.
27	Mrs. G. M. Elliott	Napanee, O.	5	Dom. Blank Form Pub. Co.	"	No trace owing to want of registration.
28	Rev. J. Fowler	Sutton, Q.	5	3 00	Kingston, O.	"
29	Elie Dufour	Montreal, Q.	5	G. M. Elliott	Montreal, Q.	"
30	Mrs. J. Adams	Peterborough, O.	9	S. Carsley	Quebec, Q.	"
31	A. J. Cairns	Albertine, N.B.	11	5 00	D. M. Ferry & Co.	"
32	Wm. Langdale	Tadoussac, Q.	11	18 00	St. Pierre & Pineau Rivière du Loup Station, Q.	"
33	Wm. Nichols	Stratford, O.	12	2 00	Mrs. C. C. Cairns.	"
34	Mrs. Casci	Halifax, N.S.	12	4 00	Ford's Art Gallery	"
35	Mrs. T. Christopher	Toronto, O.	13	2 58	F. C. McCormick.	"
36	Miss McAulay	Coaticook, Q.	13	2 25	Mde. C. Yauvino.	"
37	A. L. Sifton	Calgary, N.W.T.	13	2 00	Marie Godal.	"
38	W. H. Clendenning	Carman, Man.	15	3 00	North Bookfield, N.S.	"
39	J. Fenner	Cornwall, O.	15	20 00	Montreal, Q.	"
40	Geo. W. Pearson	Killarney, O.	16	1 00	Miss M. E. Slattery	"
41	David Boyd	Ottawa, O.	17	12 00	Mrs. Alice L. Inglis	"
42	John Jeffers	Brampton, O.	17	5 00	Weekly Witness	"
43	R. McVittie	Halcyon Hot Springs, B.C.	18	10 00	Mrs. J. Fenner	"
44	Geo. White Sons & Co.	London, O.	18	0 25	W. H. Linton	"
45	A. Marleau	St. Benoit, Q.	18	5 00	Mrs. D. Boyd.	"
46	Mrs. Bowers	Chambly, Q.	18	3 00	J. A. Simmers	"
47	C. Pelon	Gatineau, Q.	18	0 50	Miss or Mrs. Mc- Vittie.	"
48	Mrs. S. Houle	St. François du Lac, Q.	18	0 75	Clerk, Co. Court.	"
49	L. House	Knowlton, Q.	18	1 00	Ducheneau, Du- chesneau & Cie.	"
50	T. Talbot	Montreal, Q.	July 20	0 25	Mrs. J. Findlay	"
51	H. E. Wetmore	Mail box on steam- er at Canco, N.S.	"	20 00	Franco-American Chemical Co.	"
52	Mrs. M. Matts	Buckingham, Q.	"	2 00	The Witness	"
53	A. N. McLean	Windsor, O.	"	5 00	Mde. Helen Talbot	"
54	R. B. Brodie	Quebec, Q.	"	2 00	Mrs. J. V. C. Wet- more.	"
55			"	21	E. McLean	"
56			"	21	The John Griffiths Cycle Corpora- tion.	"

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APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.			
56	Elizear Gagné.....	Kingsville, Q.....	1898. July 21	\$ cts. 2 00	J. E. Livernois.....	Quebec, Q.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
57	Mrs. Constable.....	St. Mary's O.....	" 22	3 00	Miss Rita Bradley.....	London, O.....	" "	" "	
58	The T. Eaton Co., Ltd.	Toronto, O.....	" 22	0 39	Miss M. M. Colley.....	Coaticook Q.....	" "	" "	
59	Mrs. C. Edwards.....	Ottawa, O.....	" 22	1 00	Miss M. Edwards.....	Dunvegan, O.....	" "	" "	
60	R. Ross.....	Warina, O.....	" 23	1 00	The Witness.....	Montreal, Q.....	" "	" "	
61	Mrs. B. Colborne.....	Railway Station, Smith's Falls, O.	" 25	1 00	The Robert Simpson Co., Ltd.	Toronto, O.....	" "	" "	
62	A. Marleau.....	St. Benoit, Q.....	" 25	5 00	Duchesneau & Co.	Montreal Q.....	" "	" "	1
63	L. J. Lavoie.....	La Beauce, Q.....	" 25	3 20	J. E. Livernois.....	Quebec, Q.....	" "	" "	
64	W. Kennedy.....	Garden Island, O.	" 25	4 00	S. J. Kennedy.....	Montreal, Q.....	" "	" "	
65	L. Desnoyers.....	Montreal, Q.....	" 25	2 00	F. Chartier.....	St. Lin, Q.....	" "	" "	
66	Mrs. F. Cocks.....	Ste. Agathe des Monts, Q.....	" 26	10 00	Mrs. Loisel.....	Montreal, Q.....	" "	" "	
67	Della M. Lajoie.....	Chambly, Q.....	" 26	2 00	E. Dubois.....	" "	" "	" "	
68	R. Inglis.....	Calgary, N.W.T.	" 26	1 00	Miss Inglis.....	" "	" "	" "	
69	Mme. Regimbald.....	Côteau du Lac, Q.	" 27	3 00	Mme. D. Gingras.....	" "	" "	" "	
70	Z. Daigneault.....	Montreal, Q.....	" 28	1 00	Chs. Filion.....	St. Nazaire, Q.....	" "	" "	
71	Geo. Bernhardt.....	Galt, O.....	" 28	4 00	E. Dickie.....	Toronto, O.....	" "	" "	
72	Thos. Blake.....	Saltcoats, N.W.T.	" 31	10 00	E. G. Fryer.....	Lethbridge, Alta.	" "	" "	
73	H. C. Smith.....	St. John, N.B.....	" 31	2 00	Mrs. H. C. Smith.....	Wiggins, N.B.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
74	Mrs. D. H. Christie.....	Cowanville, Q.....	"	1 00	The Witness.....	Montreal, Q.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
75	F. Williams.....	East Clifton, Q.....	"	1 00	"	"	"	"	
76	Katy N. Smith.....	Toronto, O.....	Aug.	5 00	Emma Wilcox.....	Oshawa, O.....	"	"	
77	Miss Donnelly.....	Vancouver, B.C.....	"	5 00	Mrs. D. Wilson.....	Toronto, O.....	"	"	
78	C. Proulx.....	Montreal, Q.....	"	1 25	A. Latreille.....	Ottawa, O.....	"	"	

SESSIONAL PAPER No. 12

79	M. A. Theriault ..	Meteghan Road, N.S.	1	2 50	Franco American Chemical Co.	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	1
80	F. Babineau .....	Richibuctou, N.B.	"	2 50	"	"	"	"	"	"	"	"	"	"	"	"
81	A. Blain .....	Varenes, Q. ....	"	24 30	The Thos. David- son Mfg. Co.	"	"	"	"	"	"	"	"	"	"	"
82	Chas. Renwick .....	Nelson, B.C.	"	5 00	Mrs. A. Edwards.	Maisonneuve, Q.	"	"	"	"	"	"	"	"	"	"
83	H. Bickell .....	Quebec, Q. ....	"	5 00	Miss M. Bickell...	Ste. Rose, Q. ....	"	"	"	"	"	"	"	"	"	"
84	Eusebe Drolet .....	St. Paul's Bay, Q.	"	3 00	P. Gauthier	Quebec, Q. ....	"	"	"	"	"	"	"	"	"	"
85	"	"	"	3 00	Couombe Simard.	"	"	"	"	"	"	"	"	"	"	"
86	John McClarey .....	Montreal, Q. ....	"	10 00	Mrs. J. McClarey.	Cacouna, Q. ....	"	"	"	"	"	"	"	"	"	"
87	Mrs. Mailing .....	St. Thomas, O.	"	3 75	G. H. Caughnell.	Aylmer, Q. ....	"	"	"	"	"	"	"	"	"	"
88	Dr. H. Clay .....	New Glasgow, N.S.	"	4 00	Alfred McDiarmid	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"
89	T. C. Reneaud .....	St. Louis de Gon- zague.	"	2 00	Delle. C. Reneaud	"	"	"	"	"	"	"	"	"	"	"
90	D. T. Cummings .....	Knowlton, Q. ....	"	1 00	J. Dougal & Son.	"	"	"	"	"	"	"	"	"	"	"
91	J. Logie .....	Iroquois, O. ....	"	5 00	Mrs. J. Logie...	Foxboro, O. ....	"	"	"	"	"	"	"	"	"	"
92	Neil McInnes .....	Vancouver, B. C..	"	10 00	Mrs. Neil McInnes	Sunnyside, P.E.I.	"	"	"	"	"	"	"	"	"	"
93	H. W. Bickell .....	Quebec, Q. ....	"	15 00	Miss M. Bickell...	St. Rose, Q. ....	"	"	"	"	"	"	"	"	"	"
94	Rev. Chas. Clyde .....	Erodie, O. ....	"	1 00	J. Dougal & Son.	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"
95	Mrs. C. H. Orsen .....	Walker's Point, O.	"	0 20	Family Herald & Weekly Star.	"	"	"	"	"	"	"	"	"	"	"
96	Mrs. D. H. Christie .....	Cowansville, Q.	"	1 00	The Witness .....	"	"	"	"	"	"	"	"	"	"	"
97	T. Hamelin .....	Montreal, Q. ....	"	5 00	Mrs. T. Hamelin.	St. Anicet	"	"	"	"	"	"	"	"	"	"
98	W. Davidson .....	"	"	5 00	Mrs. W. Davidson	Ottawa, O. ....	"	"	"	"	"	"	"	"	"	"
99	Miss J. A. Duggan .....	Stratford, O.	"	2 00	Miss Leila Duggan	Dundas, O. ....	"	"	"	"	"	"	"	"	"	"
100	D. McRae .....	Glen Sandfield, O.	"	7 88	Queen City Oil Co.	Ottawa, O. ....	"	"	"	"	"	"	"	"	"	"
101	Florence Hanes .....	Iroquois, O. ....	"	2 00	Globe Printing Co.	Toronto, O. ....	"	"	"	"	"	"	"	"	"	"
102	J. C. Pettes .....	Knowlton, Q. ....	"	3 00	J. Dougal & Son.	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"
103	J. Lessard .....	Iroquois, O. ....	"	3 00	Marie Lessard.	Pte. Claire, Q.	"	"	"	"	"	"	"	"	"	"
104	Miss L. A. Carpen- ter.	Cornwall, O. ....	"	9 00	P. A. Carpenter.	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"
105	J. B. Lefebvre .....	Montreal, Q. ....	"	5 00	G. Lefebvre .....	St. Placide, Q.	"	"	"	"	"	"	"	"	"	"
106	F. Marrion .....	Vancouver, B.C.	"	1 00	Edith Marrion	Victoria, B.C. ...	"	"	"	"	"	"	"	"	"	"
107	John A. Morrison .....	Fredericton, N.R.	"	10 19	Thibaulteau Freres & Cie.	Quebec .....	"	"	"	"	"	"	"	"	"	"
108	R. Doukin .....	Winnipeg M. Sta- tion Letter Box.	"	5 00	Mrs. Doukin .....	Forest Station, M.	"	"	"	"	"	"	"	"	"	"
109	Win. Ord .....	Toronto, O. ....	"	2 00	Jennie Ord.....	Leschute Mills, O.	"	"	"	"	"	"	"	"	"	"
110	Mrs. E. J. Dalikin .....	Quebec, Q. ....	"	4 00	Miss Smith .....	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"
111	Chief P.O. Inspec- tor.	Montreal, Q. ....	"	3 00	Mrs. J. Jos. Pomer eau.	St. Gabriel de Montreal, Q.	"	"	"	"	"	"	"	"	"	"
112	John McLaren .....	Brockville, O. ....	"	2 00	Prof. J. T. Donald.	Montreal, Q. ....	"	"	"	"	"	"	"	"	"	"

No evidence to account for the alleged discrepancy.

Stated to have been received without contents.

No trace owing to want of registration.

Stated not to have No trace owing to want of registration.

been received by the person addressed.

This letter was stolen by P. A. La-  
chelle, a letter carrier in the Mon-  
treal Post Office, who was sentenced  
to three years' in the penitentiary.  
Contents found in prisoner's posses-  
sion.

No trace owing to want of registration.

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.			
113	John Ayres	Sand Lake, O.	1898.	1 00	\$ cts.	Family Herald & Montreal, Que. Weekly Star.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
114	N. A. Dalsilva	Murray Bay, Q.	"	20 00		T. Davidson & Co. Quebec, Q.	"	"	
115	W. J. Pears	Williamsford, O.	"	10 00		M. M. Hiles Attwood, O.	"	"	
116	O. R. Sprague	Post Car, Ivanhoe Station, O.	"	5 00		Miss E. Guthrie Brockville, O.	"	"	
117	Miss M. E. Shelman.	Cookstown, O.	"	1 80		The Robt. Simpson Co. (Ltd.) Toronto, O.	"	"	
118	Mrs. A. D. Pillar.	Ottawa, C. P. Ry. Station.	"	1 00		Miss Polly Curry. Almonte, O.	"	"	
119	Carrie Bonin.	Montreal, Q.	"	0 25		Mrs. H. A. Belaire St. Timothée, Q.	"	"	
120	S. Tideswell	"	"	10 00		W. Graham Bryson, Q.	"	"	
121	J. Toomey	"	"	2 00		Mrs. J. Toomey St. Janvier, Q.	"	"	
122	The Advocate.	Paisley, O.	"	0 75		Family Herald & Montreal, Q. Weekly Star.	"	"	
123	T. L. Gallagher.	Ottawa, O.	"	3 00		L. H. Daniels Proscott, O.	"	"	
124	Mrs. Taylor	Grand Valley, O.	"	2 00		A. A. Lister Brantford, O.	"	"	
125	L. Sutson	Mitchell, O.	"	3 25		W. Burt Simcoe, O.	"	"	
126	H. B. Rathbun.	Ottawa, O.	"	1 00		J. B. Rathbun Montreal, Q.	"	"	
127	N. Richardson.	Ridgetown, O.	"	1 00		Mrs. N. Richardson Windsor, O.	"	"	
128	Mrs. Burns	St. Catherine St. Centre, Montreal.	"	7 00		Miss Burns Les Eboulements, Q.	"	"	
129	Delle R. A. Gendron.	Montreal, Q.	"	1 00		H. Gendron Beaconsfield, O.	"	"	
130	Thos. Lefebvre	St. Zenon, Q.	"	2 50		Franco-American Montreal, Q. Chemical Co.	"	"	
131	G. S. Kimber	St. Catherine St. Centre, Montreal.	"	20 00		Mrs. G. S. Kimber Notre Dame du Portage, Q.	"	"	
132	Patrick Gorman	Ruby, O.	"	0 22		The Robt Simpson Toronto, O.	"	"	

133	Dams L. Gagné... Kingsville.	27	1 00	Franco-American/Montreal, Q.	1	"	"	"
134	F. R. Giroux... St. Hyacinthe, Q.	27	1 25	Chemical Co.	"	"	"	"
135	Miss Georgette Blain... Toronto, O.	28	10 00	Barbara Blanchard	"	"	"	"
136	J. W. Hickey... Peterboro' O.	28	2 00	Mrs. J. W. Hickey	"	"	"	"
137	Lizette Pinder... Toronto, O.	29	0 25	Ellen Bartlett	"	"	"	"
138	John Muir... Toronto, O.	29	5 00	Mrs. John Muir	"	"	"	"
139	Mrs. Jas. McMillan... Bolton, O.	30	8 00	Mrs. H. L. Fysh	"	"	"	"
140	S. A. Walford... Toronto, O.	30	0 50	The Wrigley Co.	"	"	"	"
141	Mrs. H. Neilson... Calgary, N.W.T.	30	1 81	A. Wright	"	"	"	"
142	W. P. McCombie... Montreal, Q.	30	1 00	Mrs. W. P. McCombie	"	"	"	"
143	F. N. Daniels... Edmonton, N.W.T.	31	30 00	Mrs. N. Daniels	"	"	"	"
144	Harry H. Pierce... Brandon, M.	31	8 00	Miss Dollie Traver	"	"	"	"
145	E. Henback... Montreal, Q.	31	1 00	Miss B. Henbach	"	"	"	"
146	Mrs. H. L. Cole... Kentville, N.S.	31	1 00	Mrs. Lormier	"	"	"	"
147	E. Nicholson... Bracebridge, O.	"	0 30	John Nicholson	"	"	"	"
148	Mrs. J. Clayton... Bella Coola, B.C.	"	2 00	C. C. Russell	"	"	"	"
149	Mrs. A. Lagasse... Hull, Q.	"	3 00	Vve. Fra Bastien	"	"	"	"
150	Judge Muir... Hamilton, O.	Sept.	1 1	Alex. Pirie	"	"	"	"
151	M. L. Gosselin... St. Pie, Q.	"	3 00	Franco-American Chemical Co.	"	"	"	"
152	Mrs. Neely... Millarville, Alta.	"	5 00	Mrs. Marriott	"	"	"	"
153	Kamloops, B.C.	"	5 00	Mrs. Neely	"	"	"	"
154	Henry Jenking... Windsor, N.S.	"	5 00	Mrs. H. Jenking	"	"	"	"
155	E. H. Barker... Montreal, Q.	"	20 00	Mrs. D. C. Barker	"	"	"	"
156	Mme. E. Alain... Carleton, N.B.	"	6 89	J. Boudreau	"	"	"	"
157	T. G. Rowat... Sutton, Q.	"	3 1 00	Daily Witness	"	"	"	"
158	Rev. J. Nelson... West Bromo, Q.	"	4 1 00	"	"	"	"	"
159	John Arden... Ottawa	"	4 3 00	Mrs. John Arden	"	"	"	"
160	M. Cantin... Montreal, Q.	"	5 4 00	Mme M. Cantin	"	"	"	"
161	Mrs. J. H. Dennis... Montreal, Q.	"	5 10 00	Mrs. R. M. Perse	"	"	"	"
162	E. Chausse... St. Hyacinthe, Q.	"	3 00	Mrs. J. Chausse	"	"	"	"
163	Mrs. A. D. Cameron... Halifax, N.S.	"	6 1 00	A. D. Cameron	"	"	"	"
164	Allen McDonald... Pictou, O.	"	6 5 00	Gazette Printing Office.	"	"	"	"
165	White & Co... Toronto, O.	"	3 04	Wm. Lynch	"	"	"	"
166	J. M. Densault... St. Lawrence St., Centre, Montreal.	"	8 00	Mrs. J. M. Densault	"	"	"	"
167	Rev. J. L. Flanagan... Aburtsic, Q.	"	7 3 00	Geo. Harcourt & Son.	"	"	"	"
168	L. M. Whyddon... St. Henri de Montreal.	"	1 00	Miss Hird	"	"	"	"
169	Jos. Phoenix, jun... Montreal, Q.	"	7 54 00	Joseph Phoenix	"	"	"	"
170	J. Jeanson... St. Pie, Q.	"	2 50	Franco-American Chemical Co.	"	"	"	"

See cases 152-153. No trace owing to want of registration.

See cases 152-153. No trace owing to want of registration.

See cases 152-153. No trace owing to want of registration.

Disappearance of these letters attributed to a clerk at the time employed in the Calgary P.O. Money made good by friends of suspected party who left the neighbourhood.

No trace owing to want of registration.

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.			
171	J. B. Gauthier	St. Vincent de Paul, Q.	1898.	\$ cts. 8 1 00	Franco - American Chemical Co.	Montreal, Q	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
172	T. B. McDonald	Granby, Q.	"	9 1 00	Miss T. McDonald	Windsor Mills, Q	"	"	"
173	J. B. Caouette	Danville, Q.	"	9 1 00	Franco - American Chemical Co.	Montreal, Q	"	"	"
174	Hettie Chamberlain.	Brantford, O	"	9 2 25	Mrs. L. Chamberlain.	Toronto, O	"	"	"
175	Mary J. Stewart	Ottawa, O	"	9 2 00	Miss Isabella Stewart.	Burrill's Rapids, O	"	"	"
176	E. J. Vickery	Yarmouth, N.S.	"	9 0 67	Progress Pub. Co.	St. John, N.B.	"	"	"
177	F. J. Dickson	Ottawa, O	"	10 3 00	Mrs. A. R. Dougall	Belleville, O	"	"	"
178	T. Grenon	Lac Edouard	"	10 1 00	Franco - American Chemical Co.	Montreal, Q	"	"	"
179	J. Alexander	Colinville, Q	"	10 0 26	The "Witness" art.	"	"	"	"
180	A. Lapalme	Joliette, Q	"	10 2 00	J. Champoux	"	"	"	"
181	Mrs. E. England	Ottawa, O	"	10 1 00	W. A. Andrews	Toronto, O	"	"	"
182	W. Ord.	Toronto, O	"	11 2 00	Miss Jennie Ord	Lechute Mills, Q	"	"	"
183	A. Armstrong	Richmond, Q	"	11 5 00	Mrs. Ida J. Weller	Montreal, Q	"	"	"
184	F. X. Fiset	Sherbrooke, Q	"	13 10 00	Gilmour Bros. & Co.	"	"	"	"
185	Mrs. Geo. McKay	Walkerton, O	"	13 2 00	Mrs. J. A. H. Thompson.	Galt, O	"	"	"
186	Corlay & Loftus.	Toronto, O	"	14 4 00	J. G. Orr.	Cobourg, O	"	"	"
187	White & Co.	"	"	14 2 58	W. R. Secord	Winona, O	"	"	"
188	J. G. Jardine	"	"	16 1 00	J. B. Jardine	Montreal, Q	"	"	"
189	F. J. Dixon.	Montreal, Q	"	17 2 00	Mrs. A. R. Dougall	Belleville, O	"	"	"
190	Mme E. Bérubé	Notre Dame St. W., Montreal.	"	17 7 00	Mme Vve J. Beau-doin.	Ste. Henedine, Q	"	"	"
191	E. Macres.	Como, Q.	"	19 0 50	Branch Star Office.	Montreal, Q	"	"	"
192	Melle J. Brisette	Stanford, Q.	"	19 5 00	Franco - American Chemical Co.	"	"	"	"
193	Geo. Davis	Montreal, Q	"	20 3 00	Postmaster General.	Ottawa, O	"	"	"



UNREGISTERED LETTERS.

SESSIONAL PAPER No. 12

No.	Name	Address	Date	Sender	Remarks	Case No.
194	N. Desmarais	Pierreville, Q.	30	J. L. Capidy	Montreal, Q.	1
195	Bank of Montreal	Calgary, N. W. T.	3 76	J. White	Banff, N. W. T.	1
196	Chas. Arpin	St. Johns, Q.	3 00	Chas. E. Arpin	St. Therese, Q.	1
197	Mrs. J. Stewart	Jumping Pond, Alta.	21	Miss Whiting	Burwell Rd., O.	3
198	Mrs. S. A. Sedgewick	Toronto, O.	22	Miss S. A. Sedgewick	Montreal, Q.	
199	H. C. Donkin	Truro Station Letter Box	22	Mrs. Chas. Davis	Mount Davison, N.S.	
200	A. Patenaude	St. Chrysostome, Q.	23	Franco-American Chemical Co.	Montreal, Q.	
201	Miss Valada Mercotte	Portneuf Station, Q.	23	N. T. Paré	Deschambault, O.	
202	G. B. Howden	Watford, O.	23	W. F. Buller	London, O.	
203	H. Bédard	Richmond, Q.	24	James Beillard	Montreal, O.	
204	C. J. McRae	Glenroy, O.	24	C. A. McRae	"	
205	E. J. Dickson	Montreal, Q.	24	Mrs. A. R. Doucail	Belleville, O.	
206	Wm. Burchill	Ruscon Station, O.	24	The T. Eaton Co.	Toronto, O.	
207	J. D. Ford	Belleville, O.	25	F. Jackson	Montreal, Q.	
208	Pierre Racine	Quebec, Q.	26	Alfred Richard	Riv. Richelieu, Q.	
209	Louis Dupuis	Montreal, Q.	26	N. Dupuis	Grand Pabos, Q.	
210	H. S. Walker	Souris, M.	27	Wm. "Witness"	Montreal, Q.	
211	J. Caron	Quebec, Q.	28	F. X. Caron	De Lorimier, Q.	
212	Mrs. Jas. Bédard	Richmond, Q.	28	Jas. Bédard	Montreal, Q.	
213	W. Wright	Pictou, O.	28	J. H. Stewart	Toronto, O.	
214	F. M. Bell-Smith	Ry. P. O. Glacier, B.C.	28	Clara Dyde	"	
215	Miss Cuddie	Calgary, N. W. T.	30	R. Cuddie	Woodstock, O.	3
216	Mrs. Kerfoot	"	30	T. Eaton Co., Ltd.	Toronto, O.	
217	Alphonse Pigeon	Montreal, Q.	1	Mme Vve J. Pigeon	Verchères, Q.	
218	D. Labelle	St. Martin's Junction, Q.	1	Arthur Labelle	Montreal, Q.	1
219	E. J. Sheppard	Perth, O.	1	Mrs. E. J. Sheppard	"	
220	Mrs. F. K. Fuller	Calgary, N. W. T.	1	The T. Eaton Co.	Toronto, O.	3
221	Sophia Moran	Vancouver, B.C.	1	Mrs. Sophia Moran	Calgary, N. W. T.	
222	J. Guerd	Calgary, N. W. T.	1	Mrs. Guerd	Pembroke, O.	
223	Mrs. S. O. Boltz	"	3	Miss B. J. Starrett	Toronto, O.	
224	Mrs. Jane Marshall	"	4	Mrs. M. Clancy	"	
225	Wm. Wright	Pictou, O.	4	J. H. Stewart	"	
226	Mrs. Reynolds	Frelighsburg, Q.	4	Mrs. C. E. Dawson	Montreal, Q.	
227	L. M. Jos. Gray	Portsmouth, O.	4	Miss Hannah Gray	St. Charles, Q.	
228	R. M. Lordley	Halifax, N.S.	4	Mrs. N. F. Fraser	Moncton, N.B.	
229	Maria Therien	Laurentides, Q.	5	J. G. Therien	Montreal, Q.	
230	O. Sauvageat	Grandines, Q.	5	Delle J. Guilbault	"	
231	W. Holliday	Toronto, O.	5	Mrs. Wm. Holliday	Aurora, O.	
232	Miss A. Bury	St. Catherine St. Cen., Montreal.	6	F. W. Bury	Ottawa, O.	
233	C. Savariat	Montreal, Q.	6	Delle M. Savariat.	St. Benoit, Q.	
234	Mary Coffack	Calgary, N. W. T.	6	R. Simpson Co.	Toronto O.	3

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.		Evidences of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
235	Mrs. J. Young	Minesing, O.	1898. Oct. 7	\$ 1 00	Mrs. J. W. Shomey	Toronto, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
236	H. H. Arnold	Athens, O.	" 7	23 26	The E. T. Corset Co.	"	"	"	
237	Mrs. McDonald	Montreal, Q.	" 8	10 00	W. C. Fleming	Cord St., B.C.	"	"	
238	Rev. J. Larmour	Cobden, O.	" 8	3 00	Harper's Weekly Club	Montreal, Q.	"	"	
239	Telephone Cyr	Mill End, Q.	" 8	4 06	Paul Vermette	St. Scholastique.	"	"	
240	W. G. Botsford	Fort William, O.	" 9	5 00	The Woods Co.	Windsor, O.	"	"	
241	A. C. Straehan	Montreal, Q.	" 10	1 00	Bonin & Major	Montreal, Q.	"	"	
242	Ant. Lagasse	Hull, Q.	" 10	3 00	Vve. Frs. Bastien	St. Raymond, Q.	"	"	
243	Rev. Sr. Ste. Agathe de Jesus.	Quebec, Q.	" 11	11 00	Mde. Poiton	Montreal, Q.	"	"	
244	R. Muir	Summerlea, Q.	" 12	3 30	John Dougall & Son	"	"	"	
245	J. B. Fellows	Montreal, Q.	" 12	7 50	A. P. McDiarmid	Toronto, O.	"	"	
246	J. Mather	Russell, O.	" 12	4 35	D. V. Ranger	Ottawa, O.	"	"	
247	S. E. Stevens, Jr.	Halifax, N.S.	" 12	30 00	W. Le Baron Stevens.	St. John, N.B.	"	"	1
248	M. Howe	Cheminus, B.C.	" 12	22 00	John Barnsby & Co	Victoria, B.C.	"	"	
249	Jas. F. Shore	Pt. St. Charles, Q.	" 15	4 25	W. D. Stephens	Port Hope, O.	"	"	
250	F. Phelan	Toronto O.	" 16	3 00	Harry Phelan	Montreal Q.	"	"	
251	Hon. J. McIntosh	Sherbrooke, Q.	" 17	20 00	J. R. McIntosh	Hocheleg, Q.	"	"	
252	S. Marchant	Windsor, O.	" 17	2 00	Miss Marchant	Teeswater, O.	"	"	
253	R. Wilkinson	Victoria, B.C.	" 17	1 00	Mrs. R. Wilkinson	Albernie, B.C.	"	"	
254	Mme. Leon Renaud	St. Sauveur de Quebec.	" 18	2 00	Narcisse Patry	Montreal, Q.	"	"	
255	Miss E. Aimes	Toronto, O.	" 18	3 00	Mrs. John Aimes	Galt, O.	"	"	
256	P. Schissler	Point Edward, O.	" 18	10 00	Mrs. P. Schissler	Victoria Harb'r, O.	"	"	
257	Mrs. E. D. Cronsberry	Woodville, O.	" 19	0 85	T. Eaton Co.	Toronto, O.	"	"	
258	M. Richards	Prestonvale, O.	" 19	0 60	Robt. Simpson Co.	"	"	"	

No.	Sender	Address	Date	Time	Receiver	Address	Remarks
259	D. F. King	Vancouver, B.C.	"	19	H. W. King	Chatham, Ont.	"
260	Annie J. Martin	Sts. Agathe des Monts, Q.	"	20	Miss E. Waldren	Montreal, Q.	"
261	E. Masse	St. François du Lac, Q.	"	20	Rose Masse	"	"
262	S.S. Good Shephard	St. Isidore de Dorchester, Q.	"	20	Hutchison & Lavigneur	Quebec, Q.	"
263	Mrs. Richardson	London, O.	"	20	Mrs. Wilkie	Strathroy, O.	"
264	W. Hempenstall	Leamington, O.	"	21	T. White & Sons	Toronto, O.	"
265	L. Montzambert	St. Mary's, O.	"	22	Western Stamp Co	"	"
266	R. T. Blyth	Belwood, O.	"	24	E. Worth	Kent Bridge, O.	"
267	Annie Walker	Ottawa, O.	"	24	Mrs. John Walker	Montreal, Q.	"
268	Mrs. Frank O'Hara	Farnham, Q.	"	24	Mrs. John Derouin	Quebec, Q.	"
269	Miss Bella Hunter	Harford, O.	"	24	D. Galloway	Bealton, O.	"
270	John O'Handley	Union, B.C.	"	25	Mrs. J. O'Handley	Spring Hill, N.S.	"
271	E. Gauvreau	Hull, P.Q.	"	25	Ste. Marie	Montreal, Q.	"
272	Jennie Wallace	Pembroke, O.	"	25	T. Eaton Co.	Toronto, O.	"
273	Minnie Roadhouse	Carleton Place, Ont.	"	25	W. A. Murray & Co.	"	"
274	Miss M. Roadhouse	Belleville, O.	"	25	Mrs. Roadhouse	Hamilton, O.	"
275	Mrs. Warrington	Burnhamthorpe, O.	"	27	T. Eaton & Co.	Toronto, O.	"
276	Alice Osborne	Westmount, O.	"	27	Mary Osborne	"	"
277	W. C. Hutchinson	Perth, O.	"	30	Miss E. J. Miller	Ottawa, O.	"
278	E. M. Leyden	Mail car at Swift Current.	"	31	A. Cochrane	Carleton Place, O.	"
279	Mrs. J. Wheatly	Compton, Q.	"	—	Mrs. Hall	Headingley, Man.	"
280	Mrs. Gillian	Hamilton, O.	Nov.	1	Miss Gahan	Montreal, Q.	"
281	Mrs. C. Johnston	Dracoon, O.	"	1	J. G. Howard	Toronto, O.	"
282	J. H. G. Wilson	Hamilton, O.	"	1	Manager, Ontario Bank	Mount Forest, O.	"
283	M. C. Toole	Louisburg, N.S.	"	1	Mrs. R. C. McLeod	N. Sydney, N.S.	"
284	Mary Robb	Whitevale, O.	"	2	Kathleen Robb	Stratford, O.	"
285	Mrs. T. H. Hetherington	Newdale, Man.	"	2	Robert Simpson Co	Toronto, O.	"
286	H. Barnes	Moose Creek, O.	"	2	D. F. Sutherland	Winchester, O.	"
287	Mrs. W. Brethour	Ottawa, O.	"	3	Miss B. Brethour	Dresden, O.	"
288	Edgar Laliberté	Warwick, Q.	"	3	J. O. Filcau	Quebec, Q.	"
289	R. Harrison	Brantford, O.	"	3	Mrs. R. Harrison	Clarkston, O.	"
290	Mrs. Reiter	Toronto, O.	"	4	John McGarry	Beeton, O.	"
291	Mrs. Della Sydie	Fenville, O.	"	4	The Robert Simpson Co	Toronto, O.	"
292	S. T. Smith	Port Felix, N.S.	"	4	Brayley, Son & Co.	Montreal, Q.	"
293	Miss M. R. Perrin	Montreal, Q.	"	5	Nelson Perrin	Lachute, Q.	"
294	C. L. Miller	Truro, N.S.	"	5	Postmaster General	Ottawa, O.	"

Contents made good by postmaster of Hartford, who had some recollection of the posting of the letter and of advising the sender that there would be no particular risk in sending it unregistered.

No trace owing to want of registration.

Contents made good by postmaster of Moose Creek, who inadvertently omitted to register this letter.

No trace owing to want of registration.

## APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.				
295	Geo. Nelson.....	Toronto, O.....	1898. Nov.	5 2 00	\$ cts. 2 00	Samuel Longhead.	Dundalk, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
296	Miss M. Pollock.....	Westmount, Q.....	"	6 5 25	"	Miss L. Hampton.	Lachute, Q.....	"	"	
297	Geo. H. Bell.....	St. Catharines, O.....	"	5 5 00	"	Mrs. I. A. Bell.	Harriston, O.....	"	"	
298	R. Ryan.....	Three Rivers, Q.....	"	7 5 00	"	Lavigeur & Hutchison.	Quebec, Q.....	"	"	
299	J. H. Cairnie.....	Coaticook, Q.....	"	8 5 00	"	Mrs. J. Cairnie.	Montreal, Q.....	"	"	
300		Quebec, Q.....	"	9 7 00	"	Miss E. M. G. McPeak.	"	"	"	1
301	D. J. Johnston.....	Bathurst, N. B.....	"	9 10 00	"	H. E. Johnston.	Wallaceburg, O.....	"	"	
302	Wm. Blackgrove.....	Rat Portage, O.....	"	9 13 00	"	Mrs. Wm. Blackgrove.	Toronto, O.....	"	"	
303	H. Young.....	Quebec, Q.....	"	10 7 00	"	Miss G. M. G. McPeak.	Montreal, Q.....	"	"	
304	Mrs. E. Paget.....	Eloira, O.....	"	10 7 00	"	Mrs. Amy Paget.	Toronto, O.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
305	J. L. Rochester.....	Ottawa, O.....	"	11 1 00	"	W. G. Rochester.	Renfrew, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
306	J. A. Gagne.....	O. A. & P. S. Ry. post car.	"	12 2 00	"	J. G. Kilt & Co.	Ottawa, O.....	"	"	
307	T. L. Hutchison.....	Montreal, Q.....	"	12 4 00	"	Mr. Strachan.	"	"	"	
308	J. J. Hagerty.....	Perth, O.....	"	12 1 00	"	A. W. Kenny.	Salem, N. S.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
309	Mrs. N. W. Jordan.....	Westmount, Q.....	"	14 2 00	"	Mrs. M. A. Charles.	Toronto, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
310	John Banforth.....	Brantford, O.....	"	15 10 00	"	Mrs. Banforth.	Orillia, O.....	"	"	
311	J. Robitaille.....	Lake Megantic, Q.....	"	16 10 00	"	M. Robitaille.	Montreal, Q.....	"	"	

No.	Name	Address	Date	Amount	Sender	Location	Remarks	Page
312	M. R. Carson	Wingham, O.	16	1 00	Mrs. Geo. Wilson	Toronto, O.		7
313	L. A. Morrison	London, O.	19	10 00	Mrs. W. J. Morrison	"		
314	N. Garant	Atlantic & Lake Superior Ry. P. O. at Caplin River, Q.	19	10 00	A. B. Dupuis	Quebec, Q.	Stated to have been received without contents.	
315	W. Patterson	Halifax, N. S.	21	8 00	Mrs. W. Patterson	Montreal, Q.	Stated not to have been received by the person addressed.	
316	Miss Ella Baker	Southampton, O.	21	0 53	Robt. Simpson Co.	Toronto, O.		
317	Leticia Hall	Toronto, O.	22	5 00	Janet Hall	Ayt, O.		
318	Lemieux & Fils.	Quebec, Q.	22	0 50	Jules Savard	Riviere du Loup Station, Q.		
319	Wm. Todd	Louisburg, N. S.	22	5 00	Mrs. Wm. Todd	Almonte, O.		
320	C. A. G. Robinson	Lowe Inlet, B. C.	22	2 00	The T. Eaton Co.	Toronto, O.		
321	Jas. Dawson	Clifford Station, O.	25	10 00	Mrs. A. Dawson	Wingham, O.		
322	The T. Eaton Co.	Toronto, O.	26	0 30	Sara E. Ferguson	Ferguson's Falls, O.		
323	Miss de St. Ours	St. Ours, Q.	27	3 00	Mme. Provencher	Montreal, Q.		
324	Mrs. J. M. Daly	Ottawa, O.	27	5 00	Miss E. Clarkson	Toronto, O.		
325	Mrs. Jas. Hartley	Salmon River, N. S.	28	23 00	The T. Eaton Co.	"		
326	Miss de St. Ours	St. Ours, Q.	29	10 00	Mme. R. Rolland	Montreal, Q.		
327	Judge Sullivan	Charlottetown, P. E. I.	29	3 00	Arthur Sullivan	"		
328	Claude V. Currie	Winnipeg, M.	29	2 00	Miss Pranglee	Winnipeg, M.		
329	J. G. Masse	Thetford Mines	30	3 00	Ludger Chabot	St. Roch de Quebec		
330	Collingwood Young	Bridgetown, N. S.		0 50	The Robert Stimpson Co.	Toronto, O.		
331	Mitab & Cummings	Thompson's Land, B. C.		8 00	T. Eaton Co.	"		
332	Mrs. A. H. Sargent	Montreal, Q.	Dec.	6 00	J. H. Savage	Shefford Mountain, Q.		
333	H. C. Lewattee	Louisburg, N. S.	1	5 00	Miss J. D. Todd	Almonte, O.		
334	B. Spinks	Vernon, B. C.	1	1 75	A. R. Canning	Victoria, B. C.		
335	J. W. Conway	Port Alma, O.	1	6 21	D. R. Farquharson	Fletcher, O.		
336	T. Clement	Toronto & Owen Sound Ry. P. O. at Toronto.	2	10 00	Mrs. T. Clement	Mount Forest, O.	Stated to have been received without contents.	
337	Miss L. E. Bell	Montreal, Q.	3	3 00	J. C. Moore	Montreal, Q.	Stated not to have been received by the person addressed.	
338	A. F. Hale	Woodstock, N. B.	3	32 36	E. F. Shaw	Bath, N. B.		
339	Mina Graham	Chilliwack, B. C.	5	0 25	Minnie Graham	Arthur, O.		
340	Mrs. M. A. McGinn	Lindsay, O.	5	10 00	F. A. McGinn	Dawson, N. W. T.		
341	Mrs. J. W. Lord	Dominion City, M.	6	6 00	Mrs. Alf. Locking	Winnipeg, M.		
342	Henry Hyans	Halifax, N. S.	7	6 00	Miss Hyams	Toronto, O.		
343	Jas. Hannay	St. John, N. B.	7	6 00	Mrs. J. Hannay	Montreal, Q.		
344	L. Desbrien	Lougue Point, Q.	7	10 00	A. Tremblay	"		
345	Anna Dennis	Cherrier St. P. O., Montreal.	7	5 00	Theo. Denis	Ottawa, O.		

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 LETTERS.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.	
					Name.	Place.				
346	Dr. E. Brunelle...	Beloeil, Q.	1898. Dec. 7	\$ 2 00	Wm. Sanders	Ottawa, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
347	H. Audet	St. Eustache, Q.	" 8	3 00	Wm. H. Audet	Montreal, Q.	"	"	1	
348	Miles McCoy	Oxbow, Assa.	" 9	2 00	Minnie McCoy	Toronto, O.	"	"		
349	Mrs. W. T. Baird	"	" 0	3 00	Mrs. Washburn	Smith's Falls, O.	"	"		
350	C. J. Brittain	Toronto, O.	" 10	3 25	H. C. Brittain	Strathroy, O.	"	"		
351	T. A. Mason	"	" 11	3 00	Mrs. T. A. Mason	Guelph, O.	"	"		
352	Mrs. G. Burson	St. Catharines, O.	" 13	20 00	H. A. Burson	Montreal, Q.	"	"		
353	W. J. Erwin	Nepigon, O.	" 13	15 00	Mrs. Erwin	Rochesterville, O.	"	"		
354	Creed & Slater	Vancouver, B.C.	" 14	5 00	N.W. & B.I. Telephone Co.	Vancouver, B.C.	"	"		
355	Miss R. Merritt	London Station, O.	" 14	3 00	Jas. T. Merritt	Montreal, Q.	"	"		
356	Cecile Sweeney	Montreal, Q.	" 16	8 00	Mrs. John Sweeney	Belle Ansé, Q.	Stated to have been received with out contents.	No evidence to account for the alleged discrepancy.		
357	Rev. Mr. Spragge	Cobourg, O.	" 16	7 00	Mrs. T. R. Robertson.	Collingwood, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.		7
358	Mary Ann Zeigler	Brockton, O.	" 16	3 00	Wm. Zeigler	Arthur, O.	"	"		
359	J. Sharples	Calgary, Alta.	" 16	1 50	J. R. Craig	Meadow Creek, Alta.	"	"		
360	G. H. Pelton	Montreal, Q.	" 17	5 00	G. S. Pelton	Lennoxville, Q.	"	"		
361	P. Boissonault	Three Rivers, Q.	" 17	4 00	W. Boissonault	Quebec, Q.	"	"		
362	Miss Richardson	Victoria, B.C.	" 19	2 00	Mrs. Colvin	Cowichan Stat'n, B.C.	"	"		
363	H. F. Smith	Montreal, Q.	" 19	5 00	J. Martin & Son	Montreal, Q.	"	"		
364	Miss McDowell	Victoria, B.C.	" 19	4 00	Mrs. J. D. Blair	Duncan's Stat'n, B.C.	"	"		
365	Mrs. T. O. Critchley	Rid Lodge, Alta.	" 19	5 00	Mrs. Adam Styles	Calgary, Alta.	"	"		
366	A. B. Bonpas	Wolsley, Alta.	" 19	1 00	Farmer's Advocate	Winnipeg, M.	"	"		
367	Mrs. R. M. Wood	Lower Nicola, B.C.	" 20	2 00	Kamloops Drug Co	Kamloops, B.C.	"	"		

ward.

SESSIONAL PAPER No. 12

No.	Name	Address	Amount	Date	Remarks	Disposition	Account
368	S. J. McEvoy...	Postal car at Depot Harbour.					
369	Mrs. S. Wood	Smith's Falls, O.	1 00	22	Mrs. S. J. McEvoy Ottawa, O.	"	"
370	Chas. Booker	Toronto, O.	2 00	22	The Wood Co. Windsor, O.	"	"
371	Mrs. Ortiz	Nicolet, Q.	5 00	22	Mrs. J. F. Madill Stouffville, O.	"	"
372	Thos. Ellis	Penticton, B.C.	3 50	22	Miss Agnes Mc-Montreal, Q. Murray.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.
373	Mrs. M. Campbell	St. Catharines, O.	5 00	22	W. J. Fleming Prince Albert, Sask., re-directed to St. George, Ont.	Stated not to have been received by the person addressed.	No trace owing to want of registration.
374	Mrs. J. E. O'Reilly	Toronto, O.	1 15	23	Miss Eliza Peckham.	"	"
375	The T. Eaton Co.	Toronto, O.	0 37	23	Mrs. Wm. Herring Montreal, Q.	"	"
376	Mrs. J. Mitchell	St. John, N.B.	1 00	23	Mrs. C.A. Fountain Upper Middle-ton, N.S.	"	"
377	J. A. Zwicker	Halifax, N.S.	9 00	23	Mrs. Ben Zwicker Halifax, N.S. South Waterville, N.S.	"	"
378	James Calder	Woodville, O.	2 00	24	Miss Bella Calder Toronto, O.	"	"
379	J. G. Fraser	Victoria, B.C.	5 00	24	Mrs. David Lank. Great Village, N.S.	"	"
380	Arthur Paquet	St. Sauveur des Montagnes, Q.	3 00	26	Montreal G love Mfg. Co. Montreal, Q.	"	"
381	J. W. Shera	Fort Saskatchewan, Alta.	5 00	26	Mrs. I. Shera Regina, N.W.T.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.
382	Mrs. A. Seagar	Thornhill, O.	2 00	27	Miss Kate Seagar Toronto, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.
383	E. T. Tribe	Brandon, M.	20 00	27	Richard Rusk Muskoka Falls, O.	"	"
384	Jas. G. Stein	Ealdon, O.	15 00	27	Miss Mina Reddick Chatham, O.	"	"
385	Le Torturier	Mattawa, O.	2 00	27	Miss Marie Lontu-rier. Windsor, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.
386	J. F. Cross	Casacades, Q.	6 00	27	Mrs. J. E. Cross Humber Bay, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.
387	Teresa McGillivray	St. Catherine St., Centre, Q.	5 00	28	Mrs. R. McGillivray St. Polycarpe, Q.	"	"
388	Golding & Co.	Tottenham, Q.	5 00	28	James Golding Brampton, O.	"	"
389	Mde. L. Tagny	Hull, Q.	2 00	28	Mde. J. Tagny Quebec, Q.	"	"
390	Mde. P. Gignace	Letter box at C. P. R. Stn, Ottawa.	10 00	30	Jos. Gignace Sillery Cove, Q.	"	"
391	B. Michaud	Quebec, Q.	10 00	31	Mme. A. Michaud Montreal, Q.	"	"
392	Ottawa Truss and Surgical Co.	Ottawa, O.	2 40	31	The E. B. Eddy Co Hull, Q.	"	"
393	Payton Booth	Qu'Appelle S'tn, Assa.	2 00	31	Farmer's Advocate Winnipeg, Man.	"	"
394	John P. Hingley	Kimptown, N.S.	2 00	—	Wm. McKay Valley Stn., N.S.	"	"

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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.			
395	Melle J. Plamondon	Wotton, Q.	1899.	2 00	C. O. Beauchemin & Fils.	Montreal, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
396	J. McMartin	New Westminster, B.C.	"	2 00	Mrs. D. A. McDonald.	Ottawa, O.	"	"	"
397	Mrs. Henry Hart-Ing.	Salmon River, N.S.	"	1 00	The T. Eaton Co.	Toronto, O.	"	"	"
398	A. Stevenson	St. Catherine St., Centre, Montreal	"	4 00	H. C. Stevenson	Lennoxville, O.	"	"	"
399	Martin Goltz	Derrynane, O.	"	25 00	Mrs. M. E. Korman	Toronto, O.	"	"	"
400	Mrs. Morgan	Hamilton, O.	"	6 00	Chas. B. Morgan	Montreal, Q.	"	"	"
401	A. Bolduc	St. Victor de Tring.	"	3 00	Chas. C. Cabana	Sherbrooke, Q.	"	"	"
402	The T. Eaton Co.	Toronto, O.	"	0 84	Mrs. P. A. Murdoch	Bridgeport, N.S.	"	"	"
403	F. Landenbeyer	Belleville, O.	"	1 00	G. L. Dickenson	Manotick, O.	"	"	"
404	Carrie H. Holman	Yorkville, O.	"	1 00	Miss Mary G. Buchan.	Toronto, O.	"	"	"
405	Mrs. W. J. R. Beat-tie.	Chambly Canton.	"	3 10	Miss Ethel Beat-tie	Montreal, Q.	"	"	"
406	J. A. Harris	Kingston, O.	"	5 00	Wm. Somerville	"	"	"	"
407	Miss Monk	St. Catherine St., Centre, Montreal	"	2 50	W. J. Topley	Ottawa, O.	"	"	"
408	T. M. Henry	G. T. Ry. Station Napanee, Ont.	"	1 00	T. Eaton Co.	Toronto, O.	"	"	"
409	Mrs. J. Thompson	St. John, N.B.	"	0 25	Miss Mary Thomp-son.	Montreal, Q.	"	"	"
410	C. Bernard	St. Bazile le Grand	"	30 00	Banque Ville Marie	"	"	"	"
411	Chas. Peaker	Brampton, O.	"	1 00	Mrs. B. Cook	Toronto, O.	"	"	"
412	A. B. Feran	Winona, O.	"	10 00	Walter Buckbee	Fulton, O.	"	"	"
413	Mrs. S. Farron	Toronto, O.	"	1 00	A. A. Farrow	Hamilton, O.	"	"	"
414	Mary Ryan	"	"	5 00	Miss Maggie Ryan	Edge Hill, O.	"	"	"
415	Mrs. M. C. Parsons	"	"	10 00	Mrs. Bradburne	Montreal, Q.	"	"	"
416	H. R. J. Asselin	Magog, Q.	"	25 00	J. Bourdeau & Son	"	"	"	"



417	Foo Chow	Sidney, B.C.	10	15 00	Foo Chow	Victoria, B.C.	"	"	"	"
418	A. Beliveau	Montreal, Q.	11	20 00	Dr. J. C. Cameron	Montreal, Q.	"	"	"	"
419	Mrs. J. T. Douglas	Ottawa, O.	11	5 00	Mrs. J. Douglas	Sault Ste. Marie, O.	Stated to have been received without contents.	"	"	The Sault Ste. Marie post office was entered by a burglar on the night of January 13, who stole the contents of this letter. A man named C. W. Phillips was arrested, and on confession of his guilt was sentenced to three years in penitentiary.
420	R. Stocks	Manitowaning, O.	12	5 80	Smith Bros.	O.	Stated not to have been received by the person addressed.	"	"	No trace owing to want of registration.
421	King Bros. & Co.	Toronto, O.	12	10 00	Thos. R. Flint	Collingwood, O.	Stated not to have been received by the person addressed.	"	"	"
422	Geo. McKibbin	"	12	12 00	Miss Louisa McKibbin	Wingham, O.	"	"	"	"
423	H. Jackson	London, O.	13	3 00	Mrs. H. Jackson	Toronto, G.	"	"	"	"
424	Mrs. Pyncheon	Montreal, Q.	14	2 00	Miss M. Pyncheon	Etchemin, O.	"	"	"	"
425	Mrs. W. McRea	Cookshire, Q.	14	10 00	Miss M. G. McRea	Montreal, Q.	"	"	"	"
426	J. F. Schreider	London, O.	15	5 00	Mrs. F. J. Schreider	Hamilton, O.	"	"	"	"
427	Alex. Walker	Fleming, Assa	16	10 06	Jas. Sharpe	Moosomin, Assa	"	"	"	"
428	John Tate	Montreal, Q.	17	1 00	Memorial Printing and Litho. Co.	London, O.	"	"	"	"
429	P. Burns & Co.	Toronto, O.	18	10 00	Father O'Brien	Montreal, Q.	"	"	"	"
430	A. Meyers	"	18	3 00	Dominion Paint & Cement Co.	Toronto, O.	"	"	"	"
431	I. W. Ycomans	"	18	4 00	Isaac I. Lewis	"	"	"	"	"
432	The T. Eaton Co.	"	19	0 31	Mrs. Rt. McMillan	Isaac's Harbour, N.S.	"	"	"	"
433	Mrs. E. Wilson	London, O.	19	1 00	Fred. C. Wilson	Fairirk, O.	"	"	"	"
434	Ethel Gowell	Crookstown, O.	19	1 50	The Sun Office	Belleville, O.	"	"	"	"
435	A. W. Ward	Lachine, Q.	19	1 00	R. W. Ellis & Co.	Toronto, O.	"	"	"	"
436	Mrs. Reaveley	Otterville, O.	20	1 00	Dr. W. V. Cook	"	"	"	"	"
437	Miss Mager	London, O.	20	5 60	Miss Clark	Oshawa, O.	"	"	"	"
438	Ben. Barber	"	21	5 00	Frank W. McLean	Toronto, O.	"	"	"	"
439	John A. Walker	Chatham, O.	21	5 00	Catherine Kennedy	Duart, O.	"	"	"	"
440	J. A. Moreny	La Beauce, Q.	23	0 15	J. E. Laverney	Quebec, Q.	"	"	"	"
441	Arthur Lemieux	L'Islet, Q.	24	3 50	J. B. Allard & Fils	St. Roch de Quebec, Q.	"	"	"	"
442	Miss M. Major	London, O.	25	5 60	Miss Clark	Oshawa, O.	"	"	"	"
443	Mrs. R. Fowler	Cobourg, O.	25	1 00	Fred. Fowler	Toronto, O.	"	"	"	"
444	Miss Lena McLean	Westmount, Q.	25	1 00	Mrs. Ang. McLean	Berwick, O.	"	"	"	"
445	J. St. Lawrence	London, O.	27	5 00	Mrs. J. St. Lawrence	St. Catharines, O.	"	"	"	"
446	B. Grady	Owen Sound, O.	27	13 00	J. A. Young	Mount Forest, O.	"	"	"	"
447	P. Davies	Lemoxville, Q.	27	20 00	Rev. A. French	Montreal, Q.	"	"	"	"
448	Mde. H. Laframboise	Buckingham, Q.	28	3 00	Rev. Per-Belanger	Mill End, Q.	"	"	"	"
449	S. D. Cushman	Toronto, O.	28	2 00	Miss A. M. Cushman	Hamilton, O.	"	"	"	"
450	Canadian Art Union	Montreal, Q.	30	1 00	Miss C. E. Savard	Quebec, Q.	"	"	"	"
451	Alfred Taylor	London, O.	31	1 25	R. A. Fraser	Toronto, O.	"	"	"	"

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Receptulation.
					Name.	Place.			
452	Mde. H. Laframboise.	Buckingham, Q.	Jan. 31 1899.	1 00 \$ cts.	Paul Laframboise.	Mile End, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
453	Neil McCorvie.	Midland, O.	"	5 00	Mrs. Mary Kennedy.	Owen Sound, O.	"	"	"
454	Melle. A. Beaudet.	Coteau du Lac.	Feb. 1	5 00	Mme. O. Dunn.	Montreal, Q.	"	"	"
455	Thos. H. McDer-	Connor, O.	"	2 00	Miss Clara McDermott.	Toronto, O.	"	"	"
456	Chas. Bomphield.	Cascades, B.C.	"	20 00	Miss Clara Bomphield.	"	"	"	"
457	A. Gueston.	Ry. Post Office, Lefroy, O.	"	5 00	J. C. Beattie.	Collingwood, O.	"	"	"
458	S. Grey.	Hamilton, O.	"	1 00	John Dougall & Son.	Montreal, Q.	"	"	"
459	C. Broderick.	Mitchell, O.	"	3 00	Mrs. E. Broderick.	London, O.	"	This letter was stolen by W. J. McHarg, a clerk in the London post office, who confessed his guilt and was sentenced to three years in the penitentiary. Contents made good. See Cases Nos. 464 and 468.	3
460	Jas. Lawson.	Sarnia, O.	"	7 00	Miss H. M. Lawson.	Petrolia, O.	"	No trace owing to want of registration.	1
461	Robt. Kerr.	London, O.	"	8 00	Miss Eliza Kerr.	Toronto, O.	"	"	"
462	A. J. Brown.	"	"	4 00	Elizabeth Brown.	"	"	"	"
463	J. A. Gieschen.	Victoria, B.C.	"	3 00	Mrs. J. A. Gieschen.	Nanaimo, B.C.	"	"	"
464	Alex. Harvey.	London, O.	"	15 00	Miss Harvey.	Hamilton, O.	"	See Cases Nos. 453 and 468, Class B.	3
465	Mrs. Pethick.	Toronto, O.	"	1 60	J. Huffman.	Fort Hope, O.	"	No trace owing to want of registration.	1
466	Wallace Cameron.	Vancouver, B.C.	"	12 00	Jos. E. Cameron.	Victoria, B.C.	"	"	"
467	Nellie Goss.	Montreal, O.	"	3 00	Mrs. H. Goss.	Toronto, O.	"	"	"
468	W. G. Parkinson.	London, O.	"	1 00	Miss Mand Oamond.	"	"	See Cases Nos. 459 and 464, Class B.	3
469	Benj. Carr.	Yorkville, O.	"	3 00	J. P. Carr.	Thornton, O.	"	"	"
470	Mrs. A. D. Hewart.	Halifax, N.S.	"	3 25	Mrs. Arnaud.	Annapolis, N.S.	"	"	"
471	P. J. Toole.	Limwood, O.	"	4 00	John McDonald.	Arthur, O.	"	"	"
472	F. Broderick.	Mitchell, O.	"	8 00	Mrs. G. Broderick.	London, O.	"	"	"
473	Miss N. Wilkie.	St. Thomas, O.	"	5 00	Mrs. G. Broderick.	London, O.	"	"	"
			"	3 00	Mrs. Wilkie.	Glendale, O.	"	"	"

474	Miss Agnes McFarlane.	North Gower, O.	11	2 00	Mrs. Wm. Crow-	North Gower, O.	"	"	"	1
475	Wm. Hodgins	Tilsonburg, O.	12	3 00	Mrs. Wm. Hodgins	Stratford, O.	"	"	"	
476	E. Greensides	Paris Station, O.	13	1 00	Mrs. R. Beattie	Mount Forest, O.	"	"	"	
477	Wm. Medford	Toronto, O.	14	3 00	Mrs. Hofwen	Teeswater, O.	"	"	"	
478	S. Venier	St. Antoine, Q.	14	3 00	St. Venier	St. Roch de Quebec.	"	"	"	
479	B. Hamelin	Deschambault, Q.	17	1 25	Marie Ouellette	Montreal, Q.	"	"	"	
480	P. Burns & Co.	Toronto, O.	18	19 00	Father O'Brien	Quebec	"	"	"	
481	Rev. M. J. Ferron	St. Blainine, Q.	20	3 00	Chaperon & Garneau	Quebec	"	"	"	
482	L. Decheuc	Riviere Ouelle, Q.	20	3 69	J. A. Langlois	St. Roch de Quebec.	"	"	"	
483	J. & S. McEachern	Douglas, O.	20	8 61	Carter, Galbraith & Co.	Montreal, Q.	"	"	"	
484	G. O. Gorman	Depot Harbour, O.	20	2 00	C. O. Gorman	Walkerton, O.	"	"	"	
485	Samuel Clay	Victoria, B.C.	21	60 00	F. Kirkland	Westham Island, B.C.	"	"	"	
486	Henry Borden	Montreal, Q.	23	25 00	John Boyd	Granby, Q.	"	"	"	
487	R. S. Telfer	Valt, O.	24	20 00	Jas. T. Telfer	Toronto, O.	"	"	"	
488	J. McCarthy	St. Bazile de neuf, Q.	26	20 00	Miss Kate McCarthy	Montreal, Q.	"	"	"	
489	Mrs. T. G. Bate	Ottawa, O.	26	2 00	T. Bate	"	"	"	"	
490	Mme. L. W. Teblomosse.	Frost Village, Q.	27	1 00	B. Rousseau	"	"	"	"	
491	N. McL. Murray	Dunvogan, O.	27	1 00	Family Herald & Weekly Star.	"	"	"	"	
492	Miss R. A. Dewar	Williamstown, O.	27	1 00	John Dewar	Westmount, Q.	"	"	"	
493	Miss B. de Marigny.	Varenes, Q.	28	7 00	Revd. S. Breault	Ottawa, O.	"	"	"	
494	Ada H. Crew	Toronto, B.C.	28	5 00	Mr. Locke	Toronto, O.	"	"	"	
495	E. Hayward	Victoria, B.C.	28	2 00	R. B. Powell	Victoria, B. C.	"	"	"	
496	Miss M. Grenier	Ry. Post Office at Guelph.	28	35 00	Miss M. L. Grenier	Montreal, Q.	"	"	"	
497	Dame Veuve Sauvé	Ry. Post Office at Vaudreuil.	2	2 00	Mme. J. Leger	"	"	"	"	
498	Miss K. E. Murphy	Rothesay, N.B.	2	7 00	Mrs. Murphy	St. John West, Q.	"	"	"	
499	The T. Eaton Co.	Toronto, O.	3	0 76	J. A. Dimock	Windsor, N.S.	"	"	"	
500	F. X. Paquette	Cap Saute, Q.	3	13 00	Central Agency Co.	Montreal, Q.	"	"	"	
501	The T. Eaton Co.	Toronto, O.	4	0 70	E. T. Marsh	Algonquin Park, O.	"	"	"	
502	Postmaster.	Riviere du Moulin, Q.	5	1 00	Le Soleil	Quebec, Q.	"	"	"	
503	R. McGregor	Roseberry, B. C.	5	20 00	Mrs. J. K. Marshall	West Selkirk	"	"	"	
504	Louise Mitchell	Huntingdon, Q.	6	1 00	Mrs. C. Curriگان	Montreal, Q.	"	"	"	
505	Mrs. J. C. Winslow	St. John, N.B.	7	5 00	Mrs. Pauline Winslow	"	"	"	"	
506	Wm. Burke	Collingwood, O.	7	1 00	Canada Fence Co.	London, O.	"	"	"	
507	Mrs. V. Copeman	Edgar's Mills, O.	7	1 00	P. A. Copeman	Seaforth, O.	"	"	"	

3

Contents made good by postmaster of St. Bazile de Portneuf, who inad-  
vertently omitted to register the letter.  
No trace owing to want of registration.

1

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Re-aptation.
					Name.	Place.			
508	Landry & Co	St. John, N. B.	1899.	\$ cts.	Revd. Rector, St. Toronto, O	Basile College.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
509	Eugene Plamondon	St. Raymond, Q.	"	8	Jos. Cote	St. Roch de Quebec.	"	Contents made good by postmaster of St. Raymond who inadvertently omitted to register the letter.	3
510	Miss Bengough	St. Catherine St. Centre, Montreal	"	9	Mrs. Bengough	Milby, O	"	No trace owing to want of registration.	1
511	Miss Williams	Quebec, Q.	"	10	H. Gowan, Jr.	Montreal, Q.	"	"	"
512	Alzire Lavoie	St. Martin, Q.	"	10	Mrs. H. D. Hopp	Peres du St. Sacrement.	"	"	"
513	Mme. J. E. Lefebvre	Laprairie, Q.	"	10	"	"	"	"	"
514	T. Eaton Co.	Toronto, O.	"	10	Mrs. G. E. Shedrick	Sherbrooke, Q.	"	"	"
515	Alicia Pearson	"	"	10	Mrs. H. D. Hopp	Thompsonville, O.	"	"	"
516	R. E. Tully	Saskatchewan Landing.	"	10	T. Eaton Co.	Toronto, O.	"	Contents made good by postmaster of Saskatchewan Landing, who inadvertently omitted to register the letter.	3
517	Rev. J. Layton	Marshfield, P. E. I.	"	13	Robt. B. Layton	Halifax, N. S.	"	No trace owing to want of registration.	1
518	Jas. Reid	Dunroon, O.	"	13	Copp Clark & Co.	Toronto, O.	"	"	"
519	Stephane Tourigny	St. Valere de Bulstrode, Q.	"	13	E. N. de Carufel	Three Rivers, Q.	Stated to have been received without contents.	No evidence to account for alleged discrepancy	7
520	James Snyder	Brosseau Station, Q.	"	14	Miss Agnes Snyder	Montreal, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	"
521	Annie Idlett	Bracebridge, O.	"	14	Mrs. S. E. Pretta	Gravenhurst, O.	"	"	"
522	Rev. E. Judge	Sutton Jn., Q.	"	15	Mrs. Capel	Montreal, Q.	"	"	"
523	A. Raymond	St. Stanislas de Kostka, Q.	"	16	A. G. McBean & Co.	"	"	"	"
524	Rev. J. Cox	Lower Selma, N. S.	"	17	J. Dougall & Son.	"	"	"	1

SESSIONAL PAPER No. 12

525	N. L. Hevreux	St. Pie, Q.	17	35 00	Johnnie L. Heureux	"	"	"	"	"
526	Atinela S. Ellis	Ellisboro, Assa.	17	25 00	Mrs. D. E. Thomson	Toronto, O.	"	"	"	"
527	H. McArthur.	Maxville.	17	3 11	Messrs. Ramsay & Son.	Montreal, Q.	"	"	"	"
528	Miss Dusson.	Montreal, Q.	17	2 00	J. Irwin.	Hull, Q.	"	"	"	"
529	Mrs. E. Bourdon.	West Farnham, Q.	20	2 60	Delle, E. Nadeau.	Montreal, Q.	"	"	"	"
530	Mrs. C. McKenzie.	Petrolia, O.	20	10 00	R. G. MacKenzie.	Toronto, O.	"	"	"	"
531	J. B. Vanstickle.	Ash, O.	20	1 50	A. J. Miller.	"	"	"	"	"
532	L. P. McConnell.	Windsor, O.	21	5 00	Mrs. J. P. McConnell.	"	Only \$1 stated to have been received.	No evidence to account for the alleged discrepancy.	"	7
533	Nellie Feeter.	Amherstburg, O.	21	1 00	H. B. Fould.	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	"	1
534	H. McArthur.	Maxville, O.	23	3 11	Ramsay & Son.	Montreal, Q.	"	"	"	"
535	Mrs. D. Tanner.	Victoria, B.C.	23	1 20	T. Eaton & Co.	Toronto, O.	"	"	"	7
536	Rev. E. P. Judge.	Sutton Junction, Q.	25	3 00	Mrs. Capel.	Montreal, Q.	"	"	"	"
537	Mrs. John Sualley	Ottawa, O.	25	2 00	Miss H. Bliss.	Pembroke, O.	"	"	"	"
538	G. Morrison	Montreal, Q.	27	5 00	L. Morrison	Napierville, Q.	"	"	"	"
539	Mrs. D. Robertson	Beachburg, O.	27	2 00	Miss M. Robertson	Carp, O.	"	"	"	"
540	J. Paterson.	Warton Station Letter Box.	27	5 00	Mrs. Jas Robertson	Teeswater, O.	"	"	"	"
541	Isaie Trottier.	Grondines, Q.	28	2 07	J. A. Langlois.	St. Roch de Quebec, Q.	"	"	"	"
542	C. J. Henshaw.	Vancouver, B.C.	31	5 00	D. Shence.	Victoria, B.C.	"	"	"	"
543	Rev. J. W. Cox.	Lower Selma, N.S.	Mich	1 00	John Dougal & Co.	Montreal, Q.	"	"	"	"
544	Dr. Des Rosier.	Clarence Creek, O.	27	3 00	Ernest Des Rosiers	Joliette, Q.	"	"	"	"
545	H. Bustard.	Regina, N.W.T.	Mich.	20 00	John Bustard	Toronto, Q.	"	"	"	"
546	Walter M. Ross.	Toronto	April	5 00	Mrs. Donald P. Ross	Westmount, Q.	"	"	"	"
547	M. E. Brown.	Danville, Q.	April	3 00	E. H. Brown.	Owen Sound, O.	"	"	"	"
548	Miss Dignor.	Montreal, Q.	1	1 00	Mrs. Dignon.	"	"	"	"	"
549	E. V. Cartwright	Ganoque, O.	1	4 00	Mrs. A. Cartwright	Brantford, O.	"	"	"	"
550	Zoe. Gagne.	St. Isidore de Dorchester, Q.	1	16 50	J. A. Langlais & fils	St. Roch de Quebec, Q.	"	"	"	"
551	Loretta Joubert.	St. Vincent de Paul	2	1 00	Lecomte Joubert.	Montreal, Q.	"	"	"	"
552	George Hamilton.	Brown Hill, O.	3	1 00	Thos. Williamson.	Toronto, O.	"	"	"	"
553	Jean Demeule.	St. Sauveur, Q.	3	3 10	J. B. Latourneau.	Montreal, Q.	"	"	"	"
554	Miss H. McManus.	Ottawa, O.	3	2 00	Miss L. McManus	Arnprior, O.	"	"	"	"
555	Mrs. Wm. Parry.	Armstrong's Corner, N.B.	3	6 00	Mrs. J. McBelyea.	St. John West, O.	"	"	"	"
556	The T. Eaton Co.	Toronto, O.	4	0 05	G. A. Sherr.	Ashcroft, B.C.	"	"	"	"
557	Mrs. W. Stephen.	Ottawa, O.	4	3 00	W. C. Stephens.	Coteau Station, Q.	"	"	"	"
558	Geo. Macfarlane.	Toronto, O.	5	10 00	Mrs. Lillian Macfarlane.	Hamilton, O.	"	"	"	"
559	Mary McLean.	Vancouver, B.C.	5	2 40	Dr. Kerland.	Toronto, O.	"	"	"	"
560	Henry J. Pratten.	Quebec, Q.	6	1 00	Weekly Star	Montreal, Q.	"	"	"	"
561	G. H. Abbs.	Toronto, O.	6	3 00	Dr. R. Jones.	Toronto, O.	"	"	"	"

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Reappraisal.
					Name.	Place.			
562	W. S. Loynes.....	Marysville, O.....	1899, April 6	3 00	Wm. Clazie.....	Shannonville, O.....	Stated to have been received without contents.	The Marysville post office was entered by burglars on the night of the 6th April and contents of this letter stolen. No clue to perpetrators of robbery.	9
563	W. Ballantyne.....	Sherbrooke, Q.....	"	5 00	Thos. Hamilton.....	Almonte, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	"
564	Wm. Hodgkinson.....	Strathroy, O.....	"	2 00	Mrs W H Davison.....	Hamilton, O.....	"	"	"
465	Mrs. J. Fremont.....	Chateau Richer, Q.....	"	4 00	Mde. Vve. Pierre.....	St. Roch de Quebec, Cochon.	"	"	"
566	O. Troostwyk.....	Magog, Q.....	"	2 00	Miss Peacock.....	Montreal, Q.....	"	"	"
567	Hon. J. G. Jones.....	Halifax, N.S.....	"	1 00	Wm. Saunders.....	Ottawa, O.....	"	"	"
568	Mrs. H. Dickie.....	Grafton, N.S.....	"	2 64	F. L. Barnes.....	St. John, N.B.....	"	"	"
569	Mrs. E. Adams.....	Ymir, B.C.....	"	4 00	Miss H. Adams.....	Victoria, B.C.....	"	"	"
570	W. B. Kellet.....	Cottam, O.....	"	40 00	L. F. Smith & Co.....	Windsor, O.....	"	"	"
571	W. A. Rowat.....	Athelstan, Q.....	"	0 30	The Robt. Simpson Co.....	Toronto, O.....	"	"	"
572	L. S. Blodeau.....	Trois Pistoles, Q.....	"	7 33	Jos. Cote.....	St. Roch de Quebec, bec, Q.	"	"	"
573	W. Dauphinas.....	St. Clair Siding, O.....	"	5 00	Page Wire Fence Co.....	Walkerville, O.....	"	"	"
574	Mme. Laferriere.....	Berthier, Q.....	"	6 00	Miss M. Giroux.....	Montreal, Q.....	"	"	"
575	Dr. J. A. Boisvert.....	St. Anastasie, Q.....	"	5 00	W. Brunet & Cie.....	St. Roch de Quebec, bec, Q.	"	"	"
576	Miss Nens Ross.....	Richard's Landing, O.....	"	1 00	The Robt. Simpson Co.....	Toronto, O.....	"	"	"
577	J. Paquet.....	Roberval, Q.....	"	5 00	Z. Paquet, jr.....	St. Roch de Quebec, bec, Q.	"	"	"
578	Mrs. Wm. Richards.....	Lansdowne Hotel, P. E. I.....	"	5 00	Mrs. W. Coles.....	Toronto, O.....	"	"	"
579	Filie Langlois.....	Varennes, Q.....	"	10 00	John Wilkins.....	Montreal, Q.....	"	"	"
580	Agnes L. Bullock.....	Montreal, Q.....	"	14 00	Mrs. J. Jos. Bullock.....	Lyn, O.....	"	"	"

681	Delle Eng. Guy...	Sts. Rosalie, Q.	21	4 00	Mde. Honore Genest.	Montreal, Q.	"	"	"	"
582	C. Brill	Knowlton, Q.	" 21	4 00	Miss Sarah Morrison.	"	"	"	"	"
583	Miss K. Durrell	Portage la Prairie, M.	" 21	3 25	Wright Bros	Winnipeg, M.	"	"	"	"
584	Pierre Marquis	St. Modeste, Q.	" 21	3 00	J. A. Langlois	St. Roch de Quebec.	"	"	"	"
585	L. G. Bilodeau	Trois Pistoles	" 21	7 30	Jos. Cote	"	"	"	"	"
586	Mrs. Atkinson	L'Avenir, Q.	" 22	5 00	C. W. Crandish	Montreal, Q.	"	"	"	"
587	E. Hanson	Wheatley, O.	" 23	2 00	Rev. A. P. McDiarmaid.	Toronto, O.	"	"	"	"
588	J. J. Morrison	Hamilton, O.	" 24	6 00	J. G. S. Morrison	Deer Park, O.	"	"	"	"
589	Georgina Fecteau	Quebec, Q.	" 24	2 24	Mrs. Wells	Montreal, Q.	"	"	"	"
590	Ouesime Dussault	Kimouski, O.	" 24	3 25	J. B. Allard & Fils	St. Roch de Quebec.	"	"	"	"
591	R. Chambers	Wanborough, B.C.	" 25	50 00	Mrs. R. Chambers	Victoria, B.C.	"	"	"	"
592	R. Chambers	Quebec, Q.	" 25	25 00	Miss O. Chambers	"	"	"	"	"
593	P. O. Inspector	Quebec, Q.	" 25	3 25	J. B. Allard & Fils	St. Roch de Quebec.	"	"	"	"
594	A. C. Gilmour	Waterloo.	" 26	16 00	Alex. Bernier	Montreal, Q.	"	"	"	"
595	Jas. L. Roche	St. Catharines, O.	" 26	5 00	Miss Rieba Freis.	Paris, O.	"	"	"	"
596	Rev. M. Stewart	La Guerre, Q.	" 27	1 00	Miss H. C. Stewart	Montreal, Q.	"	"	"	"
597	Alex. Kirkland	Point Edward, O.	" 27	1 00	H. V. Thomas	Cambridge, O.	"	"	"	"
598	Wm. Simpson	London E., O.	" 28	2 00	Calvin Hodgins	Ketch, O.	"	"	"	"
599	Mrs. H. S. Smith	Parkdale, O.	" 28	3 00	A. B. Smith	Wingham, O.	"	"	"	"
600	Mme. L. de Bellefeuille.	Beauharnois, Q.	" 28	2 00	Leonite de Bellefeuille.	Ste. Cunegonde, Q.	"	"	"	"
601	Lem. Pat	Barrie, O.	" 28	1 00	Lem. Kenyon	Toronto, O.	"	"	"	"
602	The T. Eaton Co.	Toronto, O.	" 28	0 89	Mrs. Hundley	Vancouver, B.C.	"	"	"	"
603	Mrs. G. K. O. McGregor.	Waterdown, O.	" 29	4 00	Wilbur Grant	Toronto, O.	"	"	"	"
604	S. Bell	Cor. Prince A. and Park Ave., Montreal.	" 29	2 00	Mde. Bonloy	Montreal, Q.	"	"	"	"
605	Jno. Nicholls	Grenfell, Assa.	" 29	7 00	Love, McAllister & Co.	Winnipeg, M.	"	"	"	"
606	Mr. McAlpine	Winnipeg, M.	" 30	17 00	Adeline McAlpine	London, O.	"	"	"	"
607	Rodrique Pelletier	St. Jerome, Q.	May 1	3 00	Mme. Oliver Pelletier.	Montreal, Q.	"	"	"	"
608	Louis Lacroix	St. Samuel de Horton, Q.	" 1	1 50	Jos. Godin & Fils.	Three Rivers, Q.	"	"	"	"
609	Mrs. Collins	Orilla, O.	" 2	2 00	Miss I. Moffatt	Montreal, Q.	"	"	"	"
610	Mde. Hamel	Montmagny, Q.	" 3	0 50	Miss d'Estimontville.	"	"	"	"	"
611	Wm. Fell	Bathboro', O.	" 3	1 40	Robt. Evans & Co.	Hamilton, O.	"	"	"	"
612	A. H. Belleville	Montreal, Q.	" 5	4 40	T. D. Hood	Montreal, Q.	"	"	"	"

Only \$12.00 stated to account for the alleged discrepancy. Stated not to have been received by the person addressed. No trace owing to want of registration.

APPENDIX G—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Reappraisal.
					Name.	Place.			
613	Chas Schwyer	Hamilton, O	1899.	\$ cts.					
			May	14 00	Geo. Scott	Toronto, O	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
614	Lumina Plaisance	St. Jean des Chailons, Q.	"	9 00	E. F. Beauchesne	Plessisville, Q.	"	"	1
615	Ida Edwards	Hartney, M.	"	1 00	A. Wright	Winnipeg, M.	"	"	
616	Mme. F. Monast.	St. Hyacinthe, Q.	"	3 00	Mme. Victor Helbert	Montreal, Q.	"	"	
617	Mrs. Wager	Toronto, O.	"	5 00	F. Wager	London, O.	"	"	
618	Miss T. Daze	St. Therese, Q.	"	50 00	Dr. Leson Vermette	Mill-End, Q.	"	"	
619	Rev. B. F. Austin	Schreiber, O.	"	10 00	Mrs. B. F. Austin	Toronto, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
620	The T. Eaton Co.	Toronto, O.	"	0 45	Wm. T. Bennett	Waterville, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
621	Jules Laramee	Laurentides, Q.	"	13 00	J. B. Blanchard	Montreal, Q.	"	"	
622	Miss A. Dauphin	Montreal, Q.	"	1 00	Miss Dauphin	Ottawa, O.	"	"	
623	Miss T. J. Jackson	Selkirk, M.	"	25 00	Mrs. Jackson	Russell, M.	"	"	
624	Mme. Cockburn	Montreal, Q.	"	7 00	Baptiste Braye	Caledonia, O.	"	See case No. 697, Class B.	3
625	Mde. Michaud	Lindsay, O.	"	2 00	F. Braye	St. Amour, O.	"	No trace owing to want of registration.	
626	Jennie M. Moore	Ridgetown, O.	"	2 00	F. Franche Armand Co.	Toronto, O.	"	"	
627	J. T. Masson	Toronto, O.	"	2 00	Mrs. J. T. Masson	Dunnville, O.	"	"	
628	E. Cattanaet	Montreal, Q.	"	1 00	A. G. Gilbert	Ottawa, O.	"	"	
629	O. Lapiere	Montreal, Q.	"	2 00	A. Armand	"	"	"	
630	Mrs. M. K. Forbes	Grimstby, O.	"	5 00	Rev. A. P. McDiarmid	Toronto, O.	"	"	1
631	J. A. Dutil	Brantford, O.	"	11 00	E. E. Beauchesne	Plessisville, Q.	"	"	
632	Mrs. Racey	Johnville, Q.	"	2 00	A. G. Racey	Montreal, Q.	"	"	
633	Capt. W. T. Martel	Gold River, N.S.	"	10 00	Ada B. Martell	Port Morien, N.S.	"	"	
634	Delle Raymond	St. Johns d'Iberville.	"	3 00	Delle L. Beaupré	Montreal, Q.	"	"	



SESSIONAL PAPER No. 12

No.	Sender	Address	Amount	Date	Receiver	Address	Amount	Date	Notes
635	Miss Nellie Porter.	Wingham, O.	1 00	" 19	The Robt. Simpson Co.	Toronto, O.	1 00	"	"
636	V. P. Kacey.	Vine, O.	2 00	" 19	Caverc Bros.	Galt, O.	2 00	"	"
637	Miss Findlay.	Montreal, Q.	1 00	" 20	Mrs. J. Findlay.	Chambly Canton, Q.	1 00	"	"
638	C. B. Harris.	Salmon Arm, B.C.	10 00	" 29	E. G. Prior & Co.	Kanloops, B.C.	10 00	"	"
639	Alice Runney	Gleichen, Ala.	10 00	" 20	Geo. R. Runney.	Toronto, O.	10 00	"	"
640	C. H. Gillespie	Hamilton, O.	2 00	" 21	Miss A. D. Brenning	Berlin, O.	2 00	"	"
641	Martha Talbot	Toronto, O.	15 00	" 21	Mrs. H. W. Smith.	Camperdown, O.	15 00	"	"
642	J. F. Hora.	Athens, O.	5 00	" 22	Mabel Markhardt	Toronto, O.	5 00	"	"
643	John McKellar.	St. Thomas, O.	3 05	" 22	Mrs. John McKellar.	Ridgetown, O.	3 05	"	"
644	W. H. Marcon	Toronto, O.	10 00	" 23	Mrs. Marcon	Parry Sound, O.	10 00	"	"
645	C. Hanson.	Wheatley, O.	2 00	" 23	Rev. A. P. McDiarmid.	Toronto, O.	2 00	"	"
646	T. Eaton Co.	Toronto, O.	0 58	" 23	Dorcas A. Hill.	Pleasant Valley, N.S.	0 58	"	"
647	E. Gaudreau.	St. John's, Q.	6 50	" 24	Noel Brosseau.	St. Vincent de Paul, Q.	6 50	"	"
648	Mrs. R. A. Craig.	North Gower, O.	1 00	" 25	Mr. Gilbert.	Ottawa, O.	1 00	"	"
649	The T. Eaton Co.	Toronto, O.	0 29	" 26	Mrs. Daniel Bilton	Richmond, Q.	0 29	"	"
650	Lillian Shears.	"	2 60	" 26	Mrs. J. X. Moran.	Ameliasburg, O.	2 60	"	"
651	Miss L. VanLuvan	"	3 50	" 26	Mrs. H. VanLuvan	Keenount, O.	3 50	"	"
652	J. Murray	P.O. box at Wing-hau Station.	3 38	" 27	Rice, Lewis & Son.	Toronto, O.	3 38	"	"
653	Mungo McWhinnie	Vancouver, B.C.	20 00	" 28	Mrs. M. McWhinnie.	Orillia, O.	20 00	"	"
654	Mrs. Jessie Johns.	Toronto, O.	4 00	" 29	Wm. Johnston.	Uxbridge, O.	4 00	"	"
655	W. G. Watts.	"	1 00	" 29	Mrs. Holdsworth.	Toronto Junc.	1 00	"	"
656	Mrs. A. Vigneault	St. Gregoire, Q.	0 35	" 29	Mr. C. D'Amour.	Montreal, Q.	0 35	"	Stated to have been received without contents.
657	Mrs. Jackman	Victoria, B.C.	2 00	" 30	Mrs. Frey.	Vancouver, B.C.	2 00	"	Stated not to have been received by the person addressed.
658	Mrs. J. Kain.	Belleville, O.	2 50	" 31	D. W. Kain.	Montreal, Q.	2 50	"	"
659	J. P. Saunders.	Durham, O.	6 00	" 31	Mark Adams.	Mount Forest, O.	6 00	"	"
660	Mrs. Geo. Smith.	Yarmouth, N.S.	1 00	May	Mrs. H. D. Smith.	Smithville, N.S.	1 00	"	"
661	Mrs. W. Steele	South Indian, O.	1 00	June	Mr. Gilbert.	Ottawa, O.	1 00	"	"
662	S. Trice.	Kingston, O.	2 00	" 1	Miss J. A. Allan.	Toronto, O.	2 00	"	"
663	Miss Alice Reith.	Owen Sound, O.	4 20	" 1	Imperial Silver-ware Co.	Windsor, O.	4 20	"	"
664	Annie Raymond.	Montreal, Q.	4 00	" 1	Annie Raymond.	Labelle, Q.	4 00	"	"
665	Jos. Tebrault.	"	5 00	" 1	N. Sarrazin.	Three Rivers, Q.	5 00	"	"
666	Miss F. Dobbins.	Rothessy, N.B.	1 25	" 1	Miss Annie Dobbins.	St. John, N.B.	1 25	"	"
667	J. Billings.	Hamilton, O.	2 15 00	" 2	W. H. Billings.	Deer Park, O.	2 15 00	"	"
668	W. B. Nantal.	St. Jerome, Q.	10 00	" 3	I. D. LeDuc.	St. Scholastique, Q.	10 00	"	"
669	Mrs. E. Jackson.	Montreal, Q.	2 00	" 4	Mrs. John Noble.	Cambria, Q.	2 00	"	"

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APPENDIX G—Continued.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1899, 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 Recapitulation.
					Name.	Place.			
670	E. G. Laverdure..	C. P. Ry. Station, Peterboro.	1899, June 4	30 00 \$ cts.	Agnes Laverdure	Ottawa, O	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
671	Mrs. Edith Forbes	Toronto, O	" 6	1 00	Mrs. Mary Guy	Hamilton, O	"	"	"
672	Miss Alice L. Scott	Salmon Arm, B.C.	" 6	1 00	T. Eaton Co.	Toronto, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
673	Branch Dead Letter Office.	Ottawa, O	" 7	2 40	Annie E. Trask	Overton, N.S.	"	"	"
674	Azeline Noel	Chateau Richer, Q.	" 8	0 50	Julia Noel	Quebec, Q	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
675	R. P. Helsby	Halifax, N.S.	" 8	3 00	Henry Johnson	Enfield, N.S	"	"	"
676	Wm. Knight	Hamilton, O	" 9	3 00	Mrs. Wm. Knight	N. Toronto, O	"	"	"
677	Geo. G. McNab	Micksburg, O	" 9	3 00	R. Uglow & Son	Kingston, O	"	"	"
678	Miss M. McKay	St. Thomas & Fort Erie P. O. car	" 12	2 00	T. Eaton Co	Toronto, O	"	"	"
679	Miss Robinson	Hamilton Beach	" 12	8 00	Mr. Robinson	Hamilton, O	"	"	"
680	J. P. Byrne	Ottawa, O	" 12	10 00	Thos. P. Byrne	Kingston, O	"	"	"
681	C. Quintal	Bonaventure Stn., Montreal.	" 13	5 00	Della M. Asselin	St. Marguerite, Q.	"	"	"
682	Mrs. S. Belfontain	Whitehead, N.S.	" 14	2 00	B. & G. Joet	Guyaboro, N.S.	"	Believed to have been stolen by a dishonest assistant in the Guyaboro post office, who fled the country.	3
683	Mrs. M. C. McDonald.	"	" 14	3 00	T. C. Allen & Co.	Halifax, N.S.	"	Contents made good.	"
684	"	"	" 14	2 59	Rosborough & Thomas.	"	"	"	"
685	Mrs. Jos. Roy	Glen Beau, Q.	" 16	2 50	Cie. Chimique Fr.	Montreal, Q.	"	No trace owing to want of registration.	"
686	F. Fullett	London, O	" 16	2 00	L. B. Moore	Americaine.	"	"	"
687	P. Williams	Stratford, O	" 16	10 00	Thos. Williams	Hamilton, O	"	"	"
688	Mrs. S. G. Parkin	P. O. car at Lindsay	" 16	10 00	Mr. M. Fawcett	Toronto, O	"	"	"
689	Mrs. Barnes	London, O	" 16	12 00	R. T. Barnes	Stratford, O	"	"	"

SESSIONAL PAPER No. 12

600	Mrs. M. Kemp	Spring Brook	17	3 00	Minnie Kemp	Trenton, O.	"	"	"	1
601	Frank Trudeau	Montreal, Q.	17	2 00	Odile Trudeau	Montreal, Q.	"	"	"	1
602	D. Falkner	Ottawa, O.	19	5 00	Mrs. Falkner	Williamstown, O.	"	"	"	1
603	W. H. Wooding	"	19	12 00	John Kirwan	Grimby, O.	"	"	"	1
604	Mary S. Pattison	Neepeawa, M.	19	3 00	Mary H. A. Wilson	Toronto, O.	"	"	"	1
605	Stanislas Filiastanislas	Coteau Landing, Q.	20	5 00	Melle E. Filiastanislas	Montreal, Q.	"	"	"	1
606	Col. C. J. Stewart	Morris St. B. O.	20	7 00	Miss Lillian Stewart	Upper Sackville, N.S.	"	"	"	3
607	E. Linklater	Selkirk, M.	22	2 00	D. C. Cook	Pub. Co Chicago, Ill.	"	"	"	1
608	D. Bradshaw	Toronto, O.	22	15 60	James Sloan	Ballycrov, O.	"	"	"	1
609	J. W. Asham	Selkirk, M.	22	17 50	Imperial Silverware Co.	Windsor, O.	"	"	"	5
600	Arthur Renaud	Montreal, Q.	22	9 24	Whitman, Barnes & Mfg. Co.	St. Catherine's, O.	"	"	"	1
601	H. McMaster	Toronto, O.	23	1 00	Mrs. H. McMaster	Norwood, O.	"	"	"	1
602	James Jarvis	Houghton Lake	24	7 00	Wm. J. Perrault	Montreal, Q.	"	"	"	3
603	J. B. Beaudin	Selkirk, M.	25	1 20	R. Simpson & Co.	Toronto, O.	"	"	"	7
604	John Clement	Galt, O.	26	1 00	Miss Frances Clement	Arthur, O.	"	"	"	1
605	John Capell	Toronto, O.	26	3 00	Mrs. John Lawson	Longford Mills, O.	"	"	"	1
606	Nazaire Commire	Montreal, Q.	29	3 00	Arthur Legendre	Three Rivers, Q.	"	"	"	1
607	R. Wallace	Belleville, O.	29	5 00	A. E. Checker	Cobourg, O.	"	"	"	1
608	J. A. Dart	Ridgetown, O.	29	5 00	Thos. McCallum	Blenheim, O.	"	"	"	1
609	Mrs. Rathwell	Farewell, O.	30	0 50	Family Herald & Weekly Star	Montreal, Q.	"	"	"	1
610	J. McPherson	"	30	0 50	J. McGregor	Lynden, O.	"	"	"	1
611	James Webb	Toronto, O.	30	2 00	"	"	"	"	"	1

Believed to have been stolen by a dishonest employee in the Selkirk post office. Contents made good by postmaster of Selkirk. See Nos. 623, 699 and 703, Class B.

No trace owing to want of registration. See Case No. 697, Class B.

No trace owing to want of registration.

Only \$12 stated to have been received. Stated not to have been received by the person addressed.

Stated to have been received without contents. Stated not to have been received by the person addressed.

See Case No. 697, Class B.

No trace owing to want of registration.

APPENDIX G—Concluded.

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.	11	655
2.	Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable		
3.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good	49	31
4.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.	1	
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.	13	1
6.	Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.	1	
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.	25	21
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.	2	1
9.	Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.	25	2
10.	Letters accidentally destroyed during course of post.	4	
11.	Still under investigation.	5	
Totals		136	711

W. D. LESUEUR,  
Secretary.

R. M. COULTER,  
Deputy Postmaster-General.

APPENDIX H

TRANSACTIONS OF THE

DEAD LETTER BRANCH

## APPENDIX

## DEAD LETTERS

STATEMENT of Letters received at the Dead Letter Branches, Canada, during the showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

Number received.	—	—	—	—
<b>DEAD LETTERS :—</b>				
Returned from Great Britain (of these were registered 199)	12,114			
"    United States (                    "    885)	81,000			
"    France (                             "    —)	414			
"    Newfoundland (                     "    4)	633			
"    Arg. Republic (                     "    —)	157			
"    Mexico (                             "    3)	146			
"    Barbados (                           "    —)	136			
"    Victoria (                           "    1)	106			
"    New Zealand (                       "    1)	91			
"    Other colonies and foreign countries (of these were registered..... 11)	8,808			
	1,104	103,605		
LESS—Registered accounted for below.....	1,104			
Books, postal cards, &c., also returned.....			102,501	
			15,169	
				117,670
Returned from post offices in Canada, and classified as follows :—				
Registered letters on hand June 30, 1898.....	87			
"    in hands of postmasters, June 30, 1898.....	10			
"    received during year ended June 30, 1899 (including those of foreign origin).....	10,576			
			10,673	
Letters found to contain value and recorded, on hand June 30, 1898.....	304			
Letters found to contain value and recorded, in hands of postmasters on June 30, 1898.....	8			
Letters found to contain value and recorded, received during year ended June 30, 1899.....	3,494			
			3,806	
				14,479
Ordinary dead letters originating in Canada :—				
Received during the year ended June 30, 1899.....		205,709		
Dead letters with printed address of senders.....		14,123		
Dead letters with official franks.....		5,486		
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, &c.....		41,936		
				267,254
Dead postal cards, parcels, books, &c., on hand June 30, 1898.....			1,581	
Dead postal cards, parcels, books, &c., received during year June 30, 1899.....			311,267	
				312,848
				712,251
Carried forward.....				712,251

SESSIONAL PAPER No. 12

H.  
BRANCH.Year ended the June 30, 1899, and of their contents, valuable or otherwise,  
Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.				
<b>DEAD LETTERS:—</b>				
Returned to Great Britain, including all foreign letters not enumerated below (of these were registered . . . . . 881)	22,643			
Returned to United States (of these were registered. 505)	61,578			
"    France ( " " " " 71)	963			
"    Newfoundland ( " " " " 19)	1,490			
"    N. South Wales ( " " " " 10)	237			
"    Japan ( " " " " 24)	229			
"    New Zealand ( " " " " 4)	209			
"    Hong Kong ( " " " " 4)	159			
"    Other colonies and foreign countries (of these were registered . . . . . 36)	865			
	1,554		88,373	
Books, post cards, &c., of British and foreign origin, also returned . . . . .		35,892		124,265
Registered letters returned to writers, including those of foreign origin . . . . .	9,720			
Registered letters in hands of postmasters. . . . .	147			
Registered letters failed of delivery to writers owing to refusal to redeem, want of address, &c., found to be of no value and destroyed. . . . .	420			
Registered letters in Dead Letter Branches awaiting claim . . . . .	289		10,576	
Letters found to contain value returned to writers. . . . .	3,173			
"    "    in hands of postmasters. . . . .	98			
"    failed of delivery and found to be of no further value . . . . .	2			
"    failed of delivery in Dead Letter Branches awaiting claim . . . . .	221		3,494	
Registered and value letters in hands of postmasters or in Dead Letter Branch on June 30, 1898, and since disposed of as follows:—				
Delivered . . . . .	23			
Destroyed . . . . .	4			
In Dead Letter Branches . . . . .	382		409	
Ordinary dead letters returned to writers. . . . .		117,516		14,479
"    with printed addresses returned to senders. . . . .		14,123		
"    returned to government departments . . . . .		5,486		
"    remaining in Dead Letter Branches without signatures or postmarks, accounts, &c., destroyed. . . . .		189		
Returned dead letters disposed of . . . . .	81,409			
	41,936		123,345	260,659
Dead books, parcels, &c., forwarded or returned to sender . . . . .		19,204		
Dead books, parcels, &c., disposed of. . . . .		291,020		
"    "    remaining in Dead Letter Branches . . . . .		2,624		
			312,848	712,251
Carried forward . . . . .				712,251

## APPENDIX

## STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the number of Letters of all kinds

Number received.	—	—	—	—
Brought forward. ....				712,251
<b>SPECIAL LETTERS, classified as follows :—</b>				
Registered letters on hand June 30, 1898. ....	23			
"    in hands of postmasters June 30, 1898. . . . .	1			
"    received for postage, better address, &c. . . . .	2,386	2,410		
Letters found to contain value and recorded, on hand June 30, 1898. ....	92			
Letters found to contain value and recorded, in hands of postmasters June 30, 1898. ....	8			
Letters found to contain value and recorded, received for postage, better address, &c. ....	3,328	3,428	5,838	
Ordinary letters received for postage . . . . .		21,900	49,566	
"    "    better address. ....		27,576	6,051	
Drop letters received for postage. ....			16,424	
Letters for foreign countries received as unpaid or short- paid. ....			15,681	
Post cards received for postage or better address. ....			448	
Samples received for postage or better address. ....		1,581		
Parcels, books, &c., on hand June 30, 1898 . . . . .		23,422		
"    received for postage or better address. ....			25,003	
				119,011
Carried forward. ....				831,262



SESSIONAL PAPER No. 12

H—Continued.

during the Year ended June 30, 1899, &c.—Continued.

received with the disposition made of them—Continued.

How disposed of.	—	—	—	—
Brought forward.....				712,251
<b>SPECIAL LETTERS:—</b>				
Registered letters returned to writers or forwarded to address.....	2,267			
"    in hands of postmasters.....	61			
"    unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver.....	10			
"    in Dead Letter Branches awaiting claim.....	48			
		2,386		
Letters found to contain value returned to writers or forwarded to address.....	3,167			
"    in hands of postmasters.....	53			
"    destroyed, being of no further value.....	1			
"    in Dead Letter Branches awaiting claim.....	107			
		3,328		
Special registered and value in hands of postmasters or in Dead Letter Branch, June 30, 1898, since disposed as follows:—				
Delivered.....	8			
In Dead Letter Branch.....	116			
		124		
			5,838	
Ordinary letters received for postage, returned or forwarded.....	20,006			
Ordinary letters received for postage, destroyed in consequence, &c.....	1,076			
Ordinary letters received for postage, remaining in Dead Letter Branches.....	308			
		21,990		
Ordinary letters received for better address, returned or forwarded.....	24,352			
Ordinary letters received, destroyed in consequence, &c.....	3,224			
		27,576		
			49,566	
Drop letters received for postage, returned or forwarded.....		5,239		
"    destroyed in consequence, &c.....		765		
"    remaining in Dead Letter Branches.....		47		
			6,051	
Letters for foreign countries, returned or forwarded.....		15,114		
"    destroyed in consequence, &c.....		1,095		
"    remaining in Dead Letter Branches.....		215		
			16,424	
Post cards, returned or forwarded.....		7,741		
"    destroyed in consequence, &c.....		7,940		
			15,681	
Carried forward.....			93,560	712,251

APPENDIX

STATEMENT of Letters received at the Dead Letter Banches, Canada,

TABLE No. 1.—Showing the number of Letters of all kinds

Number received.				
Brought forward.....				831,263
Grand total.....				831,263

	S U M
Letters on hand on June 30, 1898, including those in hands of postmasters.....	4,137
Dead letters received.....	709,896
Special letters received.....	117,227
	<u>831,263</u>

JOHN WALSH,  
Chief Superintendent.

SESSIONAL PAPER No. 12

H—Continued.

for the Year ended June 30, 1899, &amp;c.—Concluded.

received with the disposition made of them—Concluded.

How disposed of.				
Brought forward . . . . .			93,560	712,251
<b>SPECIAL LETTERS—Concluded.</b>				
Samples returned or forwarded . . . . .		304		
" destroyed in consequence, &c. . . . .		144		
			448	
Parcels, books, &c., returned or forwarded . . . . .		14,703		
" destroyed in consequence, &c. . . . .		7,529		
" remaining in Dead Letter Branches. . . . .		2,771		
			25,003	
Grand total . . . . .				119,011
				831,262

## MARY.

Dead letters disposed of . . . . .	708,301
Special letters disposed of . . . . .	115,285
Letters on hand on June 30, 1899, including those in hands of postmasters. . . . .	7,676
	<u>831,262</u>

R. M. COULTER,  
Deputy Postmaster General.

## APPENDIX H—Continued.

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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.		No. of Letters delivered during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of post-masters awaiting claim.
		\$	cts.			
3,294	Money (including \$17.72 inclosed in letters under other heads) . . . . .	15,391	43	3,029	195	70
26	Bills of exchange . . . . .	7,020	67	22	2	2
780	Cheques . . . . .	87,024	15	757	10	13
10	Deposit receipts . . . . .	11,352	27	9	1	
362	Drafts . . . . .	103,878	60	356	2	4
1	I. O. U.'s . . . . .	10	00	1		
1	Letters of credit . . . . .	19	47	1		
435	Money orders (express) . . . . .	6,763	57	419	10	6
1,190	" (post office) . . . . .	15,475	81	1,139	27	24
41	Orders . . . . .	768	75	36	4	1
186	Postal notes . . . . .	514	94	174	3	9
29	Promissory notes . . . . .	87,146	14	277	7	6
444	Receipts . . . . .	53,635	87	432	11	1
1	Salary warrants . . . . .	4	76	1		
12	Stock certificates . . . . .	5,395	00	12		
6	Various certificates . . . . .	13	30	6		
881	Registered letters sent to Dead Letter Office, London, England . . . . .			881		
505	Registered letters sent to Dead Letter Office, Washington, U.S. . . . .			505		
168	Registered letters sent to Dead Letter Offices of other countries . . . . .			168		
41	Deeds . . . . .			39	1	1
84	Documents of value . . . . .			80	3	1
2	Certificate, agent . . . . .			2		
1	" agricultural college . . . . .				1	
2	" alliance . . . . .			2		
4	" A. O. U. W. . . . .			4		
1	" army pensions . . . . .			1		
1	" assay . . . . .			1		
1	" baptism . . . . .			1		
1	" birth . . . . .			1		
6	" Chamber of Commerce . . . . .			6		
7	" character . . . . .			5	2	
6	" church membership . . . . .			6		
1	" Commercial Law League . . . . .			1		
1	" commercial traveller . . . . .			1		
1	" dairy . . . . .			1		
1	" fire insurance . . . . .			1		
9	" free miner . . . . .			8		1
1	" funeral expenses . . . . .			1		
4	" identity . . . . .			4		
1	" incorporation . . . . .			1		
3	" I. O. F. . . . .			3		
6	" I. O. O. F. . . . .			5		1
1	" inspection . . . . .			1		
2	" Knights of Maccabees . . . . .			2		
1	" landing . . . . .			1		
1	" lodge . . . . .			1		
6	" marriage . . . . .			6		
6	" masonic . . . . .			6		
1	" master . . . . .			1		
7	" medical . . . . .			7		
1	" membership . . . . .			1		
2	" " in detective agency . . . . .			2		

SESSIONAL PAPER No. 12

APPENDIX H—Continued.

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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.		No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$	cts.			
2	Certificates, miner			2		
1	" naturalization			1		
6	" Orange			6		
1	" passage			1		
1	" pedigree				1	
2	" proxy vote			2		
1	" purchase			1		
2	" railway half fare			2		
1	" school					1
6	" school teacher			5		1
1	" settler			1		
8	" stock			8		
1	" surveyor				1	
1	" temperance			1		
2	" title			2		
1	" university			1		
14	" various			12		2
1	" weights and measures				1	
2	" work				1	
1	Abstract			1		
1	Accident, traveller's ticket			1		
1	Advice of money order			1		
10	Affidavits			9	1	
12	Agreements			10		2
1	Application			1		
1	Appointment			1		
13	Aprons			13		
1	Assignment			1		
1	Badge			1		
1	Bag, Indian work			1		
4	Bags, satin			4		
16	Baggage checks			13	2	1
1	Barometer					1
1	Basket			1		
1	Basque			1		
4	Beadwork			4		
1	Bear's claw			1		
3	Belts			3		
1	Bib			1		
1	Bible			1		
1	Bicycle lamp			1		
1	" part			1		
1	" pedal			1		
1	" tire			1		
3	Bills of lading			3		
2	Bird wings			2		
1	Blank forms			1		
7	Blouses			6	1	
1	Blueine			1		
1	Boa, feather			1		
2	Booklets			2		
26	Books			21	4	1
1	" Account			1		
1	" " C.O.F.			1		
1	" " Catholic O. F.			1		
2	" Memo			2		
1	" Order				1	
2	" Prayer			2		
2	" Receipt			2		

## APPENDIX H—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters delivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters delivered on June 30, 1899, and now in hands of post-masters awaiting claim.
		£ cts.			
6	Bootees . . . . .		5	1	
10	Boots and shoes . . . . .		10		
3	Bottles . . . . .		3		
3	Box, fancy . . . . .		3	1	
1	" shell work . . . . .		1		
3	Bracelets, plated . . . . .		3		
1	Braces . . . . .		1		
2	Braid . . . . .		2		
1	Brass . . . . .		1		
2	Brass and steel links . . . . .		2		
1	Bridle . . . . .		1		
7	Brooches . . . . .		6	1	
1	" enameled . . . . .		1		
5	" gilt . . . . .		5		
1	" hawk's claw . . . . .			1	
3	Brushes . . . . .		2	1	
2	Buckles . . . . .		2		
2	Bulbs . . . . .		2		
1	Butter knife . . . . .		1		
2	Button hooks . . . . .		2		
2	Buttons . . . . .		2		
1	" collar . . . . .		1		
58	Cakes . . . . .		57	1	
5	Calendars . . . . .		4	1	
2	Cameras . . . . .		2		
6	Candy . . . . .		5	1	
3	Caps . . . . .		3		
2	" fur . . . . .		2		
2	Capes . . . . .		2		
5	Cards . . . . .		5		
1	" Accident Assurance . . . . .		1		
1	" Clearance A.O.U.W. . . . .		1		
1	" Xmas . . . . .		1		
2	Catalogues . . . . .		2		
1	Cement . . . . .		1		
2	Centre pieces . . . . .		2		
4	Chains . . . . .		3	1	
1	Charm . . . . .		1		
4	Cigars . . . . .		4		
3	Cigar cases . . . . .		3		
5	Cigarettes . . . . .		1	4	
1	" paper for . . . . .		1		
2	Claims, sick benefit . . . . .		2		
1	Clearance card . . . . .		1		
1	Cloth . . . . .		1		
2	Clothing, child . . . . .		2		
4	" lady . . . . .		4		
4	" men and boys . . . . .		4		
1	Coat . . . . .		1		
1	Coffee . . . . .		1		
1	Coffin plate . . . . .		1		
1	Cogwheel . . . . .		1		
3	Coins, old . . . . .		2	1	
3	Collars and cuffs . . . . .		3		
1	Collar, fur . . . . .		1		
1	" lace . . . . .		1		
2	Combs . . . . .		2		
4	Commission . . . . .		4		
1	Concertina . . . . .		1		

SESSIONAL PAPER No. 12

APPENDIX H—Continued.

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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		%    cts.			
4	Contract.....		4		
1	Copper plate.....		1		
3	Cotton.....		3		
1	Coupon.....			1	
1	Cover for sideboard.....		1		
3	Crosses, gilt.....		3		
2	Cuff buttons.....		1	1	
1	Cuffs.....		1		
1	Curtain.....			1	
1	Cushion.....		1		
2	" covers for.....		2		
1	Debentures.....		1		
8	Declarations.....		8		
1	Desk set.....		1		
1	Diary.....		1		
12	Diplomas.....		12		
1	Discharge, seaman.....		1		
1	Dish.....		1		
6	Doilies.....		6		
6	Dolls.....		6		
2	" clothing.....		2		
2	Drapes.....		2		
1	Drawing.....		1		
1	Drawn work.....		1		
5	Dresses.....		5		
3	" child.....		3		
6	Dress goods.....		6		
10	Dry goods.....		10		
2	Eardrum.....		2		
1	Earrings.....		1		
2	Easter eggs.....		2		
1	Elastic bands.....		1		
1	Electric belt.....		1		
13	Electro blocks.....		11	2	
1	Elk's teeth.....		1		
4	Embroidery.....		4		
1	Entry and declaration.....				1
4	Envelopes.....		4		
3	Excursion tickets, book of.....		3		
1	Execution.....		1		
1	Eyeglasses.....		1		
1	False teeth.....		1		
3	Fans.....		3		
10	Fancy goods.....		10		
17	" work.....		17		
1	Fish slice.....		1		
1	Flag.....		1		
2	Flannelette.....		2		
11	Flour, samples of.....		11		
2	Flower roots.....		2		
2	Fountain pens.....		2		
1	Frame.....		1		
2	Fruit.....		2		
9	Furs.....		9		
6	" coyotte.....		6		
1	" fox.....		1		
1	" mink.....		1		
1	" sable.....		1		
4	Garters.....		3	1	

## APPENDIX H—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered or those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		£ cts.			
1	Gelatine		1		
3	Glass		3		
6	Gloves		6		
5	" kid		5		
1	Gold bangle		1		
5	" bracelets		5		
19	" brooches		16	2	1
1	" button		2		
2	" " hook		2		
10	" chain		10		
1	" charm			1	
2	" cuff buttons		2		
4	" gold dust		3		1
6	" earrings		4		1
1	" leaf		1		
4	" lockets		4		
1	" medal			1	
19	" nuggets		17	1	1
1	" ore		1		
6	" pens		5	1	
2	" pendants		2		
1	" pencils		1		
16	" pins		14	2	
1	" powder		1		
94	" rings		71	20	3
1	" slide for chain		1		
12	" spectacles		12		
1	" spoons		1		
1	" " enamelled		1		
1	" studs			1	
1	" tooth		1		
11	" watches		9	2	
3	" " cases		3		
1	Guarantee, piano		1		
1	Hair switch		1		
26	Handkerchiefs		26		
8	" case		8		
1	" holder		1		
14	" silk		13	1	
1	Hardware		1		
2	Hats		2		
5	Herbs		5		
2	Homestead, receipts		2		
1	Honey		1		
1	Hood		1		
5	Hosiery		5		
1	Housewife		1		
2	Hypodermic needle		1	1	
1	Indian beadwork		1		
1	Ink powder		1		
75	Insurance policies		74	1	
1	Invoice		1		
1	Iron		1		
2	Jackets		2		
1	Jersey		1		
1	Jewel case		1		
2	Jewellery		2		
8	Keys		8		
4	Knives		3	1	



SESSIONAL PAPER No. 12

APPENDIX H—Continued.

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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Kodak, part of		1		
2	Labour checks		1	1	
4	Lace		4		1
1	" collar		1		
2	Lamp wick		2		
3	Land grant		3		
1	" title		1		
8	Leases		7		1
1	Leather		1		
56	Legal papers		55		1
1	Letter headings			1	
2	Letters, old		2		1
1	Letter index		1		
1	Lens		1		
1	License, game		1		
1	" liquor		1		
2	" pedlar		1		1
1	" school teacher		1		
1	" timber		1		
3	" various		3		
1	Linen		1		
2	Liquid		2		
1	Liquorice		1		
2	Locketts		2		
2	Lottery tickets		2		
1	Lounging robe case		1		
5	Machinery, parts of		5		
1	Magazine		1		
1	Manicure set		1		
1	Mantle border		1		
2	Manuscript		2		
8	Maple sugar		8		
1	Match box		1		
11	Mats		11		
7	Medals		7		
26	Medicine		25		1
1	Membership ticket		1		
1	Mending tissue				1
2	Metal		2		
7	Mileage tickets		7		
1	Military accoutrements		1		
1	Mince meat		1		
2	Mineral claims		2		
6	Mineral samples		6		
7	Mitts		7		
19	Moccasins		19		
10	Mortgages		10		
2	Mouth organs		2		
3	Mufflers		3		
1	Mug		1		
1	Music		1		
2	Napkin rings		1		1
1	Naturalization papers		1		
1	Necklace		1		
15	Neckties		13		2
2	Needle cases		2		
1	Needles		1		
1	Netting		1		

## APPENDIX H—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.		No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$	cts.			
1	New testament .....			1		
1	Night shirt .....			1		
7	Notices, various .....			7		
1	Ointment .....			1		
6	Orders, various .....			6		
1	Organ reeds .....			1		
10	Ores .....			10		
1	Owl's head .....			1		
1	Painting .....			1		
3	Pamphlets .....			3		
13	Passbooks .....			13		
4	" A. O. U. W. ....			4		
2	" Artisan .....			2		
39	" bank .....			38		1
1	" building society .....			1		
1	" Canadian Home Circle .....			1		
4	" C. O. C. F. ....			4		
2	" C. O. F. ....			2		
2	" insurance .....			2		
1	" I. O. F. ....			1		
2	" I. O. O. F. ....			2		
4	" Loan and Savings .....			3		1
7	" savings bank .....			7		
10	" various .....			9		1
1	" Sons of England .....			1		
1	" " Scotland .....			1		
2	" store .....			2		
2	Passes, half fare .....			2		
9	" railway .....			9		
4	" steamboat .....			4		
1	Passport .....			1		
1	Patrol jacket .....			1		
3	Pawn tickets .....			2		1
4	Pedigree .....			3		1
1	Pen .....			1		
2	Pencil cases .....			2		
2	Penholders .....			2		
4	Penknives .....			4		
17	Perfume .....			15		2
1	" bottle .....			1		
3	Permits .....			3		
59	Photos .....			57		2
7	Photo films .....			7		
8	Pictures .....			8		
5	Pillow shams .....			5		
24	Pills .....			24		
16	Pins .....			16		
1	" souvenir .....			1		
13	" gilt .....			11		2
4	Pincushions .....			4		
3	Pin trays .....			3		
8	Pipes .....			8		
1	Plan .....			1		
2	Plants .....			2		
1	Plate, china .....			1		
1	" shell .....			1		
1	Plum pudding .....			1		
1	Plush .....			1		

SESSIONAL PAPER No. 12

APPENDIX H—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.		No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$	cts.			
4	Pocket books.....			4		
1	Porcupine quills.....			1		
30	Postage stamps used.....			30		
1	Pouch, tobacco.....			1		
1	Powder.....			1		
13	Powers of attorney.....			13		
4	Prayer beads.....			4		
2	Precious stones.....			1	1	
2	Priests' cloak.....			2		
1	Proof sheet.....			1		
4	Proxies.....			4		
1	Punch, metal.....			1		
5	Purses.....			4	1	
2	Razors.....			2		
8	Receipts for goods.....			8		
4	" registered letters.....			4		
4	" various.....			4		
1	Record mineral claims.....			1		
1	Regalia, part of.....			1		
3	Registered letters.....			3		
1	Release.....			1		
2	Reports.....			2		
1	Review.....			1		
1	Revolver.....			1		
10	Ribbon.....			9	1	
2	Rings.....			2		
10	" gilt.....			9		1
1	" opal.....			1		
1	Rubber shield.....			1		
2	" stamps.....			2		
3	sachets.....			3		
1	Salmon, sample of.....			1		
2	Salt cellars.....			2		
1	Salve.....			1		
1	Satin.....			1		
1	Saw.....			1		
1	Scapular.....			1		
8	Scarf.....			8		
1	Scarf pin.....			1		
2	Scissors.....			2		
1	Scrap book.....			1		
13	Seeds.....			13		
1	Shaving case.....			1		
3	Shawls.....			3		
1	Shawl strap.....			1		
1	Shields, dress.....			1		
3	Shipping bills.....			3		
1	Ship's clearance papers.....			1		
4	Shirts.....			3	1	
4	Shoes.....			4		
1	Sick benefit claim.....			1		
4	Silk.....			4		
1	" crochet work.....			1		
3	" handkerchief.....			3		
1	" scarf.....			1		
1	Skirt.....				1	
1	Silver belt buckle.....			1		
1	" bowl.....					1
3	" bracelets.....			3		

APPENDIX H—Continued.

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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on June 30, 1899, and now in hands of post-masters awaiting claim.
		\$ cts.			
9	Silver, brooches				
6	" button hooks		8	1	
1	" chain		5	1	
1	" cruet		1		
1	" cuff buttons			1	
2	" eye glasses		1		
1	" hat brush		1	1	
2	" jars		1		
1	" knife		2		
1	" match box			1	
3	" medals		1		
1	" nail brush		3		
3	" nail cleaners		1		
3	" napkin rings		3		
1	" paper knife		2		
1	" pencil case		1	1	
1	" pin		1		
1	" rim for spectacles		1		
1	" salt cellar			1	
2	" seals		1		
9	" spoons		2		
1	" stamp box		7		
1	" taseel		1		2
1	" thimble		1		
1	" toilet set		1		
1	Silverware set		1		
17	Silver watches		1		
1	" case		17		
1	Skates		1		
1	Skirt		1		
2	Sleeve links		1		
15	Slippers		2		
1	Snuff		15		
2	Soap		1		
1	" box		2		
13	Socks		1		
1	Soda, washing		13		
8	Solder		1		
8	Spectacles		6		3
9	Spoons		8		
17	" souvenir		9		
1	Spy glass		16		1
2	Stationery		1		
2	Stick pins		2		
7	Stockings		2		
6	Studs		7		
2	Subprensas		6		
1	Subscription list				2
10	Summons		1		
7	Table covers		9		1
2	" mats		7		
1	" napkin		2		
2	Tea		1		
1	" cloth		1		
1	" pot		1		1
1	" pot lid		1		
					1

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APPENDIX H—Continued.

TABLE No. 2.—Showing the Number of Letters received containing Money or other articles of value, &c.—Continued.

No. of Letters received during the Year ended June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$ cts.			
3	Testimonials		3		
1	Thermometer		1		
5	Thimbles		5		
1	Ticket, accident assurance		1		
1	"    hospital admission		1		
1	"    lottery		1		
1	"    membership			1	
1	"    raffle		1		
36	"    railway		30	6	
2	"    steamboat		2		
3	"    various		3		
1	"    weigh scale		1		
5	Tidies		5		
10	Ties		9	1	
6	Tobacco		6		
1	"    pouch		1		
4	Toilet mats		4		
3	"    requisites		3		
1	"    set		1		
1	Tool		1		
1	Tooth plate		1		
4	Toys		4		
3	Transfers		3		
1	Tray cloth		1		
1	Trinket box		1		
3	Trousers		2	1	
3	Trusses		3		
1	Tuning fork		1		
1	Tuque		1		
1	Type				1
1	Umbrella tag		1		
7	Underclothing		7		
1	Uniform jacket		1		
14	Unopened letters		13		1
3	Vests		3		
2	Views		2		
1	Voters' list		1		
1	Walnuts		1		
20	Watches		19	1	
2	"    gilt		2		
1	"    gun metal			1	
35	"    nickel		30	3	2
3	"    chains		3		
1	"    toy		1		
1	"    Waterbury		1		
2	"    works		2		
1	Wearing apparel		1		
1	Whip lash			1	
1	Whisk holder		1		
3	Wills		3		
4	Woollen goods		4		
1	Work box		1		
2	Work box fittings		2		
1	Writing pad		1		

APPENDIX H—*Concluded.*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 June 30, 1899.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1899.	No. of Letters delivered of those received during the Year ended June 30, 1899.	No. of Letters undelivered on June 30, 1899, and now lying unclaimed in Dead Letter Branches.	No. of Letters undelivered on June 30, 1899, and now in hands of postmasters awaiting claim.
		\$ cts.			
7	Writs .....		7		
5	Written and printed matter .....		5		
11,050 8,734	Add to these ordinary recorded letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown in Table No. 1 .....	394,414 73	10,480	405	165
	Grand total of letters containing value, disposed of .....		8,280	260	194
	Grand total of letters remaining unclaimed in Dead Letter Branch .....		18,760	665	359
	Grand total of letters in hands of postmasters .....		665		
19,784			359		
			19,784		

27 letters remained in hands of postmasters on June 30, 1898. All of these have since been accounted for.

JOHN WALSH,  
*Chief Superintendent.*

R. M. COULTER,  
*Deputy Postmaster General.*

APPENDIX I

POSTAL NOTES





APPENDIX I.  
SUMMARY of Postal Notes issued to Postmasters from August 1, 1898 to June 30, 1899.

Months.	NUMBER OF EACH CLASS OF POSTAL NOTE.												Total Value.					
	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	82 Cents.	92 Cents.	\$1.02	\$1.52	\$2.02		\$2.52	\$3.03	\$4.03	\$5.03	Total No. of Notes.
1898.																		\$ cts.
August.		29,620			29,680	17,290			22,860				13,860			12,280	125,480	155,519 20
September		445			445	465			690				540			1,650	4,235	11,046 00
October		680		22,920	1,110	985			2,715	13,880	12,310		1,530			2,845	58,975	77,759 45
November	24,610	1,100	24,610	790	1,845	12,225	1,790	12,225	4,835	2,050	4,600	2,580				5,374	98,594	83,973 02
December	590	2,480	506	1,390	3,355	2,060	2,820	2,010	8,194	4,875	7,450	4,184				7,448	47,371	87,022 15
1899.																		
January	1,515	3,185	1,380	2,705	4,730	3,630	4,585	3,655	12,025	10,690	5,710	8,665	4,585	8,745	7,235	7,830	90,870	168,484 40
February	1,450	2,389	1,525	2,085	3,530	2,365	3,405	2,420	1,135	7,720	4,008	5,220	2,820	2,635	2,530	6,125	51,362	91,641 40
March	6,175	6,705	5,420	5,835	7,080	6,410	6,660	5,940	4,875	13,050	7,255	9,385	3,120	3,770	3,335	7,440	103,055	142,676 45
April	3,740	4,965	4,090	4,135	6,110	4,160	4,260	3,910	2,840	9,885	5,495	7,170	2,770	3,925	3,435	7,190	78,070	121,476 36
May	1,920	3,610	2,625	2,620	4,450	2,280	2,920	1,990	1,195	7,460	3,435	5,505	2,840	3,515	2,895	7,415	56,675	102,513 00
June	1,863	2,592	2,141	2,375	3,423	2,076	2,258	1,753	1,140	6,095	3,003	4,348	2,423	3,383	2,654	6,465	47,992	89,017 15
	41,863	57,781	42,286	44,855	66,258	35,226	47,438	33,933	23,210	94,194	49,711	64,553	41,242	25,973	22,084	72,062	762,679	1,131,078 57
The following Notes were returned by postmasters and re-issued and are included in the above	68	126	66	70	123	41	58	38	30	69	46	33	47	23	24	37	899	964 02
Included in the above totals are the Notes issued to stock the different Post Offices, as follows:	29,860	33,995	28,985	27,285	33,955	16,630	21,665	16,630	16,165	28,110	18,260	17,555	13,850	8,305	6,740	12,380	380,260	.....

APPENDIX I—Continued.

STATEMENT showing the Number of Postal Notes received from the American Bank Note Company from July 28, 1898, to June 30, 1899, with the total value of the same.

Months.	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	82 Cents.	92 Cents.	\$1.02	\$1.52	\$2.02	\$2.52	\$3.03	\$4.03	\$5.03	Total Number of Notes.	
1898.																		
July.....		9,800			9,800		5,700			22,860			13,850			12,280	25,300	
August.....		19,820			19,780		11,590			690			540			1,650	100,180	
September.....		446			446		465			2,715			1,530			2,845	4,235	
October.....		680		22,940	1,110		965			4,905	13,890	12,320	1,530			5,360	59,015	
November.....	24,610	1,040	24,610	760	1,785	12,255	1,760	12,255		4,805	2,035	4,485	2,565			5,360	98,325	
December.....	580	2,430	495	1,380	3,345	2,055	2,815	2,005		8,185	4,870	7,445	4,180			7,445	47,280	
1899.																		
January.....	1,515	3,185	1,380	2,705	4,730	3,630	4,585	3,655	12,025	10,690	5,710	8,665	4,585	8,745	7,235	7,830	90,870	
February.....	1,440	2,380	1,515	2,075	3,520	2,360	3,400	2,415	1,135	7,720	4,005	3,220	2,820	2,635	2,530	6,125	51,285	
March.....	6,205	6,730	5,445	5,860	7,705	6,435	6,685	5,965	4,900	13,080	7,280	9,415	3,120	3,770	3,335	7,440	103,370	
April.....	3,710	4,940	4,065	4,110	6,985	4,125	4,235	3,885	2,815	9,855	5,470	7,140	2,770	3,925	3,435	7,190	77,755	
May.....	1,965	3,585	2,610	2,600	4,435	2,955	2,910	1,975	1,195	7,445	3,420	5,495	2,825	3,510	2,890	7,405	56,480	
June.....	1,850	2,560	2,110	2,355	3,385	2,060	2,250	1,740	1,110	6,080	2,985	4,335	2,410	3,365	2,635	6,455	47,675	
	41,795	57,655	42,230	44,785	66,135	35,185	47,380	33,895	23,180	94,125	49,665	64,520	41,195	25,950	22,060	72,025	761,780	

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APPENDIX I—Continued.

POSTAL NOTES returned to the Postal Note Division from Postmasters, &c., from August 1, 1898, to June 30, 1899.

Date.	Number of each class of Postal Note.														Total No.	Value,			
	21 cents.	26 cents.	31 cents.	41 cents.	52 cents.	62 cents.	72 cents.	82 cents.	92 cents.	\$1.02.	\$1.52.	\$2.02.	\$2.52.	\$3.03.			\$4.03.	\$5.03.	
1898.																		\$	cts.
August.....		2			16		9			3						1	31	23	41
September...		12			17		9			21			12			8	79	110	34
October.....		51		2	45		29			26	2	2	16			9	182	177	55
November.....		25	1	21	20	1	17	1		39	21	28	15			21	210	311	19
December...	16	25	19	27	27	9	14	7		44	19	34	16			27	284	380	83
1899.																			
January.....	33	39	32	32	35	18	22	25		45	38	31	17	1		27	395	453	77
February....	19	32	20	13	22	13	5	7	17	37	31	18	15	20	10	14	293	398	66
March.....	11	15	13	8	21	6	12	15	6	27	21	20	12	9	4	15	215	303	56
April.....	10	22	13	22	12	13	11	14	1	40	19	31	21	18	5	18	270	405	94
May.....	50	60	44	40	58	38	32	36	26	53	45	41	37	30	18	44	652	869	62
June.....	26	30	28	29	26	24	19	18	3	38	20	39	17	17	20	33	387	582	31
	165	313	170	194	299	122	179	123	53	373	216	244	178	95	57	217	2,998	4,017	18
Of the above the following were re-issued to Postmasters.....	68	126	66	70	123	41	58	38	30	69	46	33	47	23	24	37	899	964	02

The balance were cancelled.

APPENDIX I—Continued.

STATEMENT of the Number and Value of Paid Postal Notes received in the Postal Note Division from the commencement of business on August 1, 1898, to June 30, 1899; and also of the Value of Postage Stamps affixed thereto to enable broken amounts to be remitted, and the amounts paid in Postage Stamps for extra commission.

Months.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	80 Cents.	90 Cents.	\$1.00.	\$1.50.	\$2.00.	\$2.50.	\$3.00.	\$4.00.	\$5.00.	Total number of Notes.	Total Value including Postage Stamps affixed.	Value of Postage Stamps affixed for extension of value.	Extra commission paid in Postage Stamps.	
																		\$ cts.	\$ cts.	\$ cts.	
1898.																					
August.....	660	1,453	2,631	3,050	5,340	2,406	4,069	2,669	54	10,301	5,301	7,510	4,006	195	147	6,877	60,313	91,535	259	0 14	
September.....	1,453	2,631	3,050	2,663	4,440	2,153	3,136	2,149	938	8,294	3,607	5,030	2,494	2,388	1,682	6,458	53,550	87,810	247	0 06	
October.....	1,666	147	3,021	3,120	5,091	2,410	3,291	2,295	1,254	9,200	3,901	5,624	2,611	3,050	2,238	6,954	60,977	99,042	326	0 53	
November.....	10	2,634	7	2,166	3,284	6	2,016	12	1,387	9,256	4,205	6,340	2,579	3,141	2,369	7,043	65,320	103,655	379	0 70	
December.....	1,892	4,007	1,993	2,934	4,913	1,775	3,366	1,881	1,453	8,166	3,562	5,945	2,561	3,205	2,318	7,324	60,611	101,279	369	1 92	
																	57,436	91,899	195	0 02	
1899.																					
January.....	2,263	3,553	2,631	3,050	5,340	2,406	4,069	2,669	54	10,301	5,301	7,510	4,006	195	147	6,877	60,313	91,535	259	0 14	
February.....	2,163	3,451	2,504	2,663	4,440	2,153	3,136	2,149	938	8,294	3,607	5,030	2,494	2,388	1,682	6,458	53,550	87,810	247	0 06	
March.....	2,594	4,380	3,021	3,120	5,091	2,410	3,291	2,295	1,254	9,200	3,901	5,624	2,611	3,050	2,238	6,954	60,977	99,042	326	0 53	
April.....	2,875	4,767	3,403	3,3 4	5,770	2,809	3,418	2,474	1,387	9,256	4,205	6,340	2,579	3,141	2,369	7,043	65,320	103,655	379	0 70	
May.....	2,426	4,075	3,167	3,171	4,940	2,550	3,078	2,270	1,453	8,166	3,562	5,945	2,561	3,205	2,318	7,324	60,611	101,279	369	1 92	
June.....	2,044	3,064	2,699	2,728	4,262	2,231	2,764	2,007	1,404	6,952	3,648	5,343	2,515	3,193	2,428	6,903	54,265	84,931	338	2 19	
	16,207	33,830	19,428	23,413	44,149	16,402	28,388	15,657	6,490	74,589	32,411	48,316	26,710	15,172	11,182	59,063	471,407	771,490	2,272	5 56	

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APPENDIX I—*Concluded.*

STATEMENT showing the Revenue derived from commission on Postal Notes for the year ended June 30, 1899.

Denomination.	No. of Notes.	—	—
			\$ cts.
20 cents .....	16,207		
25 " .....	33,830		
30 " .....	19,428		
40 " .....	23,413		
50 " .....	44,149	92,878 at 1c.	928 78
60 " .....	16,402		
70 " .....	28,388		
80 " .....	15,657		
90 " .....	6,490		
\$1.00 .....	74,589		
\$1.50 .....	32,411		
\$2.00 .....	48,316		
\$2.50 .....	26,710		
\$3.00 .....	15,172	293,112 at 2c.	5,862 24
\$4.00 .....	11,182		
\$5.00 .....	59,063		
		85,417 at 3c.	2,562 51
		471,407	9,353 53

W. J. JOHNSTONE,  
*Accountant.*

R. M. COULTER,  
*Deputy Postmaster General.*



APPENDIX J

TRANSACTIONS OF THE

POSTAGE STAMP BRANCH





## APPENDIX J.

## POSTAGE STAMPS.

During the fiscal year under review a new postage stamp of the 2c. denomination, known as the 2c. Canadian Imperial Stamp, and intended to commemorate the inauguration, on Christmas day, 1898, of the inter-Imperial scheme of penny postage, was prepared, and the first instalment thereof was sent out to postmasters sufficiently early for use on that date.

The 10c. Special-Delivery stamp, to which reference was made in the last report, came into use at the beginning of the current fiscal year, simultaneously with the commencement of the Special-Delivery Service, and of this stamp 52,940 were issued to meet the demands, which would go to show that the service is being availed of to a considerable extent throughout the country.

As a result of the reduction in the Domestic Letter rate of postage, the issue of the 3c. letter card, 3c. stamped envelope and the 3c. postage stamp has been discontinued, unused quantities of these, however, continuing available for postage purposes, or exchangeable at any post office for their equivalent in postage stamps of other denominations.

At the close of the fiscal year there were 975 licensed stamp vendors in the Dominion, who, in addition to postmasters, are authorized to sell postage stamps.

Whilst the value of the stamp issue for the fiscal year under consideration exhibits a decrease, yet the quantities sent out of the more commonly used stamps, with the exception of the 3c. stamp, the demand for which on the reduction of the Domestic Letter rate of postage (January 1, 1899) practically ceased, indicate a large increase. The following figures, showing the quantities of stamps (1c., 2c. and 3c.) issued during the fiscal years 1895-6, 1896-7, 1897-8, 1898-9 illustrate this :

	1895-6.	1896-7.	1897-8.	1898-9.
1 cent. . . . .	45,234,900	49,499,400	49,206,300	55,860,445
2 cent. . . . .	12,925,100	14,015,200	15,000,800	78,903,845
3 cent. . . . .	81,674,800	89,336,000	87,928,400	47,840,745
Totals. . . . .	139,834,800	152,850,600	152,135,500	182,605,035

The total output of these stamps for the present fiscal year shows, as compared with the issues of the other years noted in the foregoing table, an increase of 42,770,235 over 1895-6 ; of 29,754,435 over 1896-7 ; of 30,469,535 over 1897-8.

The revenue from sales of stamps, &c., for the fiscal year ended June 30, 1899 was \$4,099,581.62, showing, as compared with the revenue from the same source for the preceding year, a decrease of \$301,020.29.

The usual detailed statements of Receipts and Issues of Postage Stamps, &c., for the year ended June 30, 1899, are subjoined, as is also a statement showing increase and decrease in the issue of postage stamps, &c., for the year ended June 30, 1899, compared with the issue of the preceding fiscal year.

## APPENDIX

## ORDINARY

## STATEMENT of Receipts and Issues of Postage Stamps, Post Bands, Letter

## RECEIPTS.

Denominations.	Stamps, &c., 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.
1c. postage stamps.....	523,060	1,300,000	484	1,150	1,824,694	9,123 47
1c. ".....	9,675,200	52,200,000	22,887	4,750	61,902,837	619,023 37
2c. ".....	4,532,600	80,560,000	17,434	4,850	85,114,884	1,702,297 68
3c. ".....	7,838,100	42,800,000	1,391,526	1,319,250	53,348,876	1,600,466 28
5c. ".....	1,582,550	1,505,000	2,895	1,300	3,091,745	154,587 25
6c. ".....	147,800	330,000	998	3,250	482,048	28,922 88
8c. ".....	624,350	635,000	13,162	6,450	1,278,962	102,316 96
10c. special delivery stamps.....	21,425	60,000	318	75	81,818	8,181 80
10c. postage stamps.....	161,125	270,000	503	450	432,078	43,207 80
15c. ".....	81,875	.....	353	500	82,728	12,409 20
20c. ".....	258,350	.....	235	.....	258,585	51,717 00
50c. ".....	484,925	.....	759	75	485,759	242,879 50
1c. post bands.....	9,600	368,000	3,923	.....	381,523	4,769 03½
1c. letter cards (blank).....	24,900	90,000	5,435	2,100	122,435	1,224 35
2c. ".....	13,800	159,500	665	.....	173,065	3,479 30
3c. ".....	19,250	57,000	36,566	50	112,866	3,385 98
1c. " (printed).....	.....	31,000	.....	.....	31,000	.....
2c. ".....	.....	64,000	.....	.....	64,000	.....
3c. ".....	.....	19,500	.....	.....	19,500	2,275 42½
1c. post cards.....	1,836,800	24,360,000	2,183	6,500	26,205,483	262,054 83
2c. postal union cards.....	29,100	21,000	8,074	800	58,974	1,179 48
2c. reply cards.....	7,700	120,000	1,021	1,000	129,721	2,594 42
1c. post cards, advt., single.....	16,500	254,000	891	400	271,791	2,717 91
1c. " " " 8 on sheet.....	39,000	603,000	.....	.....	642,000	6,420 00
1c. " " " 16 on sheet.....	32,000	254,000	.....	14,000	300,000	3,000 00
1c. spt. env., at \$1.20 per 100.....	.....	100,000	.....	.....	100,000	1,200 00
1c. " 1.25 ".....	1,900	.....	3,424	.....	5,324	66 55
2c. " 2.20 ".....	.....	290,000	1	.....	290,001	6,380 02½
2c. " 2.30 ".....	8,800	.....	76	.....	8,876	204 14½
3c. " 3.25 ".....	42,100	70,000	13,602	.....	125,702	4,022 46½
3c. " 3.25 ".....	.....	.....	4,627	.....	4,627	150 37½
3c. " 3.30 ".....	.....	.....	3,081	.....	3,081	101 67½
Totals.....	28,012,810	206,521,000	1,535,123	1,366,950	237,435,883	4,880,364 15½

E. P. STANTON,  
Superintendent, Postage Stamp Branch.

SESSIONAL PAPER No. 12

J—Continued.

SERIES.

Cards, Post Cards and Stamped Envelopes, for the Year ended June 30, 1899.

ISSUES.						
Denominations.	Issued to Postmasters during the year.	Stamps, &c., destroyed, as unfit for use.	Stamps, &c., on hand June 30, 1899.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the year.
					\$ cts.	\$ cts.
1c. postage stamps	1,686,910	484	137,300	1,824,694	9,123 47	8,434 55
1c. "	55,857,050	22,887	6,022,900	61,902,837	619,023 37	558,570 50
2c. "	78,900,450	17,434	6,197,000	85,114,884	1,702,297 68	1,578,009 00
3c. "	47,837,350	1,391,526	4,120,000	53,348,876	1,600,466 28	1,438,120 50
5c. "	3,077,250	2,895	11,600	3,091,745	154,587 25	153,862 50
6c. "	361,400	998	119,650	482,048	28,922 88	21,684 00
8c. "	855,525	13,162	410,275	1,278,962	102,316 96	68,442 00
10c. special delivery stamps	49,365	318	32,135	81,818	8,181 80	4,936 50
10c. postage stamps	314,675	503	116,900	432,078	43,207 80	31,467 50
15c. "	61,025	353	21,350	82,728	12,409 20	9,153 75
20c. "	66,550	235	191,800	258,585	51,717 00	13,310 00
50c. "	21,500	759	463,500	485,759	242,879 50	10,750 00
1c. post bands	365,600	3,923	12,000	381,523	4,769 03½	4,570 00
1c. letter cards (blank)	102,200	5,435	14,800	122,435	1,224 35	1,022 00
2c. "	160,400	665	12,900	173,965	3,479 30	3,208 00
3c. "	76,300	36,566		112,866	3,385 98	2,289 00
1c. " (printed)	31,000			31,000		
2c. "	64,000			64,000	2,275 42½	2,275 42½
3c. "	19,500			19,500		
1c. post cards	24,492,000	2,183	1,711,300	26,205,483	262,054 83	244,920 00
2c. postal union cards	39,600	8,074	11,300	58,974	1,179 48	792 00
2c. reply cards	112,750	1,021	15,950	129,721	2,594 42	2,255 00
1c. post cards, advt., single	257,800	891	13,100	271,791	2,717 91	2,578 00
1c. " 8 on sheet	629,000		13,000	642,000	6,420 00	6,290 00
1c. " 16 on sheet	262,000		38,000	300,000	3,000 00	2,620 00
1c. stpt. env. at \$1.20 per 100	83,600		16,400	100,000	1,200 00	1,003 20
1c. " 1.25 "	1,900	3,424		5,324	66 55	23 75
2c. " 2.20 "	253,300	1	36,700	290,001	6,380 02½	5,572 60
2c. " 2.30 "	8,800	76		8,876	204 14½	202 40
3c. " 3.20 "	112,100	13,602		125,702	4,022 46½	3,587 20
3c. " 3.25 "		4,627		4,627	150 37½	
3c. " 3.30 "		3,081		3,081	101 67½	
Totals	216,160,900	1,535,123	19,739,860	237,435,883	4,880,364 15½	4,176,949 37½

R. M. COULTER,  
Deputy Postmaster General.

## APPENDIX

## JUBILEE

## STATEMENT of Receipts and Issues of Postage Stamps

RECEIPTS.						
Denominations.	Stamps on hand from last Year.	Received from Manufacturers.	Returned by Post-masters unfit for use.	Returned by Post-masters fit for use.	Total number of Stamps to be accounted for.	Amount to be accounted for.
						\$    cts.
¼c. Stamps.....	6,000			2,000	8,000	40 00
1c. ".....	3,000			1,195	4,195	41 95
2c. ".....	3,000			1,195	4,195	83 90
3c. ".....	3,000			1,195	4,198	125 94
5c. ".....	3,000		3	1,195	4,195	209 73
6c. ".....	3,000			1,095	4,095	245 70
8c. ".....	3,000			1,195	4,195	335 60
10c. ".....	3,000			1,095	4,095	409 50
15c. ".....	3,000			1,095	4,097	614 55
20c. ".....	3,000		2	1,095	4,095	819 00
50c. ".....	3,000			1,095	4,095	2,047 50
\$1.00 ".....	300	2,400	55	1,299	4,054	4,054 00
\$2.00 ".....	3,000		25	1,388	4,413	8,826 00
\$3.00 ".....	3,300		19	1,291	4,610	13,830 00
\$4.00 ".....	3,400		17	1,240	4,657	18,628 00
\$5.00 ".....	3,500		10	1,189	4,699	23,495 00
1c. Post Cards.....	3,000			5	3,005	30 05
Totals.....	52,500	2,400	131	19,862	74,893	73,836 44

E. P. STANTON,  
*Superintendent, Postage Stamp Branch.*

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J—Continued.

ISSUE.

and Post Cards for the Year ended June 30, 1899.

ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps destroyed as unfit for use.	Stamps on hand, June 30, 1899.	Total number of Stamps thus accounted for.	Amount accounted for.		Value of the Issue to Postmasters during the Year.	
					\$	cts.	\$	cts.
½c. Stamps.....	6,000		2,000	8,000	40	00	30	00
1c. ".....	3,395		800	4,195	41	95	33	95
2c. ".....	3,395		800	4,195	83	90	67	90
3c. ".....	3,395	3	800	4,198	125	94	101	85
5c. ".....	3,395		800	4,195	209	75	169	75
6c. ".....	3,395		700	4,095	245	70	203	70
8c. ".....	3,395		800	4,195	335	60	271	60
10c. ".....	3,395		700	4,095	409	50	339	50
15c. ".....	3,395	2	700	4,097	614	55	509	25
20c. ".....	3,395		700	4,095	819	00	679	00
50c. ".....	3,395		700	4,095	2,047	50	1,697	50
\$1.00 ".....	3,599	55	400	4,054	4,054	00	3,599	00
\$2.00 ".....	888	25	3,500	4,413	8,826	00	1,776	00
\$3.00 ".....	591	19	4,000	4,610	13,830	00	1,773	00
\$4.00 ".....	640	17	4,000	4,657	18,628	00	2,560	00
\$5.00 ".....	689	10	4,000	4,699	23,495	00	3,445	00
1c. Post Cards.....	5		3,000	3,005	30	05	0	05
Totals.....	46,362	131	28,400	74,893	73,836	44	17,257	05

R. M. COULTER,  
Deputy Postmaster General.

APPENDIX J—Concluded.

POSTAGE STAMPS—Concluded.

STATEMENT showing increase and decrease in the issue of Postage Stamps, Stamped Envelopes, Newspaper Wrappers, Letter Cards and Post Cards, for the year ended June 30, 1899, as compared with the issue of the preceding fiscal year.

	ISSUE, 1898-9.		ISSUE, 1897-8.		INCREASE.		DECREASE.	
	Number.	Value. \$ cts.	Number.	Value. \$ cts.	Number.	Value. \$ cts.	Number.	Value. \$ cts.
1c. Stamps	1,692,910	8,464 55	1,885,952	9,429 76	6,654,145	66,541 45	193,042	985 21
1c.	55,860,445	558,604 45	49,206,900	492,063 00	63,903,045	1,278,060 90		
2c.	78,903,845	1,578,076 90	15,000,800	300,016 00				
(a) 3c.	47,840,745	1,435,222 35	57,928,400	2,637,852 00			40,087,655	1,202,629 65
(a) 5c.	3,060,645	154,032 25	3,493,850	174,692 50			413,205	20,660 25
(a) 6c.	364,795	21,887 70	525,648	31,538 88			160,853	9,651 18
(a) 8c.	858,920	68,713 60	1,586,800	126,944 00			727,880	58,239 40
(b) 10c.	49,365	4,936 50	3,575	357 50	45,790	4,579 00		
10c. (special delivery)	318,070	31,807 00	355,625	35,582 50			37,555	3,755 50
15c.	64,420	9,663 00	129,575	19,436 25			65,155	9,773 25
20c.	69,945	13,989 00	117,575	23,515 00			47,630	9,526 00
50c.	24,895	12,447 50	65,350	32,675 00			40,455	20,227 50
\$1	3,589	3,589 00	16,771	16,771 00			13,172	13,172 00
\$2	888	1,776 00	4,334	8,668 00			3,446	6,892 00
\$3	591	1,773 00	4,044	12,132 00			3,453	10,359 00
\$4	640	2,560 00	3,945	15,780 00			3,305	13,220 00
\$5	689	3,445 00	3,844	19,220 00			3,155	15,775 00
1c. Post Bands	365,600	4,570 00	431,300	5,391 25			65,700	821 25
1c. Letter Cards (blank)	102,200	1,022 00	114,500	1,145 00			12,300	123 00
2c.	160,400	3,208 00	84,000	1,680 00				
(c) 3c.	76,300	2,289 00	146,350	4,380 50	76,400	1,528 00		
1c.	31,000	310 00	45,000	450 00				
2c.	64,000	2,275 42 1/2	22,000	220 00	23,500	597 67 1/2	70,050	2,101 50
3c.	19,500	244,920 05	24,000	253,284 68				
1c. Post Cards	24,492,005	2,578 00	5,328,468	1,455 00	112,300	1,123 00	836,463	8,364 63
1c.	257,800	6,290 00	279,000	2,790 00	350,000	3,500 00		
1c.	629,000	2,620 00	172,000	1,720 00	90,000	900 00		
1c.	262,000	2,792 00	68,700	1,374 00				
(a) 2c. Postal Union Cards	39,600						29,100	582 00

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2c. Reply Cards	112,750	2,255 00	151,000	3,020 00	83,600	1,003 20	38,250	765 00
(a) 1c. Stamped Envelopes, \$1.20 per 100.	83,600	1,003 20	25,200	352 50	83,600	1,003 20	26,300	328 75
(c) 1c.	1,900	23 75	25,200	352 50	253,300	5,572 60	17,500	409 40
(f) 2c.	253,300	5,572 60	28,600	611 80	44,200	1,414 40	54,600	1,774 50
(g) 2c.	8,800	202 40	67,900	2,172 80	1,774 50		37,900	1,250 70
(j) 3c.	112,100	3,587 20	54,600	1,774 50				
(k) 3c.			37,900	1,250 70				
(i) 3c.								
Totals	216,207,262	4,194,206 42½	187,559,406	4,240,743 87	71,636,280	1,364,820 22½	42,988,424	1,411,367 67

(a) Decrease attributable to changes in letter rates of postage. (b) First issue, June 28, 1898. (c) Discontinued, December 28, 1898. (d) First issue, July 22, 1898. (e) Discontinued, July, 1898. (f) First issue, January 2, 1899. (g) Discontinued, December, 1898. (h) Discontinued, March 31, 1898. (i) Discontinued, March 31, 1898.

Increase in number of pieces issued . . . . . 28,647,856  
 Decrease in value of issue . . . . . \$46,537.44½

R. M. COULTER,  
 Deputy Postmaster General.

E. P. STANTON,  
 Superintendent, Postage Stamp Branch.





APPENDIX K

TRANSACTIONS OF THE  
POSTAL STORES BRANCH



## APPENDIX K.

## POSTAL STORES.

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 Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

<i>Printing, Binding, Lithographing, &amp;c.</i>		\$	cts.
Queen's Printer's Accounts ( <i>Inside Service</i> )	.....	15,339	53
Queen's Printer's Accounts ( <i>Outside Service</i> )	.....	45,789	24
<i>Stationery.</i>			
Stationery Office Accounts ( <i>Inside Service</i> )	.....	6,487	57
Stationery Office Accounts ( <i>Outside Service</i> )	.....	11,416	95
Mail bags, mail locks, &c.	.....	21,243	69
Stamping material, scales and weights, &c.	.....	15,495	64
Street letter boxes and miscellaneous items of Post Office expenditure	.....	1,651	05
Letter carriers' uniforms, &c.	.....	13,766	81
Total	.....	131,190	47

In addition to the above \$464.92, for printing (*Inside Service*), which was not paid in 1897-8, came over from that year and was paid out of the appropriation for 1898-9.

## 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 July 1, 1898, to June 30, 1899, amounted to the sum of	\$ 90 97
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	37 43
Total	\$ 128 40

## APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	Forms.	Envelopes	Books and Pam- phlets.	Cards, Tags and Labels.	Writing Paper (sheets.)	Miscel- laneous.	Value.
							\$ cts.
Balance in stock, June 30, 1898 . . .	6,592,978	1,547,870	47,201	1,790,271	149,487	68,339	23,614 52
Received from Queen's Printer . . .	17,854,701	3,624,539	86,772	12,595,227	216,354	68,339	61,128 77
Total . . . . .	24,447,679	5,172,409	133,973	14,385,498	365,841	68,339	84,743 29
Issued to the Inside Service . . . . .	1,245,349	946,810	10,536	59,184	74,657	29,491	12,432 83
" Outside Service . . . . .	17,723,348	2,517,359	78,546	12,442,459	90,562	38,848	50,603 25
Total issue . . . . .	18,968,697	3,464,169	89,082	12,501,643	165,209	68,339	63,036 08
Obsolete articles destroyed . . . . .	21,722	6,225	100	.....	.....	.....	.....
Balance in stock, June 30, 1899 . . .	5,457,260	1,702,015	44,791	1,883,855	200,632	.....	21,707 21

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APPENDIX K—Continued.

STATEMENT showing the number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper, and Miscellaneous Articles specially printed*, and issued from *Stock*, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

	Forms.	Envelopes	Books and Pam- phlets.	Tags, Cards and Labels.	Writing Paper (sheets).	Miscel- laneous.	Value.
							\$ cts.
Inside Service, from stock .....	1,034,669	941,560	5,023	57,678	60,017		8,045 92
"    special printing .....	210,680	5,250	5,513	1,506	14,640	29,491	4,386 91
Total .....	1,245,349	946,810	10,536	59,184	74,657	29,491	12,432 83
Outside service, from stock .....	17,550,372	2,516,859	78,469	5,773,278	89,120	38,831	46,746 01
"    special printing .....	172,976	500	77	6,669,181	1,432	17	3,857 24
Total .....	17,723,348	2,517,359	78,546	12,442,459	90,552	38,848	50,603 25
Total issue from stock to Inside and Outside service .....	18,585,041	3,458,419	83,492	5,830,956	149,137	38,831	54,791 93
Total special printing for Inside and Outside service .....	383,656	5,750	5,590	6,670,687	16,072	29,508	8,244 15
Grand Total .....	18,968,697	3,464,169	89,082	12,501,643	165,209	68,339	63,036 08

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898; the balance carried forward, June 30, 1899; and the Quantity and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

	Baskets (new and repaired).	Pads—Blotting and Desk.	Books and Pamphlets.	Carbon Paper (sheets).	Copying Material.	Duplicating Supplies.	Directories.	Rubber Bands (boxes).	Envelopes.	Envelope Openers and Dampers.	Erasers.	Piles, &c.	Gum Arabic (lbs.)	Ink (bottles).	Inkstands.	Knives.	Labels, &c.	Lead Pencils and Boxes of Leads.	Mucilage (bottles, wells and brushes).	Paper Bands.
Balance in stock, June 30, 1898....	..	159	65	572	109	..	..	..	13,127	..	..	257	..	81	..	..	112	218	8	625
Stationery received during the year.	159	150	2,263	8,799	2,775	2,922	432	1,276	23,725	60	868	1,035	206	1,027	219	394	5,636	16,448	661	1,000
Total .....	159	150	2,328	9,371	2,884	2,922	432	1,276	36,852	60	868	1,292	206	1,108	219	394	5,748	16,666	669	1,625
Issued to the Inside Service....	31	50	846	1,087	1,084	151	262	546	18,449	23	371	846	105	412	92	90	341	2,536	271	650
"    Outside Service .....	128	87	1,354	7,743	1,743	2,771	170	730	3,150	37	497	193	98	629	127	304	5,323	13,880	386	..
Total Issue.....	159	137	2,200	8,830	2,827	2,922	432	1,276	21,599	60	868	1,039	206	1,041	219	394	5,664	16,416	657	650
Balance in stock, June 30, 1899.....	..	13	128	541	57	..	..	..	15,253	..	..	253	3	67	..	..	84	250	12	975

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APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898; the balance carried forward, June 30, 1899; and the Quantity and cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

	Concluded.											Value.						
	Bottling Paper (sheets).	Wrapping Paper (sheets).	Writing Paper (sheets).	Paper Fasteners (boxes).	Pens (boxes).	Penholders.	Pins (packages and pyramids).	Scissors.	Scratch Pads.	Sealing Wax (lbs.)	Sponges and Sponges Cups.		Tape (hanks).	Type-writing Machines.	Type-writing Supplies.	Twine (lbs.)	Wax Bougies.	Miscellaneous.
Balance in stock, June 30, 1898.....	2,229	7,032	22,525	1,308	1,519	2,767	830	157	114	127	.....	.....	.....	.....	178	120	9	306 06
Stationery received during the year.	24,808	229,073	177,290	1,308	1,519	2,767	830	157	2,630	4,572	790	1,464	8	359	22,066	745	5,805	17,904 52
Total .....	27,037	236,105	199,815	1,308	1,519	2,767	830	157	2,794	4,699	790	1,464	8	359	22,244	865	5,814	18,210 58
Issued to the Inside Service .....	9,086	59,569	125,566	984	504	441	289	52	1,170	303	182	1,452	3	166	913½	49	4,879	6,485 45
"    Outside Service .....	15,934	172,790	74,249	324	1,015	2,326	541	105	1,513	4,172	608	12	5	193	21,149	538	926	11,372 66
Total Issue .....	25,020	232,359	199,815	1,308	1,519	2,767	830	157	2,683	4,475	790	1,464	8	359	22,062½	587	5,805	17,858 11
Balance in stock, June 30, 1899 .....	2,017	3,746	.....	.....	.....	.....	.....	.....	111	224	.....	.....	.....	.....	181½	278	9	362 47

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward June 30, 1899, and the Quantity and Cost of *Mail Bags, Mail Locks, &c.*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

	COTTON DUCK BAGS, NEW.						LINEN BAGS, NEW.						SATCHELS AND POUCHES.				MAIL BAGS REPAIRED, &c.			
	Bar Clamp Lock Fastening. Class I. and II.	Bolt and Wax Seal Cup Fastening. Class III.	Waterproof Staple and Strap Fastening. Class IV. and V.	Red Striped Bar Clamp Class I.	Red Striped Bolt and Wax Seal Cup Fastening. Class II.	Drab Bolt and Wax Seal Cup Fastening. Class V. and VIII.	Drab and Yellow, without Fastening. Class III., IV. and VII.	Drab Sacks, for Newspapers. Class VI.	Seamless Cotton Bags, without Fastening.	Leather Satchels. Class II.	Brown Duck Satchels. Class III. and IV.	Reversible Cotton Duck Pouches. Class VI.	Leather.	Linen.	Cotton Duck, &c.	Satchels and Pouches.	Letter Carriers' Straps.			
Balance in stock, June 30, 1898.	37	411	228	43	67	404	11	72	1,042	288	18	21	16	79	1,535	742	107			
Received—Purchased or repaired.	13	3,336	137	137	2	308	12	528	6,550	1,100	12	260	527	180	15,001	6,382	636			
Returned from circulation and added to stock for reissue.				23				22				3	3	13	6,747	1,776				
Total.	50	3,747	228	203	69	712	23	622	7,592	1,388	33	284	571	272	23,883	8,900	743			
Issued to the Inside Service.	1			2		8			25						135	18				
" Outside Service.	23	3,299	215	154	12	241	14	572	6,556	1,124	26	255	564	1,77	18,887	7,824	598			
Total issue.	24	3,299	215	156	12	249	14	572	6,581	1,124	26	255	570	137	19,022	7,842	598			
Balance in stock, June 30, 1899.	26	448	13	47	57	463	9	50	1,011	264	7	29	1	135	4,861	1,058	145			



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APPENDIX K—Continued.

STATEMENT showing the balance in stock June 30, 1898, the balance carried forward June 30, 1899, and the Quantity and Cost of Mail Bags, Mail Locks, etc., obtained and issued to the Postal Service generally through the Postal Stores Branch, from July 1, 1898, to June 30, 1899.

	Patent Slip Label Cases.	Steel Ferrules for Cords.	MAIL LOCKS.				KEYS FOR MAIL LOCKS.			Parcel Post Hampers, new and repaired.	Mail Catching Posts, new and repaired.	Wooden Tags and Leather Labels.	Miscellaneous.	VALUE. \$ cts.
			Ordinary Brass.	International Registered.	Patent Steel Clamp.	Repaired.	New.	Repaired.	Ordinary Brass.					
Balance in stock, June 30, 1898	489	943	12,114	15	180	136	4,500	8	675	6	18	4,092	77	
Received—Purchased or repaired	7,000	15,000	63	6,087	3,154	1	2,500	11	42	659	234	21,243	68	
Returned from circulation and added to stock for reissue	14,942	346	161	8,886	3,154	1	27	4,010	00	48	659	20,346	45	
Total	22,431	16,289	12,275	15	180	9,377	4,501	8	3,202	11	48	659	252	
Issued to the Inside Service									1		312	3	117	43
" Outside Service	14,189	15,112	8	8,886	3	2,481	11	35	347	231	24,438	52		
Total issue	14,189	15,112	8	8,886	3	2,482	11	35	659	234	24,555	95		
Balance in stock, June 30, 1899	8,242	11,177	12,275	7	491	4,498	6	720	13	18	4,790	50		

Concluded.

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward, June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	DATED STAMPS.		Brass Crown Seals, New and Repaired.	Numbering Machines, New and Repaired.	Fac-simile Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	REVOLVING CANCELLERS.		Stamping Sets Nos. 1 and 2 Without Ink.	Stamping Pads, New and Repaired.	Fountain Pads.	INDELIBLE STAMPING INK.			
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gills.	Bottles for Rubber Stamps.
Balance in stock, June 30, 1898						606	1,187	20	176	1		17	15	313		
Received—Purchased or repaired	377	70	83	14	4	1,269	4,141	36	2,650	441	150	156	192	3,875	71	
Returned from circulation and added to stock for reissue						5	210		2					1	33	
Total	377	70	83	14	4	1,880	5,538	56	2,828	442	150	173	208	4,221	71	
Issued to the Inside Service	7	7			2	53	14		3	5	53		7	6	13	
"    Outside Service	370	63	83	14	2	1,818	4,142	33	2,815	428	97	160	201	4,191	58	
Total issue	377	70	83	14	4	1,871	4,156	33	2,818	433	150	160	208	4,197	71	
Balance in stock, June 30, 1899						9	1,382	23	10	9		13		24		

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APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward, June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	TYPE.			SCALES.						MAIL MARKING MACHINES.		Miscellaneous.	Dated Stamps.	Brushes for Cleaning Stamps.	Felt Rollers for Mechanical Dated Stamps.	Supplies for	Value.		
	Figures.	Months.	Rubber Fonts of, &c.	Rubber Stamping Cushions, Large and Small.		Letter (16 oz.)		Parcel (12 lb.)		Plat-form, &c.	Extra Weights.							Rental of	Rental of
				New.	Repaired &c.	New.	Repaired &c.	New.	Repaired, &c.										
Concluded.																			
Balance in stock, June 30, 1898.....	1,160	829	.....	162	9	12	9	9	.....	.....	589	.....	.....	.....	.....	.....	8	1,577 42	
Received—Purchased or repaired.....	10,541	2,209	.....	1,375	152	245	111	6	41	627	.....	.....	.....	.....	.....	.....	2,452	15,495 64	
Returned from circulation and added to stock for reissue	28	19	.....	46	6	1	.....	.....	42	982	.....	.....	.....	.....	.....	.....	.....	412 70	
Total.....	11,729	3,057	.....	1,583	281	258	120	6	83	2,198	.....	.....	.....	.....	.....	.....	2,416	17,485 76	
Issued to the Inside Service.....	23	18	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	219 94	
"    Outside Service.....	9,703	1,686	.....	1,490	278	256	114	6	73	1,583	.....	.....	.....	.....	.....	.....	34	16,164 62	
Total issue.....	9,726	1,704	.....	1,490	279	256	114	6	73	1,583	.....	.....	.....	.....	.....	.....	14	16,384 56	
Balance in stock, June 30, 1899.....	2,003	1,363	.....	93	2	2	6	.....	10	615	.....	.....	.....	.....	.....	.....	10	1,101 20	

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward, June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	STREET LETTER BOXES.													Miscellaneous charges for.	
	New.						Repaired and Converted.			Removing and fitting up.			Keys for Wrought Iron.		Inside attached Lock.
	Wrought Iron.						Wrought Iron, Large and Small.	Cast Iron, Large.	Cast Iron, Small.	Steel Pillar Boxes, New.					
	Large.	Small.	Flat Top, No. 1.	Sloping Top, for Offices, Large, No. 2.	Sloping Top, for Offices, Small, No. 3.	Sloping Top, for Offices, Small, No. 4.									
Balance in stock, June 30, 1898	3	2	21	8	12	1	2	7	2				19	11	113
Received—Purchased or repaired				33	24		23	36	35	38	12	188			
Returned from circulation and added to stock for reissue	3			1	4	3					1	3			
Total	6	2	21	42	24	4	25	43	37	57	24	304			
Issued to the Inside Service															
"    Outside Service	4		6	20	16		25	37	33	25	14	186			
Total issue	4		6	20	16		25	37	33	25	14	186			
Balance in stock, June 30, 1899	2	2	15	22	8	4		6	4	82	10	118			



APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward, June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	Overcoats.		TUNICS.		TROUSERS.		Monograms, Large and Small.		Brass Buttons and Numbers.	Waterproof Coats.	Oilskin Capes.	Helmets.	CAPS.	
			Cloth.	Serge.	Cloth.	Serge.							Cloth.	Fur.
Balance in stock, 30th June, 1898	23	29	20	19	23	19	334	3,125	61	89	77	134	38	
Purchased	198	242	455	455	450	455	288		227	100	248	314	37	
Returned from circulation and added to stock for reissue*	2	2	12	11	2	11	4		4	8	1		1	
Total	223	273	487	485	475	485	626		292	197	326	448	76	
Issued	206	251	457	457	458	457	279		217	155	214	280	71	
Balance in stock, 30th June, 1899	17	22	30	28	17	28	347	3,125	75	42	112	218	5	

\* Cost included under head "purchased."

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APPENDIX K—Concluded.

STATEMENT showing the balance in stock, June 30, 1898, the balance carried forward, June 30, 1899, 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 July 1, 1898, to June 30, 1899.

	Fur Collarettes.	Chamois Vests.	Waist-belts.	Leggings.	Leather Boots (pairs).	Rubber Boots (pairs).	Moccasins (pairs).	Butron Sticks and Brushes.	Lamps.	Miscellaneous.	VALUE.
											\$ cts.
Balance in stock, June 30, 1898	2	1	9	11	10	1	1	54	29	..	1,113 89
Purchased	1	1	50	186	884	17	147	75	1	18	13,766 81
Returned from circulation and added to stock for reissue*	.....	.....	4	27	7	.....	.....	4	.....	.....	.....
Total	3	2	63	224	901	18	148	133	30	18	14,880 70
Issued	2	1	58	192	885	17	147	72	20	18	13,257 72
Balance in stock, June 30, 1899	1	1	5	32	16	1	1	61	10	.....	1,622 98

\*Cost included under head "purchased."

R. M. COULTER,  
Deputy Postmaster General.

SIDNEY SMITH,  
Controller of Postal Stores.





APPENDIX L

RAILWAY MAIL SERVICE

## APPENDIX L.

## RAILWAY MAIL SERVICE.

STATEMENTS showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98, and 1898-99.

Year.	Salaries.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.
1894-95.....	292,317 58		
1895-96.....	301,118 51	8,800 93	
1896-97.....	297,313 21		3,805 30
1897-98.....	276,075 49		21,237 72
1898-99.....	276,108 02	32 53	

Year.	Mileage.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.
1894-95.....	104,639 58		
1895-96.....	109,779 61	5,140 03	
1896-97.....	111,107 61	1,328 02	
1897-98.....	107,156 46		3,951 17
1898-99.....	108,050 85	894 39	

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1, 1880.....	190
" 1885.....	290
" 1890.....	372
" 1895.....	421
" 1896.....	414
" 1897.....	385
" 1898.....	374
" 1899.....	373

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## APPENDIX L—Continued.

COMPARATIVE Statement showing number of Railway Mail Clerks and Transfer Agents in the employ of this Branch, with Classification, on June 30, 1896, 1897, 1898 and 1899 :—

	1896.	1897.	1898.	1899.
*Superintendents.....	9	9	9	9
1st class railway mail clerks.....	67	61	56	60
2nd " ".....	149	139	132	136
3rd " ".....	139	133	140	135
Temporary ".....	34	31	25	21
Mail transfer agents.....	10	7	7	7
Temporary ".....	6	5	5	5
Total.....	414	385	374	373

\* In 1896 superintendents were known as chief railway mail clerks.

In addition to the above there is a staff consisting of four second class clerks, ten third class clerks and three temporary clerks, making a total of seventeen belonging to the outside service of the department, assisting the superintendents in their offices.

## CASE EXAMINATIONS.

The following statement shows the number and extent of such examinations held during the fiscal years 1897-98 and 1898-99 :—

Year.	Cardshandled.	Correctly handled.	Per centage correctly distributed.	Examinations held.	Average cards handled per each examination.
1898.....	353,563	289,156	81.78	298	1,186
1899.....	357,426	316,804	88.63	305	1,172

It will be seen from the above statement that a higher percentage of correct distribution has been attained, which goes to show that the staff have endeavored to perfect themselves in their duties during the past year, and shows the advantage to the service of the system of case examination.

## APPENDIX L—Continued.

Table showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98 and 1898-99:—

MONTHS.	NUMBER OF		MIS-SENT				MIS-DIRECTED.				Specials.	Errors Checked against other Em- ployees.
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.		
July, 1897.	95	175	26	7	1	11		2		3	53	319
August, 1897.	125	261	25	1	3	6	1	4			50	890
September, 1897.	163	299	19	1	1	2		2		1	40	2,007
October, 1897.	183	436	21	4		8				1	51	2,124
November, 1897.	103	308	13			6		1		2	47	1,724
December, 1897.	159	290	9	3		15	2	1		1	73	1,407
January, 1898.	179	380	21			9			3		46	1,257
February, 1898.	91	165	12	1	1	7				1	27	1,301
March, 1898.	139	229	4	4	1	4				1	41	1,280
April, 1898.	125	317	11	1		11	3	4	1	2	47	1,522
May, 1898.	106	205	18	3	3	3	1			1	45	1,110
June, 1898.	133	210	8			2	2	1		2	35	1,140
Total . . . . .	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
July, 1898.	123	223	10	7	1	17				1	25	1,192
August, 1898.	255	672	13	3	4	9	1				47	1,731
September, 1898.	168	293	10	2	3	11				1	35	1,982
October, 1898.	188	358	14	3	2	8	3		1	1	47	2,564
November, 1898.	192	396	17	1	1	9	1	2		2	39	1,903
December, 1898.	97	271	17	5	1	15	1				37	1,436
January, 1899.	140	274	9			4	2				38	1,440
February, 1899.	134	293	11	5		6					30	1,634
March, 1899.	146	273	20		2	16	1	2			26	988
April, 1899.	105	233	10	1		5	3			1	16	946
May, 1899.	172	267	16	5	2	19		1		1	36	1,774
June, 1899.	109	188	20	3	3	5				2	35	1,630
Total for fiscal year ended June 30, '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
Total for fiscal year ended June 30, '98	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
" " " '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220

4,428 of these errors are chargeable to the Railway Mail Service and 19,220 to postmasters and other employees.

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APPENDIX L—*Continued.*

## RAILWAY MAIL SERVICE.

During the year ended June 30, 1899, mail service was established on 499·63 miles of additional lines, as follows :—

Name of Railway.	Places between which new Railways have been used for Mail Purposes since June, 1898.	Miles.
Canadian Pacific Railway—		
Lake Temiscamingue Branch .....	Mattawa and Kippewa .....	45·7
Lethbridge Section .....	Extension from West Macleod to Macleod .....	2·5
" .....	Lethbridge to Macleod .....	39·0
Crow's Nest Pass .....	Macleod to Kootenay Landing .....	251·1
Grand Trunk—		
Harrisburg & Tilsonburg Branch .....	Extension from Brantford to Tilsonburg .....	34·73
Great North-west Central .....	Chater and Hamiota .....	51·0
Montfort Colonization .....	Extension from Montfort to Arundel .....	20·0
Northern Pacific .....	Winnipeg and Portage la Prairie .....	55·6
	Total .....	499·63

APPENDIX L—Continued.  
STATEMENT of Distance Travelled with Mails on each Railway in Canada in June, 1899.

Name of Railway.	Actual Length of Railway in Miles.	SERVICE BY POSTAL CARS.				SERVICE BY BAGGAGE CARS.				Actual Annual Mileage by Postal Cars.	Actual Annual Mileage by Baggage Cars.	
		DISTANCE IN MILES.				DISTANCE IN MILES.						
		Daily including Sunday.	Six times per week.	Tri-weekly.	Weekly.	Daily including Sunday.	Six times per week.	Tri-weekly.	Weekly.			
Alberta	66.5											20,814.5
Atlantic and Lake Superior	98	196							133			31,008
Bay of Quinté	60	208			10	30						65,104
Boston and Maine	33.75	67.5				81.7						21,910
Brockville, Westport & St. Marie	45	90										28,170
British Columbia Electric Ry. Co.	12					48						15,024
Canada Atlantic	146.7	166.8				425.6						134,426.9
Canada Coals and Railway Co.	12					24						7,512
Canada Eastern	120					318						99,534
Canadian Northern	123.4		240.6									28,270.5
Canadian Pacific	7,154.42	6,485.2	959.4		1,408.6	4,271.2	14.2	800	923.2	3,802,333.4		2,538,673.9
Caracquet	65					130						40,690
Central (N.S.)	74					148						46,324
Central (N.B.)	45					90						27,961
Central Ontario	104											83,884
Central Vermont	85.28	288				227.92						69,486
Cumberland Railway and Coal Co.	32	238.24				89						20,145.5
Dominion Atlantic	217	434				198						93,162
Elgin and Havelock	27					54						61,874
Esquimalt and Nanaimo	78	156										16,902
Grand Trunk	2,940.52	7,344.45			1,929.49	6,153.25			113			2,572,836.57
Great North-west Central	51											4,768
Hamilton, Grimsby and Beamsville Electric Railway	10	14.66				40						11,896
Hull Electric	7.33											11,477
Intercolonial	1,226.9	4,491.88				1,206.33						458,684.66
Iroquoia, Bancroft and Ottawa	30					60						18,780
Kaslo and Slokan	28.5											20,440
Kent Northern	27					54						16,686
Kingston and Pembroke	104	208				94						29,422
Lake Erie and Detroit River	173.53	321.44				233.62						47,252.96
Maine Central	53.1					106.2						33,178
Manitoba and North-western	284		157	135.5	323.4				111.2			26,834.7

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<i>Michigan Central</i> .....	395 6	602 52	520 04	40	197,763 4	224,886 4
<i>Montfort Colonization</i> .....	33		26			13,878
<i>Nelson and Fort Sheppard</i> .....	60		69			38,880
<i>New Brunswick and P. E. Island</i> .....	36		72	48 6		22,536
<i>New Westminster and Southern</i> .....	24 3					7,512
<i>New York Central &amp; Hudson River</i> .....	51		268			69,184
<i>Northern Pacific</i> .....	266	371 8	50	191 2	58,182 7	44,007 4
<i>Nova Scotia Steel Co's Railway</i> .....	13		26			7,828
<i>Orford Mountain</i> .....	28		59			17,528
<i>Ottawa, Arnprior &amp; Parry Sound</i> .....	260 3	154	470 6		48,202	82,193 8
<i>Ottawa and Gatineau</i> .....	58 8	120	50		37,560	6,350
<i>Pontiac Pacific Junction</i> .....	70 6	118 6	22 6		37,564	6,886
<i>Prince Edward Island</i> .....	207 8	364 2	388 2		110,510 5	99,892 5
<i>Quebec Central</i> .....	213	479	30		156,175	8,920
<i>Quebec and Lake St. John</i> .....	287	512	128	51	107,084	61,640
<i>Quebec, Montmorency &amp; Charlevoix</i> .....	25 22		91 44			27,192
<i>Red Mountain</i> .....	10		10		28,554	6,480
<i>Salisbury and Harvey</i> .....	45	90	165			51,646
<i>Shore Line</i> .....	82 5		163 28			42,918
<i>South Shore</i> .....	45				70,738	
<i>Temiscouata</i> .....	113	226				
<i>Thousand Islands</i> .....	3 5		14			9,492
<i>Toronto, Hamilton and Buffalo</i> .....	18 03		36 06			11,288
<i>United Counties</i> .....	36		72			22,176
<i>Victoria and Sidney</i> .....	16		32			10,016
<b>Total</b> .....	*15,848 08	7,295 6	23,396 83	1,728 8	135 5	323 4
			3,599 09	16,805 04	14 2	1,560 2
						800
						772 52
						9,281,498 72
						7,266,866 39

\* This mileage includes 29 33 of electric railway not included in statements hitherto, although in operation.  
 Note.—In addition to the total postal and baggage car service given above, 24,884 miles of service with English mails over the I. C. Railway and 9,006 5 miles over the P. E. I. Railway (special service) were performed and is included in the annual mileage.

## APPENDIX L—Continued.

From the statement given on pages 462 and 463 it will be seen that during the fiscal year 1898-99, the following services by postal and baggage cars were in operation in June, 1899 :—

## POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays.....	7,295·6
Daily, excluding Sundays.....	23,336·83
Tri-weekly.....	1,728·8
Semi-weekly.....	135·5
Weekly.....	323·4
<b>Total.....</b>	<b>32,820·13</b>
Or when reduced to a daily (excluding Sunday) basis.....	31,000

## BAGGAGE CAR.

Daily, including Sundays.....	3,599·09
Daily, excluding Sundays.....	16,805·04
Five times a week.....	14·2
Tri-weekly.....	1,560·2
Semi-weekly.....	800·0
Weekly.....	772·52
<b>Total.....</b>	<b>23,551·05</b>
Or when reduced to a daily (excluding Sunday) basis.....	21,898



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APPENDIX L—*Concluded.*COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895,  
to June 30, 1899.

Date.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage-cars. Distance travelled in miles.	Total distance.	
				Daily.	Yearly.
In June, 1896.....	14,669	28,654	19,153	47,807	14,915,784
" 1895.....	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,049
In June, 1897.....	14,779	29,000	19,302	48,302	15,118,526
" 1896.....	14,669	28,654	19,153	47,807	15,915,784
	110	346	149	495	202,742
In June, 1898.....	15,324	29,540	20,855	50,395	15,773,635
" 1897.....	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899.....	15,848	31,000	21,898	52,898	16,582,255
" 1898.....	15,324	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	808,620

NOTE.—The additional number of miles of railway over which mails have been carried since June 30, 1898, is.....	499 33
Electric railway service previous to June 30, 1898, transferred from ordnance land service.....	29 33
	528 96
LESS—The following decrease since June, 1898, Canadian Pacific Railway, between Dunmore Junction and Macleod.....	1 6
Salisbury and Harvey Railway, between Harvey Bank and Albert.....	3 0
	4 6
Actual increase .....	524 36

In addition to the annual mileage performed by railway the following service by water was performed during the fiscal year.

District.	Mileage.
British Columbia.....	433,290
Manitoba.....	208
Ontario.....	385,678
Quebec.....	136,754
New Brunswick.....	42,133
Nova Scotia.....	79,268
Total.....	1,077,331

R. M. COULTER,  
Deputy Postmaster General.

B. ARMSTRONG,  
Controller Railway Mail Service.

# ANNUAL REPORT

OF THE

# DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1899

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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

1900



*To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto  
G.C.M.G., &c., &c., Governor General of Canada.*

**MAY IT PLEASE YOUR EXCELLENCY:—**

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year 1899.

Respectfully submitted,

**JAMES SUTHERLAND,**  
*Acting Minister of the Interior*

**OTTAWA** March 15, 1900.



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ANNUAL REPORT  
OF THE  
DEPARTMENT OF THE INTERIOR  
FOR THE YEAR 1899.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, February 28, 1900.

To the Honourable CLIFFORD SIFTON,  
Minister of the Interior.

SIR,—I have the honour to submit the Annual Report of the Department of the Interior for the year 1899.

As in former years, the report covers all the operations of the department to the end of December 31 last, with the exception of financial returns, which have only been brought down to June 30, 1899, as is done in other departments of the government service.

The different comparative statements submitted have been prepared with the greatest care possible, each return having been compiled and extended in such a way as to give the fullest information obtainable.

It will be observed from these various statements that the year has been an exceptionally satisfactory one. The stimulus given to immigration during the past few years through the efforts put forth by the department to make the vast resources of Canada better known to the outside world is evidenced by still better results than were obtained in 1898, which year, however, showed considerable improvement on previous ones. The steady increase in the number of desirable incoming settlers, chiefly from the Old Country and the United States, who are seeking new homes in Canada with a view to bettering their social and financial condition, is indicative of the effectiveness of the means employed for the opening up of the large areas of the public domain still remaining unoccupied. It may be safely stated that never before in its history has Canada attracted so much attention as it does to-day as a suitable field for settlement, and it is only to be hoped that as its immense resources become still better known the increased tide of immigration which is likely to follow will continue to bring us as desirable additions to our population as it has been our good fortune to welcome heretofore.

DEPARTMENTAL CHANGES.

One death has occurred in the department at headquarters during the past year, namely, that of Mr. J. A. Pinard, the Accountant of the department, who died on September 14, 1899. The death has also to be recorded in the outside service of Mr. W. J. Scott, Registrar, Crown Timber and Dominion Lands Agent at

Battleford. Mr. Scott died on January 26, 1899. Both these officials had been in the service of the department for a great number of years, Mr. Pinard's first appointment dating as far back as January 11, 1879. They were both efficient and reliable officers, who at all times discharged their duties creditably to themselves and to the department.

Mr. C. H. Beddoe, who had been attached to the Accountant's Branch of the department, as Assistant Accountant, since the month of April, 1883, and who is thoroughly familiar with the work of this important office, was promoted, on November 4 last, to the accountantship left vacant by the death of Mr. Pinard.

Mr. R. F. Chisholm, Barrister, of Prince Albert, was appointed, on May 10 last, to succeed Mr. Scott as Registrar, Crown Timber and Dominion Lands Agent at Battleford.

The appointment was also made in the inside service of Mr. James White, C.E., as Geographer of the department, this position having remained vacant since the death of Mr. John Johnston, the former incumbent, in the month of June, 1898. Mr. White, who is a graduate of the Royal Military College of Canada, was a member of the Geological Survey staff from the month of June, 1884, up to the time when he was transferred to his present position on July 1 last. He was engaged on different important topographical surveys in the Rocky Mountains, the Madre and other districts in Canada up to 1893, when he was appointed chief draughtsman of the Geological Survey. He is possessed of a thorough knowledge of his profession, is an expert draughtsman, and will no doubt be in a position to render valuable service to the department in the office which he now occupies.

REVENUE AND EXPENDITURE.

The total revenue of the department, for the past fiscal year ending June 30, 1899, as shown from the following statement, amounted to \$1,674,959.10, being an increase of \$562,864.29 over the previous year.

STATEMENT showing Gross Revenue received from all sources during the Fiscal Year, 1898-99, compared with the receipts for the previous Fiscal Year, 1897-98.

REVENUE	Fiscal Year 1898-99	Fiscal Year 1897-98	Increase	Decrease	Total Increase
	Cash and Scrip	Cash and Scrip			
Dominion Lands.....	\$ 1,584,328 32	\$ 1,009,741 63	\$ 574,586 69		\$ 574,586 69
School Lands.....	41,249 77	52,410 82		11,161 05	
Seed Grain.....	12,388 69	12,351 71	36 98		
Ordnance Lands.....	12,349 65	22,537 17		10,187 52	
Fines and Forfeitures.....	2,801 03	529 06	2,271 97		
Registration Fees.....	19,220 73	14,263 50	4,957 23		
Casual Revenue.....	2,620 91	260 92	2,359 99		
	1,674,959 10	1,112,094 81	562,864 29	21,348 57	562,864 29

From the following table, it will be seen that the gross cash revenue of the department for the last three fiscal years is almost as large as that for the nine preceding years, over half a million larger than that for the year 1897-98 and nine times larger than for the year 1896-97.

SESSIONAL PAPER No. 13

STATEMENT showing yearly the gross revenue (in cash only) received from all sources during the 12 years ending June 30, 1899.

Fiscal Year.	Dominion Lands. (Cash.)		School Lands.		Seed Grain.		Ordnance Lands.		Fines and Forfeitures.		Registration Fees.		Casual Revenue.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1887-88	223,360	73	42,045	11	.....	.....	30,239	88	1,267	05	7,212	02	372	79	310,437	58
1888-89	243,046	84	52,354	94	26,146	13	42,072	07	739	25	6,543	53	1,075	36	371,978	12
1889-90	224,770	16	45,188	57	5,017	44	20,921	61	958	75	8,866	39	261	63	314,984	55
1890-91	268,751	35	38,826	33	5,385	60	54,229	69	1,595	02	10,866	65	627	81	380,282	45
1891-92	337,106	07	136,131	80	5,957	65	42,360	60	1,788	92	9,302	11	532	14	532,179	49
1892-93	303,550	86	32,615	22	5,866	21	33,776	90	777	00	10,750	38	1,331	96	438,668	53
1893-94	214,540	30	47,574	11	2,389	16	22,318	20	864	15	10,358	02	1,982	04	299,975	98
1894-95	171,085	48	47,665	10	2,752	56	22,645	97	693	85	9,811	77	875	36	255,590	09
1895-96	174,509	38	56,584	32	8,748	05	17,550	28	502	00	8,737	87	1,920	66	298,552	56
	2,160,721	17	548,985	50	62,212	80	301,115	40	8,185	99	82,448	74	8,979	75	3,172,649	35
1896-97	187,424	19	24,292	43	9,887	13	9,831	27	1,316	00	8,997	24	2,683	05	244,431	31
1897-98	980,313	10	52,410	82	12,351	71	22,537	17	529	06	14,263	50	2,600	92	1,082,664	28
1898-99	1,563,020	74	41,249	77	12,388	69	12,349	65	2,801	03	19,220	73	2,620	91	1,653,651	52
	2,730,758	03	117,953	02	34,627	53	44,718	09	4,646	09	42,431	47	5,564	88	2,980,749	11
	4,891,479	20	666,988	52	96,840	33	345,833	49	12,832	08	124,930	21	14,544	63	6,153,398	46

## DEPARTMENT OF THE INTERIOR.

63 VICTORIA, A. 1900

STATEMENT showing the expenditure on account of Civil Government salaries, Civil Government contingencies, and Dominion Lands chargeable to income from July 1, 1889, to June 30, 1899.

Year.	CIVIL GOVERNMENT SALARIES.		Civil Government Contingencies.	Dominion Lands Chargeable to Income.	Total.
	Staff.	Minister.			
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889-'90 .....	77,921 01	7,000 00	17,419 52	173,574 29	275,914 82
1890-'91 .....	80,821 83	7,000 00	17,735 06	158,483 11	264,040 00
1891-'92 .....	84,883 66	7,000 00	17,025 48	132,807 24	241,716 38
1892-'93 .....	91,312 33	7,000 00	15,598 77	136,179 17	250,090 27
1893-'94 .....	94,794 16	7,000 00	16,859 57	133,305 06	251,958 79
1894-'95 .....	98,386 14	7,000 00	18,147 19	129,727 51	253,260 84
1895-'96 .....	96,577 50	7,000 00	17,066 46	113,908 08	234,552 04
1896-'97 .....	100,254 13	4,581 36	15,611 44	111,415 12	231,862 05
1897-'98 .....	101,792 85	7,000 00	17,880 39	91,296 26	217,969 50
1898-'99 .....	97,214 00	7,000 00	19,586 23	92,913 92	216,714 15
	923,957 61	67,581 36	172,930 11	1,273,609 76	2,438,078 84

It is gratifying to note from the foregoing that by careful management, and without in any way impairing the efficiency of the service, it has been found possible to still further reduce the expenditure in connection with the administration of Dominion Lands both at headquarters and at the various agencies.

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the Department during the calendar years 1898 and 1899, respectively:—

	Calendar year 1898.	
	No. of entries	Acres.
Homesteads .....	4,848	775,680
Sales.....		47,186
	Calendar year 1899.	
	No. of entries.	Acres.
Homesteads.....	6,689	1,070,240
Sales .....		45,502

REPORT OF THE DEPUTY MINISTER.

63 VICTORIA

SESSIONAL PAPER No. 13

A. 1900

STATEMENT showing Receipts on account of Dominion Lands from July 1, 1872, to June 30, 1899.

Fiscal year.	Homestead Fees.	Pre-emption Fees.	Improvements.	SALES.		Map sales, Office and Registration Fees, &c.	Surveyors' Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.	GRAZING LANDS.		HAY PERMITS, MINING FEES, STONE QUARRIES, &c.		Rocky Mountains Park of Canada.	COLONIZATION LANDS.		Gross Revenue.	Refunds.	Net revenue.
				Cash.	Scrp.						Cash.	Scrp, etc.	Cash.	Scrip.		Cash.	Scrip.			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1872-73	6,960 00			19,170 20					109 25									26,239 45		26,239 45
1873-74	7,310 00			19,834 75				125 50	2,710 55									29,980 80		29,980 80
1874-75	11,510 00			13,666 90					2,335 25									27,641 15		27,641 15
1875-76	4,680 00			3,478 94	320 00				387 00									8,865 94		8,865 94
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00	320 00								140,755 02		140,755 02
1877-78	14,540 00			2,794 86	120,159 54				290 00	1,620 00								139,584 40		139,584 40
1878-79	17,690 00			4,998 39	210,904 84	81 00		13 70	410 00	325 00								234,732 93		234,732 93
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	180 00		1,780 00	25,121 46								206,801 37	4,636 08	202,165 29
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34								206,990 54	5,038 22	201,952 32
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46	22,844 43		913 91			248,492 01		1,061,403 60	8,746 05	1,042,657 55
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74	14,242 77	39,487 67	1,570 40	80 00				588,532 80	19,543 16	568,989 64
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,964 55	5,922 47	23,023 28	2,273 73	80 00	2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00	2,207 69	16,802 63	3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95	1,305 57	9,242 08	6,243 15		1,094 37			462,536 26	8,209 74	454,326 52
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93	37,689 74		7,113 50	93,671 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,865 24	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94	36,462 26		3,497 76	53,254 71	27,840 96	973 11	40 00	13,457 09	11,097 06	81,290 51	8,290 51	5,740 79	7,687 86		2,523 92			250,069 12	4,544 01	245,525 11
1894-95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,566 90	74,079 20	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47	7,071 86	6,255 90	5,813 51		2,734 82			227,694 93	8,368 79	219,326 14
1896-97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,527 50	68,992 82	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
1897-98	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	10 00	21,242 66	10,042 00	119,313 78	4,758 08		510 39		3,045 65			1,000,741 63	4,678 55	1,005,063 08
1898-99	58,235 00		4,297 62	116,598 36	21,307 58	1,262 05	20 00	75,085 95	13,549 50	155,360 63	5,245 88				2,994 16			1,584,328 32	32,296 39	1,552,031 93
	778,281 98	206,741 01	70,238 68	3,528,705 32	2,716,356 14	29,484 50	5,915 00	409,300 86	188,859 78	1,725,253 80	152,863 28	162,007 20	1,896,720 69	320 00	33,356 24	857,461 08	30,460 50	12,792,326 06	263,111 06	12,529,215 00



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The following statement shows the number of homestead entries reported in each year since 1874, and the number and proportion of those entries which have been cancelled for non-fulfilment of the conditions of entry.

Departmental Year Ended.	HOMESTEADS.			PRE-EMPTIONS.		
	Number of Entries.	Number Cancelled.	Percent- age.	Number of Entries.	Number Cancelled.	Percent- age.
October 31, 1874.	1,376	890	64	643	613	95
" 1875.	499	304	60	391	230	58
" 1876.	347	153	44	263	136	51
" 1877.	845	462	54	594	351	60
" 1878.	1,788	1,383	77	1,580	937	59
" 1879.	4,068	2,058	50	1,729	1,467	84
" 1880.	2,074	681	32	1,004	500	49
" 1881.	2,753	641	34	1,649	798	48
" 1882.	7,483	3,520	47	5,654	3,271	57
" 1883.	6,063	1,879	30	4,120	1,805	43
" 1884.	3,753	1,177	31	2,762	1,166	42
" 1885.	1,858	620	33	653	483	73
" 1886.	2,657	855	32	1,046	487	46
" 1887.	2,036	485	23	585	303	51
" 1888.	2,655	735	27	454	282	62
" 1889.	4,416	1,896	42	1,355	961	70
" 1890.	2,955	926	31	371		
" 1891.	3,523	1,206	34			
" 1892.	4,840	1,860	38			
" 1893.	4,067	1,464	35			
" 1894.	3,209	1,178	36			
December 31, 1894.	3,174	1,213	38			
" 1895.	2,394	800	37			
" 1896.	1,857	428	23			
" 1897.	2,384	454	19			
" 1898.	4,848	624	12			
" 1899.	6,689	213	3			

STATEMENT showing the number of Homestead Entries made during the calendar years 1898 and 1899 respectively by persons coming from the various States and Territories of the American Union.

	NO. OF ENTRIES.		States.	NO. OF ENTRIES.	
	1898.	1899.		1898.	1899.
California	3	13	New Hampshire	2	2
Colorado	5	1	New Jersey	1	
Connecticut	2	1	New York	16	12
Dakota	135	276	Ohio	2	18
Idaho	21	16	Oklahoma		1
Indiana	1	4	Oregon	4	19
Illinois	14	27	Pennsylvania	16	15
Iowa	13	59	Rhode Island	3	7
Kansas	24	39	Tennessee	2	
Kentucky		2	Texas	4	3
Maine	5	9	Utah	112	60
Maryland	2		Vermont	1	1
Massachusetts	10	6	Virginia	1	2
Michigan	97	126	Washington	20	18
Minnesota	105	237	Wisconsin	24	41
Missouri	4	19	Wyoming	3	4
Montana	19	25			
Nebraska	27	106			
				698	1,169



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STATISTICAL STATEMENT *re* Homesteaders, comparing the reports of the Dominion Lands Agents for the calendar year 1899 with those of the calendar year 1898.

Nationalities.	NO. OF ENTRIES.	
	1898.	1899.
Canadians from Ontario.....	1,019	1,531
" Quebec.....	126	163
" Nova Scotia.....	29	38
" New Brunswick.....	18	39
" Prince Edward Island.....	9	23
" British Columbia.....	7	11
" Manitoba.....	232	244
" North-west Territories.....	94	85
	1,534	2,134
Persons who had previous entry.....	620	720
Canadians returned from the United States.....	117	105
Newfoundland.....	1	3
English.....	489	578
United States.....	591	1,064
Irish.....	75	97
Scotch.....	161	192
French.....	63	53
Belgians.....	44	26
Swiss.....		2
Italians.....	2	2
Roumanians.....	1	2
Hollanders.....	1	1
Germans.....	105	155
Austro-Hungarians.....	733	1,114
Greek.....		1
Syrians.....	3	
Danes (other than Icelanders).....	6	16
Icelanders.....	46	42
Swedo-Norwegians.....	44	66
Russians (other than Mennonites and Poles).....	100	98
Mennonites.....	118	213
Poles.....	3	5
Chinese.....	1	
	4,848	6,689
Number of souls.....	15,083	21,335

It will be observed from the foregoing tables that the number of entries recorded during the past year has never been exceeded in the history of the department, if we except the year 1882, when 7,483 entries were made, that being the year when the great rush from Eastern Canada to Manitoba took place. Nearly half of these, however, have since been cancelled, which indicates pretty clearly that in many cases the land was not required for purposes of actual settlement. It should be added that the total number of entries granted this year, as shown from the above statement, does not include the homesteads actually taken up by the Doukhobors, some seventeen or eighteen hundred in all, which would have still further increased the total number to over 8,000 entries, the largest on record. Although these entries by the Doukhobors have not been finally completed, owing to certain circumstances connected with the survey, yet the lands have been settled upon and in that respect constitute homesteads. It will thus be seen that the results obtained during the past season are most encouraging, as there can certainly be no better indication that the country is gaining in popular favour, as a suitable field for settlement, than the

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increase in the number of farmers who locate on homestead lands with the intention of earning title thereto by compliance with the requirements of the regulations in that behalf. The number of entries granted last year was over three times and a half larger than during the year 1896, and there is every indication that next year's return will show still better results.

It will be noted also that there has been a considerable increase in the number of entries made by settlers from the United States and Great Britain, respectively, in the former case the number of entries, as compared with the year 1898, having been nearly doubled.

## LAND SALES.

There has been a slight decrease in the acreage of land sold by the department during the year, but in this relation it may be explained that as most of the lands throughout Manitoba and the Territories, comprised within the odd numbered sections, are held by railway corporations, and as there are still immense tracts of agricultural land available for free homestead, it is not to be expected that there will be much demand for land from the department by purchase. Where settlers find their homesteads too limited for their requirements, especially in the case of those who engage in mixed farming, they are compelled to increase their holdings by purchasing portions of the adjoining odd-numbered sections from the railway companies and other companies holding lands under grant or by purchase from the government. The returns of sales by these show a large increase as will be seen by the following statement:—

STATEMENT of Land Sales by Railway Companies having Government Land Grants and by the Hudson's Bay Company.

Name.	1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Acres.	Amount \$	Acres.	Amount \$	Acres.	Amount \$	Acres.	Amount \$	Acres.	Amount \$	Acres.	Amount \$	Acres.	Amount \$
Hudson's Bay Company .....			7,526	48,225	4,431	23,209	9,299	52,410	10,784	53,277	62,000	310,000	66,000	330,000
Canadian Pacific Railway Company .....	93,184	295,288	43,155	131,628	55,453	176,950	66,624	220,360	135,681	431,065	242,135	757,792	326,380	1,015,012
Manitoba South-Western Colonization Rail- way Company .....	14,164	57,559	6,312	28,003	5,623	22,330	21,254	88,568	63,800	234,644	106,473	363,982	90,053	309,708
Mc'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company .....	1,603		640		2,391		286		2,524		22,534		45,150	141,353
Calgary and Edmonton Railway Company ..	11,260		11,035		46,815		10,553		9,436		15,481		25,492	75,151
Total .....	120,211	352,847	68,668	207,856	114,713	222,489	108,016	361,388	222,225	719,016	448,623	1,431,774	553,075	1,871,224

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The increase in the sales of 1899 by the above companies is very marked, the amount realized being over half a million dollars more than last year, and the acreage disposed of five times larger than in 1896, twice as large as in 1897, and 80,000 acres more than last year. It is also reported that payments are being met promptly and that contracts of sales are being better carried out than ever before.

The total acreage of land disposed of by the department and these companies amounted last year to 2,986,966, as compared with 2,177,774 in 1898, or a total increase in favour of this year of 809,192 acres.

STATEMENT showing the number of Letters Patent issued by the department in each year since 1874, and the number of those issued which have since been cancelled in each year.

YEAR.		Number issued.	Number cancelled.	
Departmental	Year ended October 31	1874	536	6
	do do	1875	492	4
	do do	1876	375	4
	do do	1877	2,156	13
	do do	1878	2,597	32
	do do	1879	2,194	57
	do do	1880	1,704	41
	do do	1881	1,768	11
	do do	1882	2,766	11
	do do	1883	3,591	16
	do do	1884	3,837	24
	do do	1885	3,257	18
	do do	1886	4,570	17
	do do	1887	4,599	26
	do do	1888	3,275	34
	do do	1889	3,282	30
	do do	1890	3,273	20
	do do	1891	2,449	35
	do do	1892	2,955	27
	do do	1893	2,936	16
	do do	1894	2,553	15
	Year ended December 31	1894	2,682	16
	do do	1895	2,118	12
	do do	1896	2,665	20
	do do	1897	2,972	17
	do do	1898	3,037	19
	do do	1899	3,904	11

## CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment:—

Departmental Year ended October 31.	Letters Received.	Letters Sent.	Total.
1874.....	3,482	4,150	7,632
1875.....	1,974	2,189	4,163
1876.....	2,256	3,097	5,353
1877.....	3,137	3,677	6,814
1878.....	4,642	6,009	10,651
1879.....	5,586	6,179	11,755
1880.....	8,222	9,940	18,162
1881.....	13,605	15,829	29,434
1882.....	25,500	30,300	55,800
1883.....	27,180	33,500	60,680
1884.....	27,525	33,386	60,911
1885.....	33,970	43,997	77,967
1886.....	60,964	67,973	128,937
1887.....	47,845	60,890	108,735
1888.....	43,407	52,298	95,705
1889.....	48,316	50,500	98,816
1890.....	36,200	36,008	72,208
1891.....	38,000	36,267	74,267
1892.....	41,990	42,203	84,193
1893.....	50,794	48,145	98,939
1894.....	48,619	50,840	99,459
1895.....	49,991	45,898	95,889
1896.....	47,501	44,238	91,739
1897.....	65,714	64,147	129,861
1898.....	88,913	87,845	176,758
1899.....	95,023	91,876	186,899

The number of registered letters during the departmental year 1899 was:—

Received, 2,865; sent, 8,091.

This shows an increase of correspondence of over 10,000 letters as compared with 1898 and more than double the number of letters received and sent in 1896.

## IMMIGRATION.

Statement showing number of persons who settled in Manitoba and North-west Territories during the year 1899:—

From European countries, including Great Britain.....	20,364
From the United States.....	9,839
Canadians from Eastern provinces.....	11,724
Total.....	41,927
British and foreign remaining in Eastern Canada .....	14,340

It may be stated that all classes with the exception of British, who show a slight decrease, have increased, but the falling off in the latter class has been amply made up by the large number of other desirable immigrants who arrived during the year. The total number of persons who were recorded at the office of the Commissioner of Immigration at Winnipeg amounted to over 30,000 souls. This, however, does not represent the total addition to the population in the west, as large numbers of settlers came in from the United States, by way of North Portal and other points. These

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were all, of course, citizens of the United States, although belonging to different nationalities.

It seems to be an invariable rule that a proportion of the ocean arrivals remain and settle in Eastern Canada, but this number is always counterbalanced by the number of persons, residents of Eastern Canada, who move to the west, the result being that the west gets practically the full benefit of all the foreign immigration.

## IMMIGRATION FROM GREAT BRITAIN AND IRELAND.

During my recent visit to the Old Country, which was undertaken chiefly with the view of familiarizing myself thoroughly with the existing conditions regarding immigration from the British Isles, as well as to put myself generally in touch with those having the work in hand there, I had numerous conferences with the High Commissioner for Canada in London, and the various agents of the department who are directly engaged in immigration work in England, Scotland and Ireland as well as in France and Belgium. I also took occasion to visit steamship booking agents with whom in a great measure lies the success of any special effort put forward by the government to induce any movement of population to Canada, as in many instances they are the only agents that the department can employ for the distribution of literature, and generally to give information regarding Canada. I desire to testify to the energy displayed by the agents of the government in their endeavour to make Canada favourably known in the districts where they are respectively located. As a result, I am satisfied that even from Great Britain, where the field is not so good for such a large movement as we have been able to secure from the continent, a large share of the emigrants leaving the Old Country during the coming season will find their way to Canada, with a view to settling in the North-west.

One of the matters that engaged my special attention during my visit to England was the question of bonuses paid to booking agents on account of immigrants directed to Canada. This country has an advantage over the other British colonies in that the transportation rates are considerably less, and this in itself certainly constitutes an inducement to British immigrants in favour of Canada. It should be pointed out, however, that in the case of Queensland, for instance, the assistance granted to intending settlers by the government of that colony is such as to make the rates of transportation as low, if not lower, than those that are granted for Canada. Moreover, the steamship agents, owing to the increased cost of passage to Australia and other colonies, receive a much larger commission on tickets to those countries than they do on those for Canada, and this consideration has certainly some effect on Canadian business. It is hoped, however, that by a re-arrangement of the commission, this competition will be met and the agent will be put in equally as good a position by selling tickets to Canada as to other countries.

It is expected also that in the continental business a change will be made by which the bonus will not be paid for persons who are not possessed of sufficient means to become desirable settlers if sent to Canada. This matter is a very important one, and it is now engaging the attention of the department.

## BRITISH AGRICULTURAL LABOURERS.

A great deal has already been said about British tenant farmers coming to Canada, and no doubt many of these would make excellent settlers, but I am con-

vinced, from my observation while on the other side, that those who would do best in this country are the British agricultural labourers. It may be mentioned that the supply of farm labourers in the Old Country is not up to the demand, and the rate paid to them is not anything less than what is paid in Manitoba and the North-west Territories. Many, in view of this, do not care to leave their old homes. On the other hand, while it may be perfectly true that these labourers are now earning good rates, it is admitted that it is almost impossible for them to save any portion of the amount so earned, and they therefore have no prospects of bettering their condition.

The advantage which Canada offers to this class of settlers is, that while they could earn quite as large wages here as they now do in the Old Country, they could eventually secure homes for themselves, as has already been done in a large number of cases. A special effort is therefore being made to reach this class, although particular care is taken to select only such of them as are actually engaged in agricultural pursuits, or who have had experience in farming.

In connection with immigration work in Great Britain, I must say that as a result of my general observation while there, there would appear to be strong grounds upon which a policy of assisted passages might be adopted. There are in Great Britain and Ireland, as well as on the continent, agriculturists who would gladly avail themselves of the advantages offered to settlers in Canada, but who are not possessed of sufficient means to enable them to do so. There is no doubt that a large number of these settlers could be secured for Canada if some assistance were to be granted them in the way of facilitating their passage and carrying them over for the first season. Of course, any assistance given in this way would have to be in the form of an advance upon the security of the homestead to be taken up by the settler, to be repaid within a limited time, without interest, or at a very low rate. In order to carry out this suggestion it would be necessary to exercise much caution in the selection of those to be assisted, but there is every reason to believe that if carried out on a proper basis, it would undoubtedly tend to turn the tide of immigration to Canada. The policy of assisted passages adopted by the government of Queensland has been an inducement to many of the very best class of farmers and farm labourers to settle in that colony, and it has even been hinted that some of those who were thus induced to move to Queensland would have preferred Canada, but the necessity of having assistance at the outset compelled them to choose the Australian colony. The proposed plan has been in operation in some of the South American republics, as well as in the Australian colonies; and where there has been failure, it would appear to have been due to the fact that the selection of settlers was not judiciously made.

I found that even yet there is a considerable amount of ignorance on the part of English people regarding Canada, and increased efforts will be made to have the country better known in the old land. One of the means which has been suggested is to encourage country schools to make a special study of Canada. With this object in view the department is now preparing books which can be used by the schools for this purpose, and possibly a prize, in the form of a medal to each school, for the best examination on Canada, its geography and resources, will be given. In this way it is thought that the parents of the children will also become interested with a desire to know more of this country.

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It is satisfactory to note that notwithstanding the reports of the difficulties to be encountered in Ireland, Mr. Devlin's efforts there in the cause of immigration are worthy of very special mention. As a result of my personal inquiry there is every reason to believe that the work which is being conducted by both Mr. Devlin and his assistant Mr. Webster, will be productive of much good. Ireland has done very little in the way of sending settlers to Canada in the past, but a change for the better would appear to have now set in, and more favourable results may be looked forward to at an early date.

## CONTINENTAL IMMIGRATION.

As to this class of immigration, it is undoubtedly true that the Germans and Swedes are amongst the best settlers who have located in the United States or Canada, but the laws in force in these countries, with regard to emigration, are such as to preclude our making any direct effort to secure settlers from Germany and Sweden. This also applies to other countries.

German immigration has greatly fallen off within a few years, and the same may be said of the Swedish, which is probably due to the fact that emigration has been discouraged by the respective governments of those countries. It will be necessary for the department therefore to direct its efforts to other countries, where less restrictive measures are enforced.

In this relation, it may be stated that the report of the Finnish delegates who visited the North-west in the months of August and September last, and also that of Mr. Winckelmann, the representative of Mr. Krogius, of the Finland Steamship Company, who came subsequently, were most favourable, and may result in a work of some magnitude in Northern and Southern Finland next spring.

It is also expected that upwards of 2,000 German Baptists will emigrate from Southern Russia to the North-west during the present year. Many of these people have friends in the district of Alberta who have been very successful in their farming operations.

This the department is fully aware of, from the fact that in numbers of instances moneys have been forwarded here to be transmitted to the Old Country to pay for the transportation of the sender's friends to Canada. Much of the success of the immigration to the United States has been attributed to this one fact, namely, the pre-paid passages arranged for relatives in the Old Country by those who have been settled for some years in America, and who have achieved success in their new home. In connection with this movement I might say that the Rev. F. A. Mueller, who was sent over by the department last year, was the means of bringing about 500 persons to the District of Alberta.

Two other sects, known as Molocani and Stundists, also found in Southern Russia, will probably reach this country during the current year in considerable numbers. These people are reported to be of the best type of agriculturists in Europe, and if the stream of emigration is once started, it will no doubt mean a very large influx of the most desirable settlers.

The work in Belgium, under the direction of Mr. de Cœli, is progressing very favourably, and an increased movement of population from that country to Canada is likely to follow the efforts now being put forth.



## THE GALICIANS.

The Galicians who have gone into Manitoba and the North-west Territories during the past three years, numbering about 16,000, while attracting a great deal of attention on arrival, have been so well settled—being divided into small colonies—that they have been little heard of since, excepting through the officers of the department whose duty it is to visit the various colonies, in the West. They are reported to be in a satisfactory condition and are causing no trouble or expense to the officials of the department or to the government; in fact, in most of the districts where they have settled, they are now considered by the residents a decided advantage to the locality and are making quite as good progress as any other class of settlers in the country. The objection to this nationality which existed in the popular mind a year or two ago and which was the subject of so much newspaper discussion, has quite passed away. The reason for this appears to be that they are adapting themselves to the conditions of the country and are now looked upon as a part of the great producing class of Manitoba and the North-west Territories. One of the chief characteristics of the Galician settler of the North-west is his ambition to become assimilated with the Canadians.

A most noteworthy fact in connection with these people is the report that has recently been brought to the attention of the department that in a number of cases, Galicians who came out from Austria possessed of very little means, but who left behind them property in their mother-land, since their arrival in Canada have been so well satisfied that they have been sending home instructions for their property to be disposed of so that they may have further means of carrying on work on their homesteads, and providing themselves with the necessary equipment to successfully farm their lands.

Assistance to a limited extent was given by the department to a few who were really in need of it, in the way of food supplies, but in all such cases the advances made were secured by a lien against the land occupied by the persons receiving such help.

The number who emigrated last year amounted to 6,600. These have all been satisfactorily settled, although very many of them have not yet entered for their lands.

## DOUKHOBORS.

In the introductory to my report of 1898, I set out pretty fully the negotiations entered into between the government and the representatives of the Doukhobors regarding their settlement on lands in the North-west, and since then two additional parties have arrived, making a total now settled in the North-west of 7,400 souls.

The Doukhobors have been located definitely on lands in the Districts of Assiniboia and Saskatchewan; upwards of 5,000 in the former, and 2,500 in the latter. Those in Assiniboia have been divided into four colonies, and in the various colonies are located about 50 villages, the Doukhobors having availed themselves of the provision of the Dominion Lands Act, which permits settlers joining together in villages, and in this way performing their homestead conditions. The difficulty of locating such a large number of persons and getting them satisfactorily settled has been one of some magnitude, but I am glad to say that the Commissioner of

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Immigration at Winnipeg and his staff have proved to be quite equal to the occasion, and the work of location has been practically completed. As I have intimated in a former part of my report, these people have not yet made entries for their homesteads, there being about 1,500 to 2,000 homesteads to be taken up. One of the reasons for the delay is that the surveys have not been completed, and until the lands are surveyed it is, of course, impossible to grant entry.

Very much has been written about the Doukhobors by persons who have, by personal observation, examined into their conditions, many having visited the colonies since the arrival of these people in the Territories, and it is needless, therefore, for me to repeat what has been given by persons so well qualified to discuss the subject, but I might refer to reports which have gone abroad and have attracted some attention in the Western States, particularly in California, in which it is said that these people have been in a state of destitution since their arrival in Canada. I need not say that this is an absolute misstatement of the facts. There has never been any need to fear distress amongst the Doukhobors on account of lack of supplies, since their arrival. Canada is not the country in which it can be charged that there is any part of the community in want, and this is no less true of the new settlers. I might, however, in this connection refer with pleasure to the interest taken in these people, especially by the Society of Friends in the United States, and particularly would I refer to the deep interest evinced in their welfare by Mr. Joseph S. Elkinton, of Philadelphia. This gentleman not only met each of the ships as they arrived at Halifax and Quebec, but has since visited the North-west on two occasions, and, together with his friends, has expended and is expending a very considerable amount for the purpose of giving the Doukhobors a fair start in this country.

I do not think it was ever contended by any person that the Doukhobors on their arrival in Canada, were possessed of very much means, but the department believed, and still believes, that they are possessed of such characteristics as will undoubtedly produce a steady, hard working, thrifty and God-fearing element in the community, and the result of two or three years will very clearly demonstrate whether there is good ground for such a belief or not.

It might be pointed out here that quite recently there has been some newspaper talk, especially in California, regarding the removal of the Doukhobors from the North-west to the southern portion of that State. Indeed, this has assumed a more formidable shape than mere newspaper references, as representatives of one or two of the leading railway lines have already visited the North-west for the purposes of inducing a movement in the direction suggested. It is hardly possible, however, that anything more will come of this movement, as it is questionable whether the Doukhobors would be carried away by the tempting offers which no doubt will be made by interested persons or their representatives. Their prospect of certain success in Canada will undoubtedly lead them to remain in the North-west. Of one thing there would therefore appear to be no doubt and that is that the generally good qualities of the Doukhobors are known and evidently appreciated outside of those who have been instrumental in their removal to this country, in England, the United States and Canada. This is evidenced by the offers of employment and settlement upon the lands of Southern California, and I am also informed in Oregon as well.

## THE YUKON TERRITORY.

The affairs of the Territory, generally, may be stated to be in a highly satisfactory condition. The bringing into force of the various statutory enactments which were framed with a view to the proper government of the district, and the gradual improvement effected, as local conditions permitted it, in the several branches of the Territorial administration, have resulted in placing the service on a footing which ensures the prompt and satisfactory transaction of all the business connected therewith.

The means of communication with the Territory have been greatly improved, chiefly through the construction of the line of railway from Skagway to Bennett, which, apart from the convenience which it affords to persons travelling over the passes, now permits of heavy machinery and other material being more conveniently transported, and at a reasonable figure, to the mining fields in the vicinity of Dawson. The prolongation of the line of railway to a point below White Horse Rapids is well under way, and its final completion, which may be looked forward to at a comparatively early date, will still further facilitate communication between the outside world and this distant region of the public domain.

Considerable attention has also been given, by the local Government, to the construction and improvement of roads leading out from Dawson to the adjoining mining centres, and access to the latter, both in summer and winter, has in consequence been made much easier.

The postal service has been placed on as satisfactory a basis as the conditions of the country will at present allow, and under present arrangements the districts can count upon the assurance of a weekly mail delivery.

The construction of the telegraph line from Bennett to Dawson will be of material advantage to the service generally, as it will enable the department to be kept in constant and immediate touch with the affairs of the local administration, and to be thus in a better position to give close attention to the requirements of the Territory.

The details of the results obtained in this branch of the department during the past fiscal year, as recorded at headquarters, will be found, under No. 4, in the very complete and able report submitted by the Chief Clerk of the Timber and Mines Branch upon the operations of his office during that period.

There have been but few changes in the staff of officials employed in the various government offices at Dawson and throughout the district, with the exception of the appointment of an Assistant Gold Commissioner. As regards the latter appointment it may be explained that since the organization of the Gold Commissioner's office, as authorized by Order in Council of July 7, 1898, numerous disputes respecting mining claims had arisen and been brought before the Commissioner for hearing which, with other duties of a routine nature already devolving upon him had so increased the amount of work which he was called upon to perform, that it had become absolutely necessary to provide for the appointment of a superior officer who would act as his assistant and relieve him of such portion of his work as was not of a purely judicial nature. Mr. James Langlois Bell, Advocate, of the city of Quebec, who is proficient in both the English and French languages, and is in other respects well qualified to assume the functions of the new office, was therefore appointed to that position on September 29, 1899. There is no doubt that the appointment will prove of much benefit both to the office and to the public.

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The report from the Commissioner of the Territory for the past year has not yet been received, but it is altogether likely that it will come to hand in time for publication along with the general report of the department. Should it be received too late for insertion, however, no time will be lost in having the same printed as an appendix to the report as soon as it reaches the department.

## TREE PLANTING AND FORESTRY.

Although much attention would appear to have been given in the past to the development of the timber industry in Manitoba, the North-west Territories and British Columbia, in the way of facilitating the cutting of the timber for agricultural or mercantile purposes, and of perfecting the system for the collection of the revenue derived therefrom, no method, based on a practical and scientific basis, was ever inaugurated for the preservation of the large timber areas extending through some of the districts under the control of the department. It is true the necessity of adopting some plan with this end in view had long since been felt, as evidenced by the setting apart, as permanent reserves, of certain timbered sections of the country, but no steps had so far been taken in the direction of properly protecting these reserves from trespass or forest fires, or of encouraging the development of tree culture on the prairie lands in Manitoba and the Territories. It has therefore been deemed advisable in the public interest to establish a bureau such as exists in other countries, with a responsible chief officer at its head who will look specially after the preservation of the timber on Dominion lands and carry out such policy as may be adopted for the encouragement of tree culture in districts already open to settlement. With this end in view, Mr. E. Stewart, Dominion Land Surveyor, was appointed on August 15 last, as chief inspector of timber and forestry. It may be stated that Mr. Stewart has had exceptional opportunities of becoming intimately acquainted with Canadian forestry conditions. He has on several occasions been chosen to decide important timber disputes, where his ability to estimate the quantity and value of standing timber was highly appreciated. Having for years given special attention to the matter of forestry in the North-west and British Columbia, he is in every way fully qualified to properly discharge the duties of his new office. His report upon his work will be found embodied under Part IX. It is, of course, of a preliminary nature, Mr. Stewart having been in office for only a comparatively short time, but the valuable information which it contains will no doubt be read with much interest.

The protection of our forests is a matter of such great moment, not only to those who hold the lands under lease, but to the country generally, that some provision should be made at once, as suggested by Mr. Stewart in his report above referred to, for the appointment of forest rangers or guardians. It may be safely stated that the lumbermen themselves fully appreciate the importance of guarding against the destruction of our forests by fire or otherwise, and there would therefore be no difficulty in securing their practical co-operation in this matter.

As to the propagation of trees and the encouragement of tree planting generally in Manitoba and the North-west Territories, I may mention that during my recent visit to the Old Country and Europe, I found much to interest me in the beauty of the shrubbery and trees wherever I went. The comparison with Canada,

and especially western Canada, was not favourable, particularly as regards the interest, or lack of interest, taken by the settlers in tree planting. While travelling in Belgium, I learned that a large portion of the trees, which have now assumed immense size and beauty, were of quite recent planting. In twenty or twenty-five years, by proper cultivation and trimming, their growth has been remarkable, and they are now very shapely. Before that time it would appear that in many of the districts visited there were no trees to be seen at all, but since then the question of arboriculture has received considerable attention, and it has now passed beyond the experimental stage. This was evidenced by large sections of country covered with a splendid growth of beautiful trees, and by the artistically shaped hedges on each side of the main highways and along roads running through the farms or adjoining private grounds in town or country. There is no doubt that by the expenditure of a reasonable amount of money, the settled districts in Manitoba and the North-west Territories could in the same way be greatly beautified through the planting of trees which, with proper attention, would soon bring about a perfect change in the general appearance of the country. It is therefore advisable that a certain sum should be made available for this purpose next year, or at least in the very near future.

The services rendered by the Experimental Farms in Manitoba and the Territories in this relation have been highly appreciated, and there should continue to be co-operation between the Superintendents of the Farms and the officers of the Department of the Interior in so far as the supplying of trees is concerned. In view of the fact, however, that a special officer has now been appointed to take general charge of all the work connected with the protection of forests, it would no doubt be advisable that the matter of the planting of trees should be under the immediate control of the Department of the Interior also.

The people of Manitoba and the Territories are fully alive to the importance of this work, and from the number of inquiries which have been received at the Department of late on the subject, there is no doubt that they are prepared to take a very great interest in it. In addition to beautifying the country and practically changing its appearance, as has been done in the case of Belgium, there are other reasons why the government should interest itself in this important matter. There is the protection to buildings, to animals and crops, as well as the advantage to the prairie districts of producing a new supply of fuel for the use of the settlers. It is a well known fact that where trees have been successfully cultivated, such conditions prevail as will attract moisture, and on the whole there is every reason to believe that the value of farm lands will be greatly enhanced by co-operation with the government on the part of farmers in the planting of trees and shrubbery in their various localities. I think, therefore, that it would be in the public interest to have a certain amount appropriated to cover the salary of a number of officers to look after this particular work. These persons could be employed the whole year round, during the spring, summer and fall in visiting settlers and directing them as to the planting and proper care of trees, and in the winter in delivering lectures on tree culture in all the settled districts. These men should, of course, be well versed in the subject, and of first class experience, as it is important the work should be done thoroughly and expeditiously from the start, so that the public may know at once that the government intends to take a deep interest in this special branch of agriculture.

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## HALF-BREEDS OF THE DISTRICT OF ATHABASCA

The Commission, composed of Mr. James Walker, of Calgary, and Mr. J. Arthur Côté, of the department at headquarters, which was sent out in the spring of last year for the purpose of investigating and settling the claims of Half-breeds resident in the District of Athabasca, completed its labours early in the month of October, and the report upon the result of its work will be found under Part VIII.

It is due to the Commissioners to state that they discharged their arduous duties promptly, judiciously, and to the entire satisfaction of the department.

It is very satisfactory to note that with the permanent settlement of all claims preferred by Half-breeds on account of their Indian blood, and the negotiation of Treaty No. 8, which was concluded concurrently with the various Indian tribes, any possible obstacle which might have retarded the opening up of the vast area of land comprised within the limits of this district, has now been removed. The territory in question, which as yet has attracted but little attention, owing to the lack of definite information with regard to its possibilities, will no doubt, at no very distant date, be opened up to settlement, as the extensive sections of land still remaining available in Northern Alberta become more thickly populated. Its timber resources are almost limitless, its water courses afford excellent means of communication during the summer months, a large percentage of its soil is well adapted for agricultural purposes, and the successful experiments in grain growing and stock raising that have been made for many years past are such as to justify the most optimistic expectations with regard to its suitability as a field for settlement.

## SEED GRAIN ADVANCES.

Farmers generally throughout the west, with rare exceptions, would appear to have enjoyed immunity from drought or frost during the year 1899, as evidenced by the abundant crops of the last season. The last general advance of seed grain by the department was that made in the spring of 1896. Since that time there has been a steady increase in the amount of repayments made on account of the indebtedness owing to the Crown in this relation. The liability is firmly secured by the attachment of liens or bonds against the land of the debtor, and there will be no difficulty in ultimately collecting the amount due. In the meantime all unpaid balances bear interest at the rate of six per cent. per annum.

The Act passed by Parliament at its last Session (62-63 Victoria, Chapter 18), respecting seed grain bonds, was brought into effect by the passing of an Order in Council, on October 27 last, which now permits of bondsmen being relieved of their liability in certain cases. Under this Order power is given for the release of sureties upon any bond: —

First, in which the primary debtor has already secured a patent for his land and the bond from which the sureties are to be discharged is either the only encumbrance against such land, or, where there are other encumbrances affecting the land, such bond takes priority of all other of such encumbrances, except such of them only as may be in favour of the Crown;

Second, in which although letters patent have not yet issued for the land of the primary debtor he has applied for and established his right under the provisions in

that behalf contained in the Dominion Lands Act and its amendments, to a certificate of recommendation for patent, and in which the bond from which the sureties are to be discharged is either the only encumbrance against such land, or, where there are other encumbrances affecting the land, such bond takes priority of all other of such encumbrances, except such of them only as may be in favour of the Crown, and

Third, in any other case in which though letters patent for the land which is held by the primary debtor as a homestead, have not yet been applied for, it is shown to the satisfaction of the Minister of the Interior that such land is liable to the bond from which the sureties thereto desire to be released and discharged, and is considered sufficient security for the sum owed upon such bond by the primary debtor.

The necessary forms of discharge were completed and available only a short time ago, but already many persons have taken advantage of the privilege extended under the Act above referred to, and relief has been granted by discharging them from the obligation. Applications from other bondsmen are being received continually, and when the necessary proof is given they will, of course, also be freed from a liability which has tended to discourage many settlers in securing a clear title to their lands.

#### TIMBER, MINERAL AND GRAZING LANDS.

The revenue from the above sources for the fiscal year 1898-99 was \$1,298,136.13. The revenue for the fiscal year 1897-98 was \$828,431.01, and for the fiscal year 1896-97 \$88,309.50.

##### TIMBER.

The timber dues received amounted to \$155,765.25, being an increase of \$39,996.22 as compared with the previous fiscal year. Of the revenue from timber \$41,405.40 was for bonuses, ground rents, royalties and dues on timber cut from lands in the railway belt in the Province of British Columbia, being an increase of \$20,324.14 as compared with the previous year. The total revenue received from timber in Manitoba and the North-west Territories and the Yukon Territory up to July 1, 1899, was \$1,734,933.86, and the total revenue from Timber within the railway belt in British Columbia up to the same date was \$367,491.59. The total revenue from the Yukon Territory for timber was \$98,009.35. During the year 52,359,740 feet of lumber were manufactured from timber cut under license in Manitoba, the North-west Territories and in the railway belt in British Columbia.

The reports from the Crown Timber Agents show that the lumber market in Manitoba, the North-west Territories, British Columbia and in the Yukon Territory is in a healthy condition, the demand and supply exceeding that of last year.

In Manitoba the saw-mills have been run to their fullest capacity, the output being about 20,000,000 feet B. M., an increase of 10,000,000 feet over that of the previous year. The output in the Territories was 7,547,218 feet B. M., in the railway belt in British Columbia 27,076,624 feet B. M., and in the Yukon Territory 8,494,963 feet B. M.

In addition to the lumber sold by mill-owners in Manitoba, it is reported to me that no less than 149,813,531 feet of lumber was sold in Manitoba and at points as

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far west as Regina, the bulk of which came from the United States shipped in as rough lumber and in logs which were manufactured at Rat Portage and Keewatin.

The Crown Timber Agent at Winnipeg gives in his report tabulated statements showing the quantity of lumber sold during the last three years, and also the importation of timber products into Manitoba and the North-west Territories during the same period.

Approximately, 90,000 cords of wood were sold at Winnipeg at prices varying from \$2.50 to \$5.00 per cord.

The following is a comparative statement of the average price of lumber within the several Crown Timber Agencies during the past fifteen years:—

Agency.	1885.	1894.	1895.	1899.
	Per M.	Per M.	Per M.	Per M.
Winnipeg.....	\$13 50 to \$25	\$17	\$17 to \$19	\$13 to \$15 50
Brandon.....	20 to 22	15	15	13 to 15 00
Whitemouth.....	11 to 12		10	10 to 11 00
Calgary.....	25 to 30	8 to 16	8 to 16	8 to 16 00
Fort McLeod.....	30	10	10 to 16	7 to 16 00
Lethbridge.....		9 to 16		
Prince Albert.....	30 to 45	10 to 25	8 to 25	16 to 17 50
Edmonton.....	25 to 30	18	13 to 16	10 to 12 00
British Columbia.....		10	7 to 9	9 50

The number of timber berths licensed or authorized to be licensed in the Province of Manitoba and the Territories is 120, and within the railway belt in British Columbia, 117. Fifty-eight berths have been granted in the Yukon Territory, covering a total area of 123 square miles. A list of the timber berths and the owners thereof appears in the report of the chief clerk of the timber and mines branch of this department.

The regulations of July 1, 1898, governing the granting of yearly licenses and permits to cut timber on Dominion lands in Manitoba and the North-west Territories and within twenty miles on either side of the Canadian Pacific Railway, were amended by an Order in Council dated February 17, 1899, by adding to section 20, which provides for the issue of a free permit to a homesteader to cut a certain quantity of timber on his land, a clause giving him the right to cut 2,000 fence rails; also rescinding the provision of the section for payment, by actual settlers, of dues at the rate of 12½ cents per cord for cordwood and rails made from dry standing timber, and giving the settlers free permits to cut dry timber for their own use.

By an Order in Council dated January 19, 1899, the regulations were amended so as to permit the owners of timber berths in the railway belt in British Columbia to sell the timber thereon to mill-owners and not be required to manufacture the timber taken from their berths.

The regulations were also amended on January 13, 1899, by rescinding clause 17 thereof, which authorized the granting of permits to cut timber without competition to saw-mill owners.

A synopsis of the regulations may be found in the report of the chief clerk of the timber and mines branch.



## GRAZING AND STOCK RAISING.

The department during the last fiscal year issued 202 leases for grazing lands. The majority of the lessees are settlers who acquire a few sections of land in the vicinity of their homesteads. The total number of ranches comprising Dominion lands is 567, covering an area of 510,226 acres. There are also in force 138 leases of school lands in the North-west Territories, covering a total area of 44,306 acres, and 73 leases of school lands in Manitoba, including a total area of 14,851 acres. A list of the lessees of grazing lands and the areas of each leasehold may be found in the annual report of the timber, mineral and grazing lands branch. The sum of \$6,825.23 was collected during the last fiscal year for rent of grazing lands.

## HAY.

During the year 4,208 permits to cut hay were issued by the agents of Dominion lands, and the sum of \$13,369.82 was collected for dues.

## MINERALS OTHER THAN COAL.

During the past fiscal year 123 entries were granted by the agents of Dominion lands in Manitoba and the North-west Territories, for quartz locations.

In the Yukon Territory 9,134 placer claims, 275 quartz claims, 577 renewals of entries, and 3,378 assignments of claims were recorded up to July 1, 1898. The returns for the fiscal year ending June 30, 1899, show that 9,626 entries for placer claims, 444 entries for quartz claims, 4,825 renewals of entries, and 9,858 assignments were recorded. The revenue collected from this source and for fees collected for registering other documents in connection with mining operations was \$450,799.59.

Up to July 1, 1899, 34,364 free miners' certificates were issued, producing a revenue of \$343,648.02. During the fiscal year 22,735 free miners' certificates were issued and the revenue derived therefrom was \$227,354.13.

The total sum collected up to July 1, 1899, for royalty on the gross output of placer claims in the Yukon Territory after deducting the exemption allowed by the regulations was \$863,236.36; of this amount the sum of \$575,812.79 was collected during the last fiscal year. A statement showing the royalty received, the places where the royalty was collected, and the names of the creeks, gulches and hills on which the claims from which the gold was taken are located, appears in the report of the chief clerk of the timber and mines branch.

Leases have been issued to dredge for minerals in the submerged beds of rivers in the Yukon Territory covering 1,308 miles, and for the same purpose in the North-west Territories covering 957 miles.

The total revenue received for rent of the leaseholds in the Yukon Territory up to July 1, 1898, was \$132,505.50 and for the last fiscal year, \$3,500.

The total revenue for rent of the leaseholds in the North-west Territories to July 1, 1898, was \$8,862.71, and for the past fiscal year, \$1,550. So far as the department is aware only one dredging plant has been placed on any of the rivers in the Yukon Territory. The one referred to is being worked on the leasehold of

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the Lewes River Mining and Dredging Company, Mr. J. A. Macpherson, Manager, situated on the Lewes river above Big Salmon river in the neighbourhood of Cassiar Bar. The dredge commenced operations last autumn but no report has been received as to the result of the work performed.

Three dredges were working on the North Saskatchewan river during last season, but it is reported that none of them have done work of any consequence, owing partly to the unusual height of the waters of the river, and the imperfection of the gold saving appliances used. The owners of the dredges expect next year to have better appliances and hope for more satisfactory results.

Up to the end of the last fiscal year the sum of \$11,528.85 was received for mining locations in the railway belt in the Province of British Columbia under an arrangement between the Government of that Province and the Government of Canada made in 1890, whereby the Provincial Government which owns the precious metals, was empowered to grant entries for locations containing any minerals with the exception of coal, in accordance with the Provincial Regulations, purchasing from the Government of Canada the land at the rate of \$5 per acre.

This price has since been reduced to \$1 per acre for lands which are of no value for agricultural purposes or for the timber growing thereon.

The regulations for the disposal of quartz mining claims in Manitoba, the North-west Territories and in the Yukon Territory, of March 8, 1898, were amended with respect to the area of a copper mining location. The Order in Council of September 12, 1898, increased the area to 160 acres; the Order of January 25, 1899, provided that the grant of such location for the mining of copper shall not give the grantee any rights to any other minerals, except they are combined or mixed with copper or copper ore, and in no case shall include free milling gold or silver. The Order of February 2, 1899, provided for an entry fee of \$20 for a copper mining location of 160 acres.

The regulations governing placer mining in the Yukon Territory approved by Council on January 13, 1898, have been amended by the following Orders:—

1. The Order of March 29, 1899, provides that no officer or person employed by the Government of Canada in any capacity whatever in the Yukon Territory, and no officer or member of the Militia or of any military force stationed in the Yukon Territory, and no officer or member of the North-west Mounted Police stationed in the said Territory, shall stake or record in his own name, or in the name of any other person or corporation for his benefit, any mining claim in the said Territory, nor shall any such person acquire or become the purchaser from the Crown of any Dominion lands in the said Yukon Territory, nor shall any such person acquire by purchase or otherwise any mining claim of any kind or description whatsoever in the said Yukon Territory.

No person to whom the prohibition in the next preceding clause applies shall act as the agent of any person or corporation in or with respect to the staking, recording, purchase or acquisition of any mining claim or property, or any Dominion lands in the said Territory.

Any person guilty of violating any of the provisions of this Order in Council shall be liable to dismissal from the public service, or from the military or police force, as the case may be.

This Order came into force on June 8, 1899, that being the date it was received at the Gold Commissioner's office at Dawson.

2. The Order in Council of March 29, 1899, confirms the action taken by the Commissioner of the Yukon Territory under the authority of the Governor in Council in reserving for the Crown all fractional claims in the Yukon Territory and also all creek claims unrecorded on Dominion Creek in the same Territory.

3. The Order of March 30, 1899, amended the provisions of the regulations for the hearing and determination of all disputes regarding mining property.

This Order came into force on June 1, 1899.

4. The Order of March 30, 1899, raised the exemption to be deducted yearly from the gross annual output of each mining claim from \$2,500 to \$5,000. This Order came into force on June 1, 1899.

5. The Order of March 30, 1899, provides that the regulations and the amendments thereto which have been passed from time to time shall be held to have come into force upon the date of the receipt of the same by the Gold Commissioner; that in the future amendments or new regulations shall come into force on the date upon which they are received by the Gold Commissioner and posted in his office; and that it shall be the duty of the Gold Commissioner to post in a conspicuous place in his office a copy of any amendments or new regulations within twenty-four hours after receiving the same.

6. The Order of June 13, 1899, provides that Free Miners' Certificates may be obtained without the applicant applying in person.

7. The Order in Council of October 7, 1899, provides that during each year work shall be done on a claim to the value of \$200, or the holder thereof may in lieu of such work pay the sum of \$200 for each of the first three years, but the fourth and succeeding years the sum of \$400 must be paid.

If at the end of the year the annual amount of work has not been performed, nor the commutation fee paid, as above stated, the sum of \$250 shall be charged against the claim, and the said amount shall constitute a lien on such claim, and no transfer of title to such claim shall be recorded until the said amount of \$250 shall have been paid to the mining recorder.

If the lien is not discharged by payment at the expiration of three months from the end of the year, the claim shall revert to the Crown, and shall not be open for re-location, and may be disposed of as the Minister of the Interior may direct.

No claim forfeited from whatever cause shall be re-located, but every such claim shall revert to the Crown to be disposed of as the Minister of the Interior shall direct.

8. The Order of October 27, 1899, authorized the Minister of the Interior to dispose of any whole or fractional mining claims reserved for the Crown in such manner as he may decide.

The Order in Council of January 30, 1900, allows a free miner to receive entry for a claim for a period of one or five years, by paying to the mining recorder in advance a fee of \$15 for one year, or \$75 for five years.

Hydraulic mining regulations for the issue of leases of locations in the Yukon Territory to be worked by hydraulic or other mining process were approved by an

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Order in Council dated December 3, 1898. Eight leases have been issued, and 61 applicants have been given the right to acquire a lease upon their complying with the provisions of the regulations. A list of the leases issued and the names of the applicants referred to may be found in the report of the timber and mines branch of the department. A synopsis of all the mining regulations may be found in the same report.

COAL MINING LANDS.

The revenue from coal lands during the last fiscal year, was only \$100. The total area sold up to July 1, 1899, was 16,523.86 acres, and the total amount received therefor was \$158,615.53.

The price of coal lands in Manitoba and the North-west Territories is \$20 per acre for anthracite, and \$10 per acre for any other class of coal.

In the Yukon Territory the price of coal lands is \$40 per acre, if the coal is anthracite, and \$20 per acre for any other class of coal.

FUEL.

The Crown Timber Agent at Winnipeg has furnished the following statement of the consumption of coal and wood at points in Manitoba and as far west as Regina, which can be taken as approximately correct:—

American anthracite.....	31,000 tons.
Canadian “ .....	8,500 “
American soft.....	4,000 “
Canadian (Galt).....	8,900 “
Souris lignite.....	27,500 “
Canadian wood (Winnipeg only).....	90,000 cords.
United States “ .....	2,535 “

The following prices were obtained during the years 1898 and 1899, as shown hereunder:—

	1898.	1899.
	PER TON.	PER TON.
American anthracite f.o.b. at Winnipeg...	\$7 50	\$7 75
Canadian “ “ “ ...	6 75	6 75
American soft “ “ ...	6 00	6 00
Canadian (Galt) “ “ ...	7 00	7 00
Canadian Souris “ “ ...	3 75	3 75
Souris lignite “ Brandon...	3 20	3 20
“ “ Regina.....	3 40	3 20
“ “ Melita... ..	2 80	2 75
“ “ Moosejaw..	3 20	3 00
Cordwood, poplar “ Winnipeg...	2 50	2 50
“ jack pine “ “ ...	3 75	3 50
“ spruce “ “ ...	4 50	4 25
“ (U. S.) oak “ “ ...		4 50
“ “ maple “ “ ...		5 00

Car lots.

## IRRIGATION AND IRRIGATION SURVEYS.

That portion of the North-west Territories comprised within the semi-arid region experienced a very unusual rainfall during the growing season of the past year, and as a consequence irrigation was not required to the same extent that is found necessary during the majority of years. Many ditch owners, however, found that the ability to water their crops exactly when moisture was needed gave them perfect control of the growth, and as a consequence irrigated crops proved a success in districts where the crops under usual conditions were unsatisfactory.

The faith in irrigation of the residents of the semi-arid portion of the Territories, and the proof of the fact that the necessity for irrigation is recognized by all, and that the principle has passed entirely beyond the experimental stage were clearly demonstrated this year, when in spite of the unusual rainfall ditch construction was continued, and an unusual amount of development work completed. The extensive scheme of the Canadian North-west (formerly the Alberta) Irrigation Company for the construction of the St. Mary canal for the irrigation of some 500,000 acres of land has been vigorously proceeded with during the past year and some 57 miles of canal have been completed. Under the provisions of the North-west Territories Irrigation Districts Ordinance for the construction of irrigation works as municipal or mutual undertakings the Springkank Irrigation District has been erected and the necessary steps taken in connection therewith for the diversion of water from the Elbow river and Jumping Pound creek for the irrigation of some 52,000 acres of land in that district. The construction of this canal has been commenced and already about six miles have been completed.

Mr. J. S. Dennis reports that at the present time the number of constructed canals and ditches, with their length, and the acreage susceptible of irrigation therefrom, are as follows:—

Number of canals and ditches constructed.....	200
Length " " " " .....	532 miles
Acreage susceptible of irrigation from constructed canals and ditches (approximate).....	361,620 ac.
Approximate cost of constructed canals and ditches, allowing current wages for time spent by owners in constructing the smaller ditches by their own work.....	\$540,500 00
Estimated increased value of the land which is capable of being irrigated from constructed canals and ditches, based upon a certain fodder and root crop each year.....	1,084,860 00

Some 118 rights have been granted for the use of water for domestic purposes in addition to the water rights which have been granted under the Act for the above mentioned irrigation works.

The general irrigation surveys were not commenced until late in the season but good progress was made with the primary triangulation work and also with the secondary triangulation and photographic survey work, although owing to the abnormally wet season and the cloudy weather the work was somewhat delayed thereby. Much valuable work was done in connection with the topographical surveys in the Lethbridge district east of the St. Mary and south of the Belly rivers, and valuable data were collected regarding the discharge of the several streams at

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the time when they are available for irrigation and storage purposes, and the information so obtained will enable an approximate discharge of the streams being established for low water, high water, and flood stages respectively.

The fourth general report on irrigation and Canadian irrigation surveys has lately been issued in monograph form and is printed as part of this report. This report will be found to contain much valuable information particularly with regard to the surveys which play such an important part in putting irrigation undertakings in the Territories on a sound and permanent basis. These special irrigation reports are doing a good educational work with regard to a subject that is practically new in Canada, and are in demand not only by those interested in Irrigation in the Territories but by many professional men and institutions dealing with this important subject in the western portion of the United States.

## OPERATIONS OF THE TOPOGRAPHICAL SURVEYS BRANCH.

Twenty-three parties have been employed on surveys in Manitoba, North-west Territories and British Columbia, besides those at work in the Yukon Territory under the direction of the Commissioner.

## SUBDIVISION SURVEYS.

The greater portion of the township subdivision surveys were conducted, as during the previous year, in the Swan river district; this became necessary in order to meet the urgent requirements induced by the very rapid development of this locality.

Mr. F. X. Fafard was engaged for a time subdividing lands in eastern Manitoba. He reports having found a number of settlers located in advance of the survey in townships 1 and 2, range 12, east of the principal meridian, and it is understood that a much larger number will shortly take up farms in this locality. The South Eastern Railroad passes through these townships and will no doubt have an important bearing upon the future of this district.

Mr. James Dickson started for the Swan river district early in the season for the purpose of making the necessary surveys to locate a very large number of immigrants on their way. He afterwards moved southeast in the direction of Dauphin lake, where he was engaged for the remainder of the season subdividing townships. From Dauphin lake to Duck Mountain the country is developing with remarkable rapidity and it is satisfactory to notice that the settlers are thrifty and a most desirable class.

Mr. A. J. Brabazon was engaged during the early portion of the season in the Swan river district making the necessary surveys to locate the Doukhobors in the Kamsack colony. He afterwards explored the Swan and Red-deer river basins, following somewhat closely upon the 2nd meridian.

Messrs. Aylsworth, Hubbell, Reid, Belleau and McFadden were also in charge of surveys in the Swan river district. In my last annual report reference was made to the very rapid development of the Swan river valley, and it is extremely satisfactory to know that during the past season this condition of affairs has continued with unabated vigour. A great deal of this may be attributed to the construction of the Canadian Northern Railroad, which has now reached the Woody river.

Mr. J. E. Woods was employed upon the survey of outlines along the east side of the Porcupine hills from Swan river towards Red-deer river. He also made a re-survey of the town site of East Selkirk, Manitoba.

The only work done under contract was performed by Mr. A. F. Martin. He subdivided several townships in the vicinity of Fort Pelly, where a considerable number of farmers had settled who were anxious to have the lands subdivided in order that they might locate their homesteads.

Mr. P. R. A. Bélanger surveyed the 2nd meridian from the 10th base line to the Overflowing river and extended the 11th base west to range 9. The land along the latter base is not suitable for immediate settlement as the greater part is covered with dense bush. In townships 40 and 41, ranges 4, 5 and 6, there is a large quantity of very excellent spruce.

Mr. B. J. Saunders was engaged upon various surveys scattered through southern Alberta. He made a survey of the cemetery at Banff and subdivided parts of a number of townships. A great many Mormons have recently gone into southern Alberta with a view to becoming permanent settlers. They have to a considerable extent found employment on the St. Mary river irrigation canal.

Messrs. J. K. McLean and C. C. DuBerger were in charge of the surveys in northern Alberta.

The surveys required in the British Columbia railway belt were made by Mr. J. E. Ross. As observed in previous reports, these surveys are very much scattered and are made to meet the urgent requirements of settlers.

#### SETTLEMENT SURVEYS COMPLETED TO DATE.

Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added:—

	Acres.	Number of Farms of 160 acres each.		Acres.	Number of Farms of 160 acres each.
Previous to June, 1873...	4,792,292	29,952	1888.....	1,131,840	7,074
In 1874.....	4,237,864	26,487	1889.....	516,968	3,231
1875.....	665,000	4,156	1890.....	817,075	5,106
1876.....	420,507	2,628	1891.....	76,560	476
1877.....	231,691	1,448	1892.....	1,398,200	8,720
1878.....	306,936	1,918	1893.....	2,928,640	18,304
1879.....	1,130,482	7,066	1894.....	300,240	1,876
1880.....	4,472,000	27,950	1895.....	406,240	2,539
1881.....	8,147,000	50,919	1896.....	506,560	3,166
1882.....	10,136,000	63,662	1897.....	428,640	2,679
1883.....	27,234,000	170,212	1898.....	859,840	5,374
1884.....	6,435,000	40,218	1899.....	1,022,720	6,392
1885.....	391,680	2,448			
1886.....	1,379,010	8,620	Total.....	81,063,695	506,644
1887.....	643,710	4,023			

## SESSIONAL PAPER No. 13

## INTERPROVINCIAL BOUNDARIES.

The boundary line between the province of British Columbia and the Yukon Territory is the 60th parallel of north latitude; it crosses the Dalton trail, Teslin, Atlin and Bennett lakes. Accompanying the development of the country along the boundary line questions of jurisdiction arose between the province and the Dominion, and it became absolutely necessary that the line should be marked out. Two parties, in charge of Messrs. White-Fraser and Saint-Cyr, were employed for this purpose. The former established by astronomical observations a number of points on the 60th parallel, and Mr. Saint-Cyr joined these by a line having the curvature of the parallel.

## INTERNATIONAL BOUNDARIES.

The various questions relating to the boundary line between Canada and the United States were considered by the Joint High Commission at its meetings at Quebec and Washington.

Of these questions, the most important was that of the Alaska boundary, more especially that part which extends from Portland Channel to the 141st meridian. The High Commission failed to come to an agreement, and adjourned in February, 1899. Since then the Alaska boundary question has been the subject of diplomatic correspondence between the governments of Great Britain and the United States, but no settlement of the main question has yet been effected. The progress of settlement, however, near the head of Lynn Canal, as well as the fact that from that canal lead the present routes of access to the Yukon, called imperatively for such an arrangement as would provide for a customs line, and also obviate any difficulties which might arise from settlement in the disputed territory.

Accordingly, negotiations were entered into for a provisional boundary line for administrative purposes, pending the settlement of the main question, and on October 20 an agreement was reached whereby temporary lines should be established at the summits of the White and Chilkoot Passes, and the Dalton Trail. This agreement is as follows:—

‘It is hereby agreed between the Governments of the United States and of Great Britain that the boundary line between Canada and the territory of Alaska in the region about the head of Lynn Canal shall be provisionally fixed as follows without prejudice to the claims of either party in the permanent adjustment of the international boundary.

‘In the region of the Dalton Trail, a line beginning at the peak west of Porcupine Creek, marked on the map No. 10 of the United States Commission, December 31, 1895, and on sheet No. 18 of the British Commission, December 31, 1895, with the number 6500; thence running to the Klehini (or Klahela) River in the direction of the Peak north of that river, marked 5020 on the aforesaid United States map and 5025 on the aforesaid British map; thence following the high or right bank of the said Klehini river to the junction thereof with the Chilkat River, a mile and a half, more or less, north of Klukwan,—provided that persons preceeding to or from Porcupine Creek shall be freely permitted to follow the trail between the said creek and the said junction of the rivers, into and across the territory on the Canadian side of the temporary line wherever the trail crosses to such side, and subject to such



63 VICTORIA, A. 1900

reasonable regulations for the protection of the revenue as the Canadian Government may prescribe, to carry with them over such part or parts of the trail between the said points as may lie on the Canadian side of the temporary line, such goods and articles as they desire, without being required to pay any customs duties on such goods and articles; and from said junction to the summit of the peak East of the Chilkat River, marked on the aforesaid map No. 10 of the United States Commission with the number 5410 and on the map No. 17 of the aforesaid British Commission with the number 5490.

'On the Dyea and Skagway Trails, the summits of the Chilcoot and White Passes.

'It is understood, as formerly set forth in communications of the Department of State of the United States, that the citizens or subjects of either Power, found by this arrangement within the temporary jurisdiction of the other, shall suffer no diminution of the rights and privileges which they now enjoy.

'The Government of the United States will at once appoint an officer or officers in conjunction with an officer or officers to be named by the Government of Her Britannic Majesty, to mark the temporary line agreed upon by the erection of posts, stakes or other appropriate temporary marks.'

Mr. O. H. Tittmann, Assistant Superintendent of the United States Coast and Geodetic Survey, has been appointed Commissioner on behalf of the United States for the survey and demarcation of this line, while Mr. W. F. King, Chief Astronomer of the Department of the Interior, has been appointed to represent Her Majesty. The Commissioners held their first meeting, to make arrangements for the survey and marking of the line, in Ottawa on January 18, and will proceed to the scene of operations in the month of May.

Complaints are received from time to time as to the disappearance of marks and the consequent difficulty of finding the boundary line. It would seem desirable that steps should be taken to come to an agreement with the United States for the joint examination and renewal of the monuments in such places.

### ROCKY MOUNTAINS PARK OF CANADA.

Under Part V will be found the report of the superintendent of the Park for the year ending October 31, 1899. As will be observed from the returns submitted, there has been an unprecedented increase in the number of persons who visited the Park during the past season. The superintendent's suggestions with regard to the necessity of providing means for the extension and proper maintenance of roads in the Park is a matter worthy of careful consideration, and is now engaging the attention of the department. Steps have already been taken to proceed immediately with necessary repairs to the bridge over the Cascade river at Anthracite, which is reported to be in an unsafe condition.

It is gratifying to learn that the buffalo preserve, which was established in 1897, has proved a success. The animals are undoubtedly a source of great attraction to tourists who visit the Park, and there seems to be little doubt now that the object which the department had especially in view when establishing this preserve, namely, the perpetuation of the almost extinct race of the buffalo, will ere long have been fully realized.

## SESSIONAL PAPER No. 13

It is the intention to stock the Park, in time, with specimens of every species of animal indigenous to the country, the conditions offered in the reservation being in every way suitable for that purpose, and already, with this object in view, some specimens of elk, six in number, were acquired by the department and sent to the Park some time ago. The elk, like the buffalo, is unfortunately fast disappearing from the North-west territories, and it is only at rare intervals now that a few are met with by explorers in districts more to the north. The specimens above referred to are reported to be exceptionally fine ones, and will no doubt form a valuable acquisition to the Park. The department has also had some correspondence recently with the Honourable C. J. Jones, of Kansas, (commonly known as Buffalo Jones), with regard to his supplying the Park with a number of buffalo, reindeer and musk-oxen from the district of Athabasca. It is quite possible that some satisfactory arrangement may be arrived at in this relation at an early date.

## SCHOOL LANDS.

## MANITOBA.

Reference was made in the last Annual Report to the work of inspecting and valuing these lands which had been commenced just prior to the close of the fiscal year, 1897-98, with a view to determining the upset prices to be placed on the school lands which it was proposed to offer for sale by public auction during the autumn of 1898.

The work of inspection was carried on during the summer of 1898 by 8 valuers appointed for the purpose, who examined and reported on 2,833 quarter-sections. The lands inspected were those lying within a radius of 8 miles of the several lines of railways in the province, as well as a few outside that limit, applications to purchase which had been filed in the Department.

All arrangements were made for the auction sales it was proposed to hold in the autumn of 1898, which included 2,657 quarter-sections, but, owing to the very wet season of that year, which greatly retarded the operations of harvest, it was decided to postpone the sale.

Although no auction sales were held during the fiscal year a number of small parcels of school lands, aggregating 208.90 acres, were disposed of under the provisions of the Railway Act, to the various railway companies for right of way and other purposes of the railway, for the sum of \$1,327.96, or an average of \$6.35 per acre.

The net amount received during the fiscal year from payments on past sales amounted to \$32,533.03.

The system of issuing permits for the cultivation of school sections which had produced most satisfactory results the previous season was continued during the season of 1898-99, 268 permits for this purpose being issued, covering 8,508 acres, from which a revenue of \$4,423.99 was derived.

The total net amount received on this account since the adoption of the system is \$10,283.82.

The revenue from timber and hay permits, grazing leases, etc., during the fiscal year amounted to \$1,788.35.

## NORTH WEST TERRITORIES.

No auction sales of school lands in the Territories were held during the fiscal year 1898-99, but a few parcels comprising 81.85 acres were sold, under the provisions of the Railway Act to the Manitoba and North-Western Railway Company, for the sum of \$201.57.

So far only a few cultivation permits have been issued for school lands in the Territories, the revenue from this source during the fiscal year being \$172.50.

The revenue from timber, hay and grazing during the same period was \$2,202.83.

Herewith is a statement showing the revenue and expenditure on account of school lands in Manitoba and each of the Provisional Districts of the North-west Territories from June 30, 1898, to July 1, 1899.

## MANITOBA School Lands Fund.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance, 1st July, 1898.....		495,338 48
Sales, 12 months ended 30th June, 1899.....		32,533 03
Rentals for cultivation purposes, 12 months ended 30th June, 1899.....		4,423 99
Timber, hay and grazing, 12 months ended 30th June, 1899.....		1,788 35
Interest, 12 months ended 30th June, 1899.....		15,196 48
Cost of management at Ottawa, 12 months ended 30th June, 1899.....	825 00	
Expenses, being examinations, valuations, auctioneers' fees, printing, advertising, &c., to 30th June, 1899.....	5,563 22	
Interest paid to Manitoba Government to 30th June, 1899.....	15,128 73	
Balance, 30th June, 1899.....	527,763 38	
	549,280 33	549,280 33

## ASSINIBOIA School Lands Fund.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance, 1st July, 1898.....		6,407 25
Rentals for cultivation purposes, 12 months ended 30th June, 1899.....		149 50
Timber, hay and grazing, 12 months ended 30th June, 1899.....		1,043 55
Interest, 12 months ended 30th June, 1899.....		198 06
Cost of management at Ottawa, 12 months ended 30th June, 1899.....	412 50	
Balance, 30th June, 1899.....	7,385 86	
	7,798 36	7,798 36

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ALBERTA School Lands Fund.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance, 1st July, 1898.....		59,413 39
Rentals for cultivation purposes, 12 months ended 30th June, 1899.....		23 00
Timber, hay and grazing, 12 months ended 30th June, 1899.....		1,159 28
Interest, 12 months ended 30th June, 1899.....		1,786 79
Cost of management at Ottawa, 12 months ended 30th June, 1899.....	412 50	
Balance, 30th June, 1899.....	61,969 96	
	62,382 46	62,382 46

SASKATCHEWAN School Lands Fund.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance, 1st July, 1898.....		994 57
Timber, hay and grazing, 12 months ended 30th June, 1899.....		129 07
Interest, 12 months ended 30th June, 1899.....		31 90
Balance, 30th June, 1899.....	1,155 54	
	1,155 54	1,155 54

MANITOBA SCHOOL LANDS.

STATEMENT showing the net revenue received from July 1, 1883, to June 30, 1899, not including sales.

Fiscal Year.	Cultivation Permits.	Timber Dues.	Hay Permits.	Stone Quarries.	Rental from Grazing Lands.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1883-'84.....		36 50				36 50
1884-'85.....		136 00	74 30			210 30
1885-'86.....		154 50	209 28			363 78
1886-'87.....		932 76	215 80			1,148 56
1887-'88.....		991 65	318 05			1,309 70
1888-'89.....		695 86	802 40			1,498 26
1889-'90.....		919 10	1,621 03	17 50		2,557 63
1890-'91.....		425 57	2,047 82			2,473 39
1891-'92.....		270 81	1,268 36			1,539 17
1892-'93.....		831 50	1,244 75			2,076 25
1893-'94.....		519 13	1,310 45			1,829 58
1894-'95.....		595 47	1,449 45			2,045 92
1895-'96.....		254 63	1,353 13		353 98	1,961 74
1896-'97.....	430 00	495 61	1,074 30		642 06	2,642 97
1897-'98.....	5,429 83	200 13	1,728 55		888 75	8,247 26
1898-'99.....	4,423 99	396 87	1,185 33		206 15	6,212 34
	10,283 82	7,858 09	15,903 00	17 50	2,090 94	36,153 35

MILEAGE of Railways returned to the Department of Railways and Canals as completed in Manitoba, the North-west Territories and British Columbia up to June 30, 1899.

MANITOBA AND NORTH-WEST TERRITORIES.

	Up to 30th June, 1898.	Up to 30th June, 1899.	During the Year ended 30th June, 1899.
<b>CANADIAN PACIFIC RAILWAY.</b>			
<i>Main Line.</i>			
From eastern boundary of Manitoba, one and one-half miles west of Ingolf, to Hector, eastern boundary of British Columbia.....	1,065 50	1,065 50	
<i>Branch Lines.</i>			
Emerson—Winnipeg Junction to Emerson.....	64 80	64 50	30
Selkirk—Winnipeg to West Selkirk.....	22 50	22 50	
Stonewall—Air Line Junction to Foxton.....	18 20	37 50	19 30
Gretna—Rosenfeldt to Gretna.....	14 00	13 70	30
Pembina Mountain—Winnipeg Junction to Manitou.....	101 10	101 10	
Souris Branch and Extension.....	412 10	412 10	
Alberta Railway—Dunmore to Lethbridge.....	107 00	107 00	
Crow's Nest Pass Branch—Lethbridge to eastern boundary of British Columbia.....		106 00	106 00
<i>Lines leased by Canadian Pacific Railway.</i>			
Manitoba South-western Colonization.....	215 20	214 40	80
<b>OTHER RAILWAYS.</b>			
Alberta Railway—Lethbridge to Coutts, on international boundary.....	64 62	64 62	
Calgary and Edmonton.....	295 07	295 07	
Canadian Northern (formerly Lake Manitoba Railway and Canal Co)...	123 24	124 74	1 50
Great North-west Central.....	50 93	50 93	
Manitoba and North-western.....	234 50	234 50	
Northern Pacific and Manitoba.....	265 12	311 51	46 49
Qn'Appelle, Long Lake and Saskatchewan.....	253 96	253 96	
Saskatchewan and Western.....	15 47	15 47	
Winnipeg Great Northern—Winnipeg to Shoal Lake.....	40 00	40 00	
<b>Total.....</b>	<b>3,363 31</b>	<b>3,535 20</b>	<b>171 89</b>

SESSIONAL PAPER No. 13

BRITISH COLUMBIA.

	Up to 30th June, 1898.	Up to 30th June, 1899.	During the Year ended 30th June, 1899.
<b>CANADIAN PACIFIC.</b>			
<i>Main Line.</i>			
Hector to Vancouver .....	515·90	515·90	
<i>Branch Lines.</i>			
Crow's Nest Pass—Eastern boundary British Columbia to east side .....		182·75	182·75
Kootenay river .....	8·20	8·20	
New Westminster .....	1·20	1·90	
Vancouver to Coal Harbour .....	10·10	10·10	
Mission Junction to Mission .....	4·20	4·20	
Tree Forks to Sandon .....	27·80	27·80	
Revelstoke to Arrowhead .....			
<i>Lines leased by Canadian Pacific.</i>			
Columbia and Kootenay .....	60·50	60·50	
Columbia and Western .....		35·20	35·20
Nakusp and Slocan .....	36·90	36·90	
Shuswap and Okanagan .....	51·00	51·00	
<b>OTHER RAILWAYS.</b>			
Esquimalt and Nanaimo .....	78·00	78·00	
Kaslo and Slocan .....	31·80	31·80	
Nelson and Fort Sheppard .....	59·40	59·40	
Red Mountain .....	9·53	9·53	
Victoria and Sydney .....	16·26	16·26	
Total in British Columbia .....	910·79	1,128·74	217·95

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

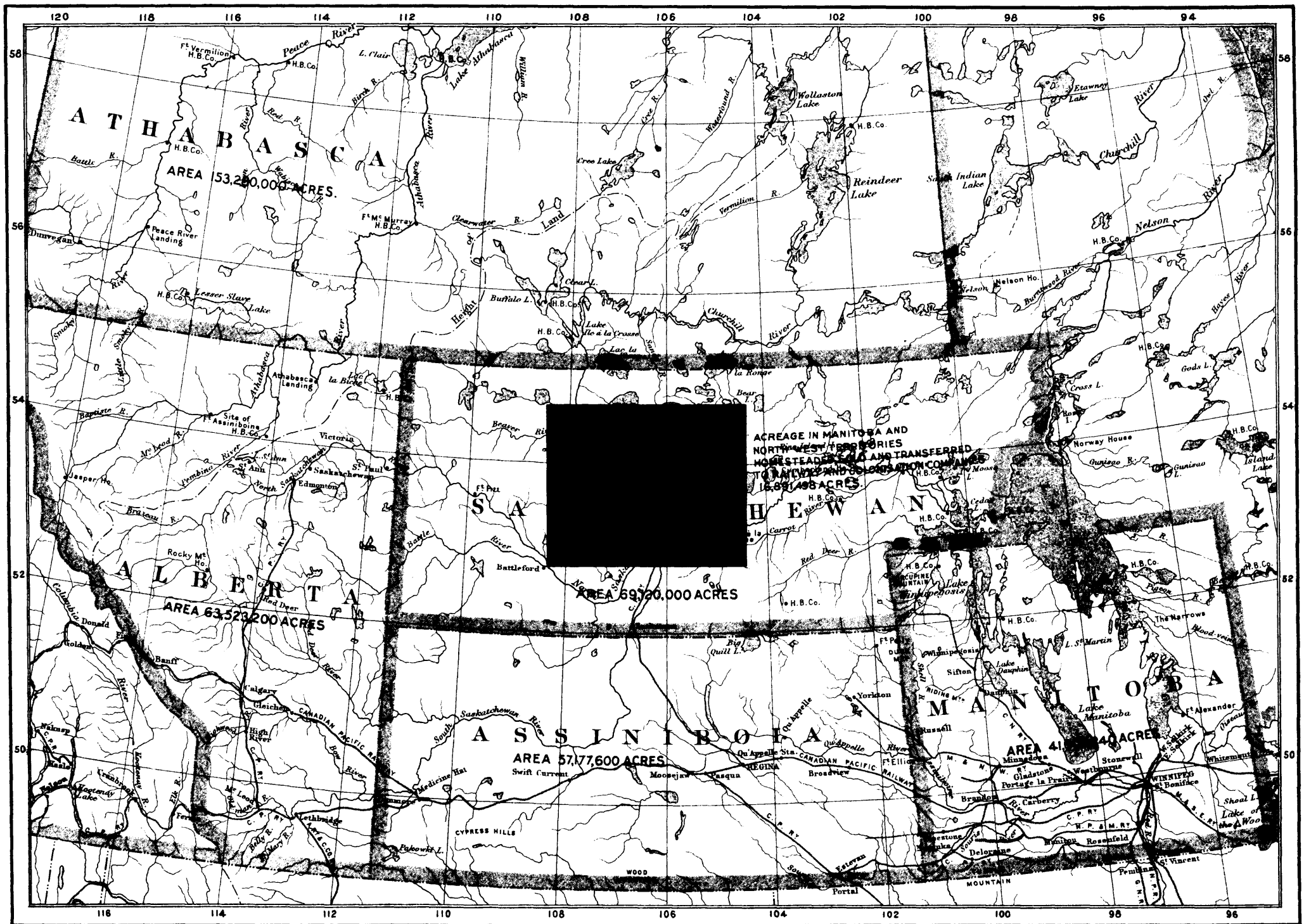
**JAMES A. SMART,**  
*Deputy of the Minister of the Interior.*

# Department of the Interior

HONOURABLE CLIFFORD SIFTON, MINISTER

JAS. A. SMART, DEPUTY MINISTER

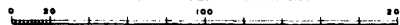
1900



J. White, F.R.G.S., Geographer

## MANITOBA AND NORTHWEST TERRITORIES

Scale 100 miles to 1 inch



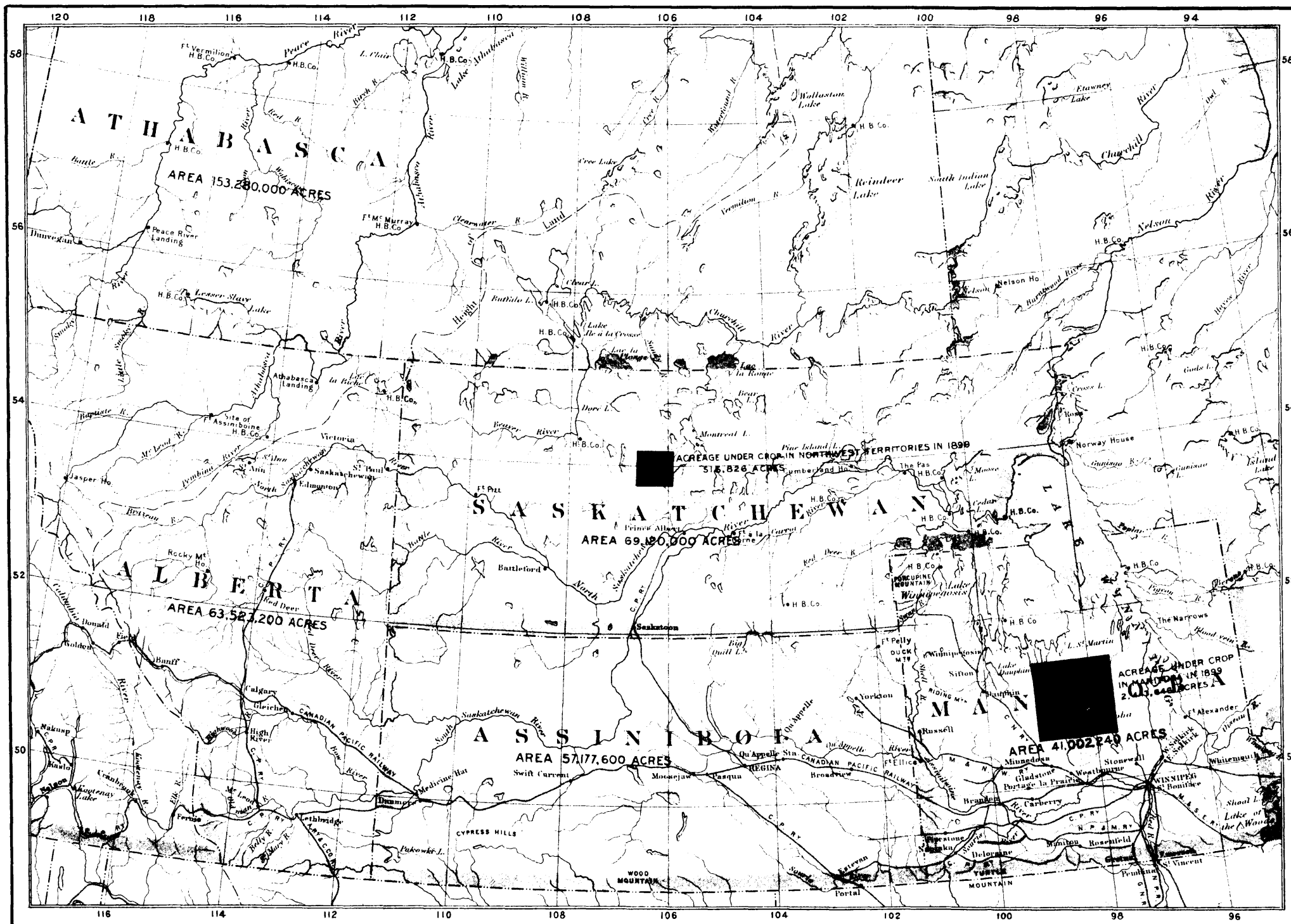
RED BLOCK SHOWS TOTAL ACREAGE OF LAND IN MANITOBA AND THE NORTH WEST TERRITORIES HOMESTEADED, SOLD, TRANSFERRED TO RAILWAY AND COLONIZATION COMPANIES ETC. TO DEC. 31 '97 1899.

# Department of the Interior

HONOURABLE CLIFFORD SIFTON, MINISTER

JAS. A. SMART, DEPUTY MINISTER

1900



J. White, F.R.G.S., Geographer

## MANITOBA AND NORTHWEST TERRITORIES

Scale 100 miles to 1 inch



RED BLOCKS SHOW TOTAL ACREAGE OF LAND UNDER CROP IN MANITOBA AND THE NORTHWEST TERRITORIES RESPECTIVELY.



PART I  
DOMINION LANDS



## No. 1.

DEPARTMENT OF THE INTERIOR,

OTTAWA, December 5, 1899.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the annual statement of work performed in my office during the year ended on June 30, last; also the reports of Mr. Wm. Pearce, superintendent of mines, Mr. E. F. Stephenson, inspector of agencies, and the several local agents.

## OFFICE WORK.

Files dealt with	.....	24,611
Letters sent	.....	Originals, 16,284
		Triplicates, 8,854
		<hr/> 25,138
Applications for Patent	.....	Received, 2,500
		Examined, 4,418
		<hr/> 6,918
Certificates of recommendation issued	.....	2,740
Official receipts issued	.....	601

Owing to the records of the previous year being incomplete, no reliable comparison can be made, but it is evident that there has been a considerable increase in each of the several branches of work above indicated.

There have been no changes of any importance in the local agencies. The districts as now established, with the accommodation given by the sub-agents appointed during the past two years, appear to meet satisfactorily the present needs of all who have land business to transact. The agents' reports appended hereto show that the year has been a very favourable one in almost every respect; there is a large increase in the number of homestead entries granted, and the new settlers are as a rule of a desirable class. The harvest has been bountiful, in some localities the rainfall was excessive, and the crops suffered in consequence, but taken altogether the season has been a most prosperous one. Those engaged in stock raising have had great success; the statement is made that the animals have never been in better condition and the prices realized were good. The dairy and creamery returns indicate that this branch of industry is in a satisfactory condition.

I have reason to believe that the settlers in the great majority of cases are doing well, and are pleased with their condition and surroundings; this being so, we may look with confidence for a large increase in immigration in the near future.

The statement having been made that certain foreign immigrants were receiving more favourable consideration at the hands of the department than other settlers, I visited the North-west last June, and after careful inquiry and investigation, found that the report was, as anticipated, altogether without foundation in fact.

## SEED GRAIN.

A good many of those indebted have discharged their liability in this direction during the past year, and I believe that the great majority of those who have incurred this indebtedness will be in a position to make repayment at an early date. The legislation provided at the last session of Parliament for the releasing of the sureties on many of the seed grain bonds where the department is otherwise protected, will be appreciated by those concerned.

## PRAIRIE AND BUSH FIRES.

The only serious fire that has been brought to my notice is the one that swept a large area of the Dauphin country early in October of this year, whereby a great deal of damage in the loss of valuable timber, hay and settlers' improvements resulted. Fortunately there was no loss of life.

This question is one that has had a good deal of serious consideration, and will still require earnest attention at the hands of the settlers, the municipalities and the department, with the double object of minimizing, as far as possible, the chances of these fires taking place, and of suppressing them when they do occur.

## MANITOBA CROP, ETC.

The following information, taken from the report issued by the Department of Agriculture and Immigration, Manitoba, on December 12, 1899, will be found of interest:—

	Area in crop. acres.	Yield per acre. Bus.	Total yield. Bus.
Wheat.. . . . .	1,629,995	17·13	27,922,230
Oats... . . . .	575,136	38·80	22,318,378
Barley.. . . . .	182,912	29·4	5,379,156

## DAIRY PRODUCTS.

	Butter.	Pounds.	Price cents.	Value.
Creamery.. . . . .		1,002,809	18·75	\$188,026.68
Dairy . . . . .		1,354,240	14·44	\$195,552.25
	Cheese.			
Factory... . . . .		848,587	10·4	\$ 86,980.16

The cattle shipping season of 1899, although the shortest in the history of the trade, is considered to have been the best so far. Up till July the home market absorbed all the fat stock, after which cattle came into condition for shipment. From this date to the end of the season, the weekly shipment from Manitoba and the North-west Territories to Montreal and thence to oversea markets has averaged nearly 2,000 head, or 31,938 in the aggregate. Of this, 12,000 came from Manitoba and East Assiniboia, the rest from the range country.

A large business has sprung up in furnishing stockers for the ranges and the United States. No less than 35,000 have been sent out, 25,000 from Manitoba, and 10,000 from Eastern Assiniboia. It will thus be seen that the total export of stock is 67,000 head. Last year 19,000 stockers were sold, and 40,000 beef cattle exported, showing a total of 59,000, or an increase this year of 8,000 head.

Respectfully submitted,

J. G. TURRIFF,

Commissioner.

SESSIONAL PAPER No. 13

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,

WINNIPEG, MAN., November 27, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—The business of the past year has continued to show a gratifying increase, the homestead entries made during the year ending June 30, 1899, being 671, as compared with 331 in the previous year. The demand for free land has been even more brisk than last year, and inquiries as to vacant homestead lands continue to engage a large portion of the time of the staff of the office. This is shown by the fact that the letters received here number 15,663, as compared with 11,959 in the previous year; those sent out being 13,999, an increase of 3,975 over the same period last year. It is therefore very satisfactory to notice that to meet these conditions, homestead land is now being opened up in four different localities within the limits of the Winnipeg land district. In the vicinity of Whitemouth, two townships, 10 and 11, range 12, east, have been surveyed and are now open for entry. The character of the land in the Pine River district in townships 1 and 2, range 12, east, having been favourably reported on by a Dominion surveyor, these townships are likely to be surveyed next spring, and as the South Eastern Railway will soon be running within ten or fifteen miles of this tract of country, its resources are attracting a number of inquiries from residents in the adjoining states to the south.

The construction, by the Canadian Pacific Railway Company, of a branch line to Lac du Bonnet, having, it is understood, for its objective point Lake Winnipeg, will provide with railway facilities a large district of country lying along the banks of the Winnipeg river, from its junction with the Whitemouth river, down to Fort Alexander, a distance of about forty miles. The land along this route, for the most part, is of excellent quality, the soil being sandy loam with clay sub-soil. The area of good land is sufficient to accommodate a large settlement, and the branch will prove of much benefit in opening up a district valuable for timber, from which large supplies of fuel for the needs of this city will be obtained.

As anticipated in my previous report, the extension northwards of the Stonewall branch has attracted farmers to the territory lying west of Lake Winnipeg, which was formerly within the Icelandic reserve, and a large Galician settlement is now forming near Gimli. During the 12 months ending October 31, 1899, 44 homestead entries have been made by Galicians in that colony, and for the same period in the Stuartburn district we have received entry fees from 133 of these settlers. Although the land in which the last mentioned colony is placed, townships 1 and 2, ranges 5, 6 and 7, east, is, for the most part, of inferior character, and such as would be rejected by ordinary farmers, the Galician colony there has evidently prospered, as is evidenced by the fact that so many of these people, although at the time of settlement they were unable to pay their fees owing to extreme poverty, have now come forward and made entry. The district is well adapted for stock-raising, and these settlers are now reported to be in nearly all cases possessed of a few head of cattle, while their proximity to the flourishing farming districts of Emerson and Morris enables them in haying and harvest time to secure constant work at good wages. Their assistance this year has been a decided benefit to the English-speaking farmers, who, owing to the extreme scarcity of farm help, might otherwise have found difficulty in safely harvesting their abundant crop.

The matter of settlement of the vacant lands in the neighbourhood of this city will no doubt be dealt with in the report of the Commissioner of Immigration, and it

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is therefore sufficient, here, to remark that during the past year a large number of practical farmers, with capital, from Great Britain, the United States and the Eastern Provinces, have taken advantage of the reasonable prices at which land is still held within a radius of 30 miles from this city, and have purchased with the intention of becoming actual settlers.

The establishment by Sir William Van Horne of a large farm near East Selkirk will prove of much benefit, by directing public attention to the large area of wild land in that locality, and east about Tyndall and Beausejour, much of which is well adapted for settlement, the soil being excellent; besides the advantage of there being ample wood and water, a necessary adjunct to successful farming. These lands can be obtained at from \$2 to \$5 an acre.

The hay crop throughout the district was very heavy this season, and the weather being favourable it was successfully harvested. No fires of any consequence occurred to do damage to the hay, and an abundant supply has been stored for the needs of stock during the approaching winter.

Respectfully submitted,

E. F. STEPHENSON,  
*Agent of Dominion Lands.*

GENERAL OFFICE return for the Winnipeg Agency, for the period between June 30, 1898, and June 30, 1899.

Description of Return.	No.	COMPARED WITH LAST YEAR.	
		Increase.	Decrease.
Number of letters received..	15,663	3,704	
“ “ sent.....	13,999	3,975	
“ mill returns received.....	160	16	
“ seizures made.....	54		13
“ timber permits issued.....	1,172		368
“ hay permits issued.....	421		185

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

MINNEDOSA, MAN., November 10, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to inclose you a statement showing the work performed at this agency during the year ending June 30 last, from which it will be seen that the number of homestead entries granted is slightly less than the number granted in the previous year, but such entries are not a fair indication of the number of settlers coming into the district, as upwards of 200 Galicians have recently been located on available homestead lands, for which they will no doubt soon obtain entries.

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We have again been favoured with a bountiful harvest, the yield and the quality of the grain being exceptionally good, and the price better than in previous years. Besides this, all available cattle have found a ready market at satisfactory prices. Evidence of the wonderful fertility of the soil is furnished at our agricultural exhibitions, the cattle, grain and vegetables there exhibited proving conclusively that the country is well adapted to agricultural pursuits, and that intelligent industry in this direction cannot fail of substantial reward.

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

JOHN FLESHER,  
*Agent of Dominion Lands.*

STATEMENT showing the number of homestead entries granted and other transactions at the Minnedosa Agency, during the year ending June 30, 1899:—

No. of homestead entries granted.....	208
“ sales made .....	9
“ entries cancelled .....	115
“ hay permits issued .....	149
“ timber permits issued .....	296
“ applications for patent.....	149
“ letters received .....	3,089
“ letters sent .....	2,513

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
DAUPHIN, MAN., October 13, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—Replying to your circular of the 9th instant, I have the honour to enclose a statement of work performed in this agency during the year ending June 30 last.

As to the last paragraph of your letter, I would report that the year as above mentioned was a most favourable one for Dauphin. We had a large number of new settlers, many of whom were of a most desirable class, provided with enough cash to enable them to make a good start; the crops of last season were all that could have been desired, and fair prices ruled, all varieties of farm produce, such as beef, butter, eggs and vegetables being in great demand, owing no doubt to the large increase in the population.

But very little distress was noticed, even among the Galicians, but very few having asked for relief, and those through some special misfortune, such as sickness or death among the bread-winners of the families affected.

I regret having to report that the crop of the current season is not what it was expected to be, from the promises of the summer, this being owing to local frosts which unfortunately came just before the harvest, damaging to a greater or less extent most of the grains that had not been sown late. This included a considerable area, as owing to the very wet spring, numbers of farmers were delayed in their operations, and in some instances crops had to be sown a second time.

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In my opinion there is not enough attention directed to raising cattle, hogs and poultry, the supply offered to the dealers being very limited. Grain being such a low price, so far as the damaged portion is concerned, it should be a profitable business to feed both cattle and hogs during the winter.

I regret also to have to draw the attention of the department to very serious fires which have during the past week ruined vast quantities of timber, all through the district, and destroyed all the improvements of numbers of settlers, who in some cases will, I have no doubt, require to be given some assistance, either by way of loan, or donations. Fortunately there have so far been no deaths reported through this. In some parts fodder will be very scarce, some farmers having signified their intention of selling all the stock they carried, the hay and straw having been lost, others will be able to winter a portion of their herds.

Heavy rains during the past few days have fortunately put out the fires, and it is not likely any more will run during this fall. Still there is the necessity of taking some steps with a view to the prevention of them in future years, as should this country be denuded of its timber, I fear the results will be most disastrous. This is not fully, or in fact at all taken into consideration by the settlers, who do not take due precautions, when burning the scrub on their clearings, the law on this point being honoured in the breach.

The health of the district has been good, but very little sickness having been reported, and no epidemic.

Large improvements have been done both privately, and by the municipalities, where these exist, the streams being bridged, and roads improved to a marked extent.

New towns and villages have sprung up on the extensions of the railway, furnishing close markets to the outlying points.

From the tabulated statement it will be seen that the work of this agency has been fairly heavy, but I am pleased to be able to report it is kept up to date.

I have the honour to be, sir,

Your obedient servant,

F. K. HERCHMER,

*Agent of Dominion Lands.*

Return of work performed in the Dauphin office, for the twelve months ending June 30, 1899:—

Homesteads granted.....	807	\$7,960 00
Inspections .....	8	80 00
Cancellations .....	167	835 00
Improvements.....		544 00
Land sales (cash) .....		762 00
Land sales (scrip) .....		1,580 00
	<b>Total</b>	<b>\$11,761 00</b>
Timber permits issued .....	365	\$2,046 11
Timber seizures.....	1	76 40
Hay permits issued.....	321	912 85
	<b>Total</b>	<b>\$3,035 36</b>
Letters received.....	5,292	
Letters sent .....	4,006	
Applications for patent received.....	200	
Entries cancelled .....	206	
No. of staff and salaries .....	2	\$1,934 10
Disbursements.....		421 44



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DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
BRANDON, MAN., October 23, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—In forwarding the annual statement of work done in this office from June 30, 1898, to June 30, 1899, I am pleased to be able to state that the number of entries has been steadily on the increase during the past few years and that entries during this year have exceeded the last by about one-fifth. The number of cancellations remains about the same. Applications for patent have increased slightly. The prospect for the coming year appears to be good, as owing to the plentiful rains during the summer, the crops in this district have been exceptionally good, and as the price of wheat has been fair, the farmers are in a prosperous condition. The number of harvest hands brought up this year was very large, and no difficulty was found in getting work, although some of them came up with the idea that they could get exorbitant wages; but in a short time work was found for all. Many of these men are now inquiring about lands in the districts in which they have been working, and I hope a full proportion of them will remain. The larger proportion of the present settlement is to the south-west of this, on the Reston Extension of the Canadian Pacific Railway, township 7, ranges 30, 31, 32, 33. Owing to the plentiful rains the farmers have had no difficulty in getting hay for their own use, but the cutting was delayed in many cases on account of water.

The entries for the past three months of this year have been very good, making an average of over 60 a month, so that with so good a commencement it is more than likely the entries this year will even exceed those of last,

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

W. C. DE BALINHARD,  
*Acting Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
ALAMEDA, ASSA., December 13, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to report on the business transacted at the Alameda Dominion Lands Agency, for the period ending June 30 last.

A tabulated statement of the work performed will be found appended hereto, but before passing on to other points of interest, I would like to draw attention to some of the figures in connection therewith, showing as they do a very gratifying and substantial increase over those for the previous year.

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The homestead entries, than which no better index can be found of the progress or otherwise of a district, show the remarkable increase of nearly three to one over the previous year, the figures amounting to 511 as compared with 177, while the revenue for the same time amounted to \$9,470.67 as compared with \$6,794.49. The increase in correspondence has also been considerable, the total number of letters received being 3,037 as against 1,769, a gain of 1,268 over the previous year.

This large increase and the prospect of its continuance necessitated my applying for additional assistance, the work being altogether too onerous to be carried on by only two officials, particularly as a considerable portion of my time was taken up with immigration work, when the greater part of the office work devolved on my single assistant.

The principal industries and sources of revenue to the district are grain-growing, stock-raising and coal-mining. The amount of wheat grown here this year could be placed at 800,000 bushels. Averaging this at 50 cents per bushel, would make a revenue in that particular of \$400,000. The number of stock exported could be computed at 2,500 head, which, averaged at \$37, would amount to \$92,500. I regret I have been unable to ascertain the receipts from the sale of coal, but as the mines at Roche Percée and Coalfields practically supply the whole of this and South-western Manitoba, the revenue to the proprietors must be large. Eliminating this last item from the calculation, there is left for division among the farmers, the handsome sum of \$492,500 as a result of their labours for the year.

Notwithstanding a late spring and a consequent lateness in seeding, the harvest this year has been a bountiful one. The fall weather was clear and free from frost and particularly suitable for harvesting, and with the exception of a short period during threshing time, it would be impossible to imagine a more favourable year.

As a result of the large crop, there is a sense of buoyancy throughout the district, all lines of business seem to be thriving, and a hopeful feeling is manifested everywhere that argues well for the future development of this country.

The construction of the Pipestone Branch of the Canadian Pacific Railway through the country to the south of Moose Mountain, will place any land in the district at within a distance of not more than twelve miles at farthest from railway facilities. This will have a tendency to fill up the large areas yet open for homesteading here, and I trust every endeavour will be made to direct immigration to these lands.

There has been a large influx of new settlers here this season, the majority coming from Ontario. Roughly speaking, the proportion would be about as follows:—Ontario one-half, Manitoba one-quarter and the United States one-quarter. The advantages the district offers to the agriculturist are being noised abroad by these new settlers, and their success will be one of the most potent factors in directing immigration to this part of the country.

The German colony in townships 5 and 6, ranges 3, west of the 2nd meridian, was largely augmented by settlers from Michigan this spring. These settlers have all built comfortable dwellings and broken up considerable land on their homesteads. Their prospects are good for the future, and they appear perfectly satisfied with their location.

The French settlement of Alma, which lies at the south-west corner of Moose mountain, has been steadily improving, additional land is being brought under cultivation, and the settlers as a whole are in a prosperous condition.

As yet no returns have been received from the farming operations in the Weyburn district, the settlers there having been engaged this season in breaking up land for next year's cropping. Although the rush to this district has subsided, entries are being made off and on, principally by friends of those already settled there, which indicates a faith on the part of the present settlers in the future of that country.

Apart from the large quantities of good farming land here, a source of economic wealth, the value of which it is hard to estimate, is to be found in the coal areas along the Souris river. These beds appear to be of great extent, and as yet they may be

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said to be only beginning to be opened up. There are five mines in operation at the present time, from which a large quantity is shipped yearly, and I understand a new company intend commencing development on coal lands purchased by them in the neighbourhood of Roche Percée, on a large scale next spring. This coal, which is a lignite variety, supplies a cheap fuel to this prairie district, and has solved the fuel problem for the whole of this south-western country.

In accordance with instructions from the department, the construction of a road and fire-guard has been commenced through the Moose Mountain. The making of this fire-guard will be a protection to the timber in the mountain and the construction of the road will open up one of the most beautiful summering places in the country. There are a great many lakes scattered all through the mountain, the largest, Big Fish lake, being an ideal summer resort. Already a large number of people from along the main line of the Canadian Pacific Railway to the north of the mountain make this a recreation ground during the summer, and it is bound in a very short time to be recognized as a most delightful outing place for this western country.

The number of entries for eleven months of the calendar year, commencing January 1 last, and ending November 30, was 472.

Appended is a statement of the work performed during the fiscal year ending June 30 last:—

Number of homestead entries .....	511
“ sales .....	18
“ applications for patent recommended.....	50
“ homesteads cancelled .....	175
“ hay permits issued.....	189
“ timber permits issued .....	103
“ grazing leases issued.....	1
“ letters received .....	3,037
“ letters sent .....	1,673
“ seed grain collections .....	20
Total revenue for the year.....	\$9,470 67

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

D. A. McEWEN,  
*Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
YORKTON, Assiniboia, December 23, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—Inclosed please find my report for the year ending June 30, 1899.

The work of the year, and in fact up to the present time has been very satisfactory in many respects.

The report itself shows the increase of business over all previous years.

A great many delegates and land seekers from various parts of the United States, —Dakota, Michigan, Minnesota and Wisconsin, have travelled over different portions of this district; many of them have selected and settled upon free homesteads, where they will be joined next spring by relatives and friends. These people are chiefly

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native born Americans, with some Germans and Polanders that have resided there for some years. They are all well-to-do, and will make excellent settlers, most of them bringing with them their stock and household effects.

Two years ago a great many Galician immigrants who were placed upon lands were unable at that time to pay the usual entry fee for homestead entry. These people are now coming forward and are paying these fees, indicating that they are industrious, determined to remain upon their lands and pay their way. I expect that within another year all these Galicians so settled, will have paid their entry fees, and in due time receive homestead patents.

This portion of the North-west is enjoying, with the rest of the country, the era of prosperity so apparent in all branches of business and trade. Last season's crop was secured in good condition, and fairly good prices were realized for the excellent samples of grain placed upon the market. The yield per acre for all kinds of cereals was a high average, a gratifying fact for the farmers, and one affording much encouragement to the new settlers.

The export cattle trade from this part of the country this past year was little if any in excess of 1898, the early part of the season being unfavourable for stock; too much wet weather, with mosquitoes and other flies, preventing the cattle from 'putting on' flesh and fattening at the proper time. There has been a great increase in the number of young stock, not only brought into the country, but raised in it, for export purposes and great care has been exercised in selecting only the best for our English markets. This care cannot be otherwise than beneficially felt in a short time by all our ranchers and farmers.

The prospects for the coming year are bright, so that a continuance of the prosperity of the past may be realized, and a great step in advance taken towards the settlement of our vacant lands.

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

J. M. SUTHERLAND,  
*Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
PRINCE ALBERT, Saskatchewan, December 4, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—In accordance with your instructions, I have the honour to submit the following report regarding the work done at this office during the year ending June 30 last.

The very large increase in the number of homestead entries as shown therein is most gratifying, having been 499 as against 165 for the previous year, due largely to the Mennonite immigration into the Rosthern and Hague settlements; these people being attracted there by reason of the success that attended their co-religionists who previously settled at those points.

It is with some measure of regret, however, that I have to say that this year's harvest has not been as successful as that of the previous year, owing to the excessive rainfall which occurred during the months of July and August, which amounted to no less than 13·86 inches. This abnormal precipitation greatly protracted the growth and retarded the maturity of the growing crops, with the result that the wheat crop

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was more or less affected by the September frosts. Notwithstanding this, however, a considerable proportion of the crop is of fairly good sample and marketable.

The oat crop did not suffer the same injury; it is consequently abundant and of fairly good quality.

The hay crop was most luxuriant, but that growing in the swamps was to a very considerable extent inaccessible by reason of the high water, and a large proportion of what was cut in July and August was destroyed by rain before being secured. I have reason, however, to believe that sufficient has been secured for winter stock feeding, although of an inferior quality for the reason mentioned.

Stock-raising is still on the increase. The export of live stock from here during the past season has been largely in excess of that of any previous year in the history of the district. Between 4,000 and 5,000 steers were shipped and about 700 more purchased for shipment: hence it will be seen that the prosperity of the district does not altogether depend upon wheat-raising.

Upon the whole the settlers are contented and prosperous, and the large extent of the most desirable lands still open for settlement in this district should attract a large immigration in the near future. The early construction of the Canadian Northern Railway to this point will doubtless conduce to this end.

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

JNO. McTAGGART,  
*Agent of Dominion Lands.*

STATEMENT of work performed at the office of Dominion Lands, Prince Albert, during the year ending June 30, 1899.

Letters received .....	1,809
Letters sent .....	1,406
Applications for patent received.....	127
Applications for patent recommended.....	109
Homestead entries cancelled .....	44
Pre-emption entries cancelled.....	8
Homestead entries granted.....	499
Interchange of entries.....	2
Hay permits issued.....	118
Timber permits issued.....	353
General sales .....	4

Revenue, from Dominion lands only .....\$6,558 56  
Revenue, from timber, hay, &c..... 4,964 44

Total revenue ..... \$11,523 00

## Returns to head office,—

Dominion lands .....	60
Cash statements, Dominion lands.....	60
Cash statements, Crown timber .....	60
Work performed .....	12
Hay .....	18
Dominion lands, to Immigration Commissioner.....	48
Immigration .....	12
Labour .....	24
Contingencies, Dominion lands.....	12
Contingencies, immigration .....	12
Office attendance .....	12

## STATEMENT of Receipts from Timber, Grazing and Hay lands, at the Crown Timber Office, Prince Albert, for the twelve months ending June 30, 1899.

Month.	Dominion Lands.		School Lands.		Total.	
	\$	cts.	\$	cts.	\$	cts.
1898.						
July.....	592	87	59	82	652	69
August.....	17	45			17	45
September.....	10	19			10	19
October.....	249	20			249	20
November.....	681	81			681	81
December.....	681	53			681	53
1899.						
January.....	246	90	7	40	254	30
February.....	442	61	18	80	461	41
March.....	1,015	29	11	10	1,026	39
April.....	170	89	3	00	173	89
May.....	470	40	2	00	472	40
June.....	221	53	16	65	233	18
Total.....	4,845	67	118	77	4,964	44

## GENERAL RETURN of the Crown Timber Office, Prince Albert, for the year ending June 30, 1899.

Timber permits issued.....	353
Hay permits issued.....	113
Timber seizures .....	12
Mill returns received.....	13
Free miners' certificates issued.....	1

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STATEMENT showing saw-mills in Prince Albert operating under government license during the year ended June 30, 1899.

Name of owner.	Kind of power.	Horse power.	Capacity per 12 hours.	Commenced operations.	Description of timber.	Logs where cut.	Quantity of lumber manufactured during the year.		Quantity of lumber sold during the year.		Date of last return.
							Feet.	Feet.	M.	M.	
James Sanderson.....	Steam	50	25,000	1890	Spruce, Jackpine..	} On limits north of the North Saskatchewan } River.	1,443,975	1,597,291	2374	June 30 1899.	
Wm. Cowan & Co.....	"	45	25,000	1890	Tamarik & Poplar.		981,807	786,471	430 1/2	" "	
Total.....							2,425,782	2,383,762	668		

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
REGINA, ASSA., November 3, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour, in reference to your circular-letter of the 9th ult., to forward herewith my annual report which, in connection with other details, includes the work done in this office from June 30, 1898, to June 30, 1899, as follows:—

Total No. of Letters received .....	8,475
“ letters written .....	6,748
“ homestead entries granted .....	1,149
“ sales .....	37
“ applications for patent received.....	343
“ entries cancelled .....	364
“ seed grain collections .....	224
“ hay permits issued.....	1,361
“ timber permits issued .....	464

Total No. of returns to head office:—

Dominion lands .....	48
Seed grain in duplicate .....	42
Cash statement .....	12
Work done .....	12
Hay and timber.....	48
Contingent, Dominion lands.....	12
Contingent, immigration .....	3
Office attendance .....	12

You will observe, after comparing the above statement with the work performed at this office during the year ending June 30, 1898, that the letters received this year are 1,441 in excess of those received last year, and the homestead entries granted are 674 more than last year.

A large proportion of the letters received are from intending settlers, and the majority of the entries granted are to new homesteaders of the very best class, that is, persons with energy and money. A great many of the new settlers have located at Milestone and Yellow Grass stations on the Soo branch of the Canadian Pacific Railway, and south of Regina.

The wheat crop has been very good both in quantity and quality; roots and vegetables of all kinds have been a large crop, and high prices have been paid.

This season has been a remarkable one for stock, and owing to the high prices paid for horses and cattle, the settlers have found that stock-raising is a very paying industry.

I am pleased to be able to report that those who have cultivated the Austrian brome grass have not only been able to prove the necessity of such an undertaking, but have found it to be very remunerative.



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The settlers all through this district are in a most prosperous condition, and it is surprising how quickly a foreigner adapts himself to the ways of the country, and succeeds in all his undertakings from the very start.

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

A. J. FRASER,  
*Acting Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
LETHBRIDGE, Alberta, December 23, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

Sir,—I have the honour to submit herewith my annual report of work done in this office from June 30, 1898, to June 30, 1899, a comparison of which with the work done during the previous year will show an increase of about two-fold, yet this will give no adequate idea of the progress made in the district during the period covered by the report.

A large area of the most desirable lands for settlement in this district has not as yet been subdivided, and if the survey of some of the townships in the southern portion of the district, along the Milk river, had been completed I have no hesitation in saying that every available homestead would have been taken up during the past summer. This will be more readily understood when I state that more than one thousand people from Utah and the adjoining states came into the district during the past season. The larger number of these people came to work on the Irrigation canal, and at the same time learn for themselves something of the capabilities of the country, the nature of the climate, &c., intending, if these were found to be satisfactory, to become permanent residents. For the past month these people have been returning to their homes in the States in hundreds, and my time has been fully taken up at the counter giving them information which they wished to convey to their friends; this is the principal reason why I have not been able to forward this report at an earlier date.

I may say that all who called at the office expressed their entire satisfaction with both soil and climate, and their unbounded confidence in a glorious future in store for the district, so that the prospect of a much larger immigration from the United States during the coming season is assured.

Time will not permit me to give a description of the work done by the Canadian North-west Irrigation Company on their canal, or the benefit the district has already derived from its construction, but it must have been a gratifying revelation to the Minister to see a village of some two hundred inhabitants, prettily situated on the banks of Pot Hole river, where some two months previous to his visit, on November 15, no sign of a habitation was discernible, and the nucleus of a prosperous town named Magrath, in honour of Mr. C. A. Magrath, the principal promoter of the Irrigation canal, as well as the rising town of Sterling, some fifteen miles distant, with a population already of some four hundred, all owing their existence solely and wholly to the construction of this Irrigation canal. Too much cannot be said in praise of the enterprise and energy of the pioneers of these young towns, when the great difficulty they have encountered in obtaining building material is taken into consideration.

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The other portions of this district have made equally satisfactory progress, a number of desirable settlers having located in the vicinity of Medicine Hat, Macleod and Pincher Creek. These settlers, I am pleased to report, are of a very superior class, being healthy, intelligent, vigorous, and in the main experienced farmers and ranchers, and what is of great importance to the immediate welfare of the district they bring with them considerable means either in cash, or its equivalent in cattle and implements, or both, so that the number of homestead entries recorded does not by any means represent the number of permanent settlers, as many have purchased lands from the Railway and Hudson's Bay companies.

The cattle and sheep industries are in a healthy and flourishing condition.

The Galt Coal Mining Company have enjoyed a very prosperous season, their output ranging from 900 to 1,000 tons of coal daily.

Prairie fires have done but little damage this season.

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

W. H. COTTINGHAM,  
*Agent of Dominion Lands.*

STATEMENT of work performed at the Lethbridge agency during the year ending June 30, 1899:—

Homestead entries granted.....	326
Sales .....	30
Applications for patents recommended .....	81
Entries cancelled .....	60
Hay permits issued .....	31
Timber permits issued .....	210
Letters received .....	2,960
Letters written .....	1,827

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, Alberta, November 9, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit my report on the business of the Edmonton Dominion lands agency for the year ending June 30, last.

HOMESTEAD ENTRIES.

The number of homestead entries granted (886) exceeds that of any former year in the history of the agency; the sales of railway lands for the like period show also a large increase, the number of quarter sections being 320 as compared with 116 for the preceding year; the sales of other farm properties, held by corporations and individuals, make an equally satisfactory showing; the enhancement in farm values and the willingness of newcomers, intending permanent occupation, to pay these values is an

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indication that Northern Alberta has passed the experimental stage, and takes rank among the most prosperous agricultural regions of America.

It may be said that every settler in the district is well satisfied with his progress and prospects and ready to advise friends and relatives abroad to obtain a footing here before land values rise to the high level which all the conditions, natural and otherwise, are believed to justify; all are now engaged in more or less effective immigration work, and doing their utmost to induce friends to join them here. This seems to be the most efficient sort of an immigration agency, and likely to be productive of the happiest results in the rapid settlement of the west.

## CROPS.

A conservative reckoning gives, as a rough estimate of the season's crop, 750,000 bushels wheat, and 1,500,000 oats, in all two and a quarter million bushels. It is probable that half of the wheat and three-quarters of the oats will turn out to be of good quality; the best wheat is now selling at 62 cents, oats at from 23 to 25 cents per bushel. The wheat price is above the export value and due to the demand for local milling purposes.

## CATTLE.

Everywhere throughout Northern Alberta one may note a very marked improvement during the last two years in both the number and quality of the beef cattle; values are increasing with the increasing population and the growing tendency in America toward intensive methods of farming.

## DAIRYING.

I am informed that creameries are not showing any very conspicuous improvement in the amount of the output. It is suggested that the high price of beef and wheat dissuades our farmers from undertaking the more arduous work of dairying, to which they will be finally compelled to resort as population increases.

## HOGS.

The existing prices of from 4½ to 5 cents per pound, live weight, ought to induce a larger production of the best kind of bacon hogs. The large curing establishments operated by the Gallagher-Hull Company in Edmonton, and by Mr. Pat. Burns in Calgary, afford a satisfactory assurance that there is no danger of the supply exceeding the demand. At present more than two millions of pounds of bacon, cured and otherwise, are annually imported to meet our local consumption and the requirements of the trade.

## POULTRY.

This also is a branch of industry which we would do well to encourage. Car loads of poultry are brought into Alberta and British Columbia, all of which might be easily produced locally. All conditions are favourable to this branch of farming excepting that the trade is not yet organized. So soon as merchants at railway points realize what may be accomplished in shipping eggs and dressed poultry into British Columbia, they will no doubt afford storage and handling facilities, and pay prices to encourage production.

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## SASKATCHEWAN DREDGES.

The highly flourishing condition of every branch of agriculture accounts, in some measure, for the meagre output of gold on the Saskatchewan river during the season which is now closing. The unprecedentedly high water also had a deterrent effect upon both hand-miners and dredges. The output is reckoned not to exceed \$10,000. It is said that not one of the two or three dredges which were operated this season has paid its working expenses and that the reason of this failure has been the inadequacy of the gold-saving appliances.

## TIMBER.

The quantity of lumber manufactured by the mills at Edmonton, and the revenue derived therefrom, greatly exceed the record of the preceding year. The demand for lumber is so strong and persistent that the millers have been able to store very little in their yards.

The appended statement of work performed in this office shows an advance in nearly all branches and a considerable augmentation of revenue from ordinary sources. There is a large reduction in the sum received for miners' licenses. This was to be anticipated: we cannot look for a great demand for licenses until we shall have succeeded in demonstrating the existence of a richly mineralized region accessible from this point.

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

R. A. RUTTAN,  
*Agent of Dominion Lands.*

Number of homestead entries granted . . . . .	886
Timber permits issued . . . . .	449
Hay permits issued . . . . .	203
Grazing rents collected . . . . .	8
Placer mining claims recorded . . . . .	21
Quartz claims recorded . . . . .	59
Mining certificates . . . . .	60
Letters received . . . . .	5,531
Letters sent . . . . .	4,307
Applications for patent received . . . . .	377
Entries cancelled . . . . .	267
Total revenue received . . . . .	\$20,363.03

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DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
RED DEER, ALTA., October 28, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30 last. The following particulars will show comparatively the transactions between this, and the preceding year:—

## 1899.

Homestead entries .....	325
Land sales .....	5
Entries cancelled .....	103
Applications for patent.....	126
Timber permits .....	225
Hay permits .....	173
Letters received .....	2,648
Letters written .....	3,139
Seed grain collections.....	40
Total amount received, from all sources.....	\$5,937 72

## 1898.

Homestead entries .....	108
Land sales .....	3
Entries cancelled .....	75
Applications for patent.....	139
Timber permits .....	90
Hay permits .....	133
Letters received .....	1,946
Letters written .....	1,761
Seed grain collections .....	
Total amount received, from all sources.....	\$2,789 17

It will be seen from the above details that my forecast of the present season, as contained in my last report, has proved correct. The difference between the number of entries for this and the preceding year is indeed striking; in fact, the general business of the office may be considered most satisfactory, as the total amount received this year is more than double that of the preceding twelve months. The class and equipment of those taking up land have, if anything, improved. The great proportion of the settlers are from the United States, chiefly from the Dakotas and the states immediately contiguous to the boundary line. Those from Great Britain are of an exceptionally good class.

The season has been an unusually wet one, and the crops, in consequence, have been late in maturing. Many of the farmers were obliged to cut their grain green, partly on account of the rain, and also on account of a severe hail storm which visited this district in July. Had it not been for this, the harvest would have been a particularly good one. However, taking everything into consideration, it may be called a successful season, as those farmers who cut their grain green are able to get

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a ready sale for it at \$5 per ton, and as many of them have as much as four tons to the acre it is a better result than they would have obtained if their grain had properly matured.

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

J. GEORGE JESSUP,  
*Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
CALGARY, ALTA., November 13, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit my report of the work performed in this office during the year ended June 30, 1899.

Homestead entries exceed the number granted the previous year by 85, the revenue amounting to \$9,384.09, exclusive of a large amount paid at the head office on account of grazing leases. Seed grain payments amount to \$348.50. As this office also conducts the business of the timber and mines branch for this district, which business includes grazing and hay lands, it may be well to mention that the revenue from the latter, viz., grazing and hay lands, amounted to \$2,150.02, and the total of the timber and mines branch amounted to \$8,297.21, which appears in a separate report, or total receipts for both lands and timber and mines branches of \$18,029.80.

A very much larger number of letters was received and sent than during the preceding year.

This has been a very prosperous year for the farmers and ranchers. There was rather too much rain during the latter part of the season, when the haying and harvesting operations should have been going on and the crops were kept green until pretty late; however, there was very little damage done by frost and everything has been gathered during the fine weather of the last month. The grass is plentiful on the ranges and has cured very well, which ensures good winter feed for stock running out.

The cattle business, one of the most important industries of this section of the country, is in a very flourishing condition, and prices were never better.

The creameries, under the very able management of Mr. C. W. Marker, Dominion Government Superintendent, have given great satisfaction, and have been of much benefit to the farmers, particularly those north of Calgary, where dairy farming is carried on more extensively than in the south, where most of the small ranchers, as yet, prefer to allow the calves to run with the cows. The lumber trade has been very good, the mills not being able to supply the demand.

Immigration into this district has been larger than during any previous year, the number of people accommodated during the year at the Immigration hall amounting to 1,257; but this, as I have stated in previous reports, does not afford an adequate means of estimating the total number of settlers, as very many put up at hotels. The number accommodated at the hall from July 1, 1899, to 13th inst., covering a period of a little over 4 months, amounted to 846.

The city of Calgary has increased considerably in population, and a great deal of building has been going on. In addition to fine business blocks and a large number of private residences that have been erected, the Canadian Pacific Railway Company round houses and workshops have been completed. Messrs. P. Burns & Co. have

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erected an abattoir and cool-storage building larger than anything of the kind in Canada. The Calgary brewery has been enlarged to double its former capacity, and is now one of the most complete institutions of its kind in the Dominion. In fact, everywhere signs of prosperity are to be seen throughout this district.

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

J. R. SUTHERLAND.  
*Agent of Dominion Lands.*

STATEMENT of work performed at the Calgary agency during the year ending June 30, 1899:—

Number of homestead entries granted.....	208
Sales made .....	18
Entries cancelled .....	111
Mining claims recorded .....	6
Free miners' certificates issued.....	11
Hay permits issued.....	352
Timber permits issued.....	172
Applications for homestead patent.....	79
Recommended .....	
Letters received.....	3,904
Letters sent .....	3,742

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
KAMLOOPS, B.C., October 27, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—In accordance with circular of 9th instant, I beg to submit the following report for the twelve months ended June 30 last.

		Acres.
Number of homestead entries granted.....	17	12,232·02
Number of general sales.....	18	2,487·21
Number of homestead sales.....	18	2,659·09
Number of entries cancelled.....	31	4,950
Number of applications for patent, recom- mended .....	31	4,744·05
Number of applications for patent, not recom- mended .....	4	578
Number of town sales.....	13	
Number of hay permits issued.....	17	
Number of miners' licenses.....	2	
Number of letters received .....	1,260	
Number of letters sent.....	1,250	

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It will be observed that there is a very gratifying increase in homestead entries, the number being nearly double that of the previous year. The season has been a remarkable one for the rain-fall, in consequence of which a large proportion of fall wheat is too discoloured for milling purposes. Timothy hay has been fairly well saved, but it too is discoloured. Probably more wild hay than usual has been cut, in spite of the fact that on many of the meadows it has been impossible to work a team.

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

E. A. NASH,  
*Agent of Dominion Lands.*

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
NEW WESTMINSTER, B.C., November 9, 1899.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—Under departmental instructions I beg to submit the following brief report for the year ended June 30, 1899, respecting matters in this district.

The monthly statements as at present arranged summarize the details as to entries, collections and correspondence; which total nearly the same as for the previous year.

A good part of my attention for some time back has been devoted to the gathering of information as to old provincial entries and surveys, with the preparation and transmission of the same to the department. This work requires great care to avoid future complications as to titles.

There has been gradual progress in the development of the district; more roads are being opened out and older ones improved. The larger tracts of the lands which were liable to Fraser river overflow are being steadily made safer: the latest undertaking is the expensive and important dyke of the Chilliwack municipality. In course of time it is hoped that the Sumas Prairie lands can be reached.

The market buildings at New Westminster have been rebuilt in a much more commodious and substantial manner than the older buildings which were lost in the fire of September 10, 1898, and this market is proving to be a great and permanent advantage to the farmers and consumers. There is also a creamery in connection with the market.

The city of New Westminster is rapidly recovering its substantial appearance by the constant erection of good business and residential buildings.

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

JOHN McKENZIE,  
*Agent of Dominion Lands.*



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DEPARTMENT OF THE INTERIOR,  
OFFICE OF THE SUPERINTENDENT OF MINES,  
CALGARY, January 2, 1900.

J. G. TURRIFF, Esq.,  
Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to report through you on the work performed by me during the year ending June 30 last. I have in this also touched on various matters, which have come under my notice, and the observations thereon are brought down to date of this report.

From July 3 to 8, 1898, visited Revelstoke, B.C., to look into and report on certain matters concerning which instructions were sent me.

July 24 to 30, visited Macleod and vicinity on matters connected with the department.

August 26 to 27, visited Sheep creek and High river districts to examine into and report on certain land matters in that neighbourhood.

In September, visited High river with Mr. Dennis in connection with the diversion of a portion of the waters of the High river into Little Bow river. We were accompanied by an official of the Department of Marine and Fisheries, who, with us, desired to look into the effect of irrigation on the fish in the streams from which the water was drawn or taken.

October 13 to November 11, engaged in neighbourhood of Revelstoke making certain surveys and examinations and locating the position of various land claimants, thus enabling their land claims to be adjusted so far as might be possible.

November 18 to 22, visited Edmonton under instructions to ascertain and report on certain matters in that vicinity.

November 28 to December 8, visited Crow's Nest pass, Macleod and Lethbridge in connection with the classification and disposal of certain timber then under seizure.

January 15, 1899, came to Ottawa in connection with certain railway land grants and remained until the end of March.

Early in April, in company with Mr. G. C. Anderson, chief engineer of the Canadian North-west Irrigation Company, went over the route of that company's irrigation canal, in connection with the right of way for the same.

April 29 to May 7, made inspection of Little Bow river, from source to mouth, in connection with certain reservations petitioned for on account of the transference or diversion of a portion of the waters of High river into the Little Bow.

On May 25, returned to Ottawa on work mentioned, where I remained until end of year.

Reports on the various missions aforementioned were forwarded shortly after the dates mentioned.

## CROPS.

Throughout the whole of Alberta, the western portion of Assiniboia, and the greater part of the Saskatchewan district, the harvest was unusually late. On September 1, very little of the grain had been cut, and a very small percentage of hay saved. The cause of the late harvest was owing to the unusual rain-fall, which, coupled with a low temperature, produced a rank growth and slow ripening. To

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illustrate this, it might be mentioned that during each of the months of June, July and August, the precipitation of moisture, in what may be styled the semi-arid portions, very nearly, if not fully, equalled that of an entire year during many years in the history of the country since meteorological records have been kept. In August ten and a half inches of rain fell in Calgary.

Fortunately, September turned out to be a magnificent harvesting month, as did also the first week in October; the result being that the grain has nearly all been well saved and a fair crop of hay secured, and so far as the grazing portions of the territories are concerned, what is of the highest importance was attained, namely, the grasses have fairly well ripened, largely thereby retaining the nourishment for winter pasturage which they generally possess.

Up to this date, the early part of January, 1900, the conditions have been such that cattle have continued to fatten, and unless the winter should prove extremely severe, the prospects for the cattle industry are remarkably bright.

#### NATURAL HAY VS. CULTIVATED HAY.

The experience of every year favourably emphasizes the contention, which has been alluded to by the undersigned, in many of the preceding annual reports, namely, that too much attention cannot be given to the cultivation of hay. Allowing that natural grasses for local purposes possess many points of excellence, and when not grown under too wet conditions and well cut, cured and stacked, probably pound for pound, contain as much nutrition as the average crop of timothy and clover, for shipping purposes natural hay does not nearly approach the requirements of the market. At present a very good market for hay is obtainable in the mining centres immediately to the west of Alberta, and one that would furnish a good profit to the producers. The amount of timothy, which they would consume, if economically available, can at present be furnished by Alberta to the extent of not more than 5 per cent, the balance obtained from east of the mountains being made up of native grasses, which are not favourably viewed; consequently, after paying the freight on them a very low price is obtained by the producer. A large amount of timothy is brought in from the Western States, a condition which it is highly desirable should be remedied. Fair timothy hay for several years past has netted \$10 to \$12 per ton to the producer in Alberta, at the point of production.

#### BROMUS.

The cultivation of bromus is rapidly increasing, and for local requirements is a very popular article of forage; but it remains to be seen whether it will stand baling and shipping and become popular for horse feed. There is one thing against it for shipping, namely, its colour. In unbaling, its appearance is not at all inviting, and it does not look nice and succulent like timothy or timothy and clover mixed. Bromus in the territories has been highly profitable when grown for its seed. It was anticipated, as pointed out in my report of last year, that it was probable that in the near future the cost of seed would so decrease that it would be much more extensively sown; however, last year's experience shows that a price exceeding 16 cents per pound could be obtained for it there for shipment to United States points. It is contended that the seed which matures in the west will contain a very much higher percentage of germination than that imported from Europe, or grown in the eastern part of the continent. If this contention be correct, it will follow that for some years at least, probably for very many, the cultivation of this grass for its seed would, in many districts in the west, prove much more profitable than any other crop. It will be interesting to watch the result.

One strong objection to the cultivation of hay for consumption, other than at the point of production, is the exhaustion of the soil which results therefrom. That objection stands on a firm basis but has much less favour as against being grown

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under certain conditions of irrigation than otherwise. Very many of the constituents of hay can be furnished wholly from the water available for irrigation, if the same comes from sources similar to the Rocky mountains.

Throughout most of what may be termed the irrigable portions of the semi-arid district of the North-west Territories the cultivation of hay, no doubt, can be rendered very profitable through irrigation.

## IRRIGATION.

The past season was so wet that irrigation was not required and consequently the extension of the same through small enterprises was largely checked, but such checking is only temporary. The normal conditions will return in due course, and then it will be seen that those in a position to irrigate have very large returns; those unable to do so very small ones. The result will, no doubt, be that the next movement forward in irrigation will be a very extensive one. This anticipated condition will be greatly stimulated by the large irrigation project now being carried out south and west of Lethbridge by the Canadian North-west Irrigation Company. That company's enterprise consists, not only in the irrigation, but also in the settlement of the lands when irrigated. It would appear that complete success is fairly assured, and if so it means the undertaking, in the immediate future, of other schemes as large and some of them probably very much larger, so that the prediction is not a rash one to make, namely, that within ten years there will be in the semi-arid districts of the Territories between one and two millions of acres of land under ditch, which means the utilization to its maximum production or value of probably five or six times that area. If the irrigation areas and the pasturage portions throughout are utilized so as to give the best results, which would probably be by devoting the products to dairying primarily, coupled with poultry, eggs and pork-producing, also the production of beef which goes hand in hand with dairying, then throughout at least all that portion of the semi-arid territory lying west of longitude of  $110^{\circ}$  west, the production in cash values will equal in amount that derived from the same area in the best grain districts of the continent. There will also be a population fully as large and, outside of the grain transportation, a traffic for railways greater and more profitable, which will be fairly evenly distributed throughout the year, not a rush for two or three months and very little proportionally during the balance of the year. Further, one has but to compare a district largely devoted to grain-growing with one devoted to mixed farming to decide which must in a very short time prove the more profitable to the railways serving the same. Under the conditions which exist in a large portion of the Territories, namely, an unlimited area of high grade pasturage, the irrigation areas being devoted to the production of forage during those portions of the year when pasturage is not up to the requirements, the industry as thus outlined should closely attain the possible maximum.

The scheme as attempted to be carried out by the Canadian North-west Irrigation Company means the settlement of the tract in hamlets, a condition which is pronounced by those who have given the subject considerable attention the correct one. Now, if hamlets are to be the mode of settlement under no other condition can dairying be carried on so successfully and economically, both as regards the necessary attention to the herds, the manufacture of milk into butter and cheese and the marketing of the same; also the maintenance of herds of the requisite class so far as breeding is concerned. It requires very little reflection to appreciate the conditions mentioned as regards dairying, and they apply with equal force to the production, collection and marketing of eggs, poultry and pork. One need but mention the advantages which the hamlet settlement gives for social, religious and educational facilities as compared with the ordinary mode of settlement, to convince any one that at least so far as these last mentioned features are concerned, the hamlet system is a long way in the lead.

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Further, from the larger irrigation schemes much water power could be developed without in any way reducing their value for irrigation purposes, and this power will probably be found in close proximity to where it can be utilized to great advantage.

#### AID TO IRRIGATION.

In my last annual report I directed attention to a scheme for aiding irrigation, which had been recommended in some of the Western States, and pointed out that the conditions were clearly as applicable in our large grazing areas. It is not necessary here to more than allude to it, as any one taking an interest in the subject can readily refer to the former report.

#### WATER SUPPLY FOR STOCK FROM WELLS BY THE AID OF WINDMILLS.

During the past season a considerable number of wells have been sunk to depths varying from 100 to 200 feet, and although no large artesian springs have been met with, nor is it probable that such would be met with unless a much greater depth were attained, still a bountiful supply of good potable water has been obtained from them. In all cases sandstone formations were reached, so it is likely that the supply is not local, but comes from a considerable distance, from which it might with confidence be inferred that it is not probable that it will fail or materially decrease. Each of these wells would give all the water required for several hundred head of cattle, and what many consider a bug-bear, so far as watering stock by windmills is concerned, namely, frost, can be cheaply and easily overcome in many ways.

It is admitted by all who are conversant with the subject that cattle will not pasture to advantage more than two miles from a water supply during the hot weather. In cold weather, of course, when there is a little snow on the ground, cattle will live for a long time with no water at all, but they thrive much better with a bountiful supply of good water. If these premises be correct, it will follow that pasturage lands lying more than two miles from water have their value materially depreciated; and any that are, say, five or six miles from it are practically worthless. Thus under these conditions it would follow that at least 80 per cent of the pasturage of the Territories is valueless, and that a large portion of the said 80 per cent could be rendered very valuable if wells were sunk and water pumped. It is certainly worthy of consideration whether some extensive experiments on that line should not be tried. A very considerable amount of well-boring has been done by the territorial government, not on the lines discussed in this report, but chiefly to meet the requirements of the settlements already in existence. The territorial government when appealed to replied that they had no funds, and as these pasture lands were directly under the control of the federal government, it would become the duty of that government to develop them.

It has been suggested that a scheme for taxation of pasturage, (at present and for several years past grazing on the public domain has been free,) would be readily acquiesced in by those interested or at least become sufficiently popular to be easily given effect to, if the proceeds of the taxation were to be applied as aids to irrigation and water supply. It is contended that if some such scheme were put in operation the pasturage, or in other words the stock capacity of the Territories would be quadrupled within ten years.

Free pasturage, while popular with stockmen, has in many instances largely destroyed the grass, and thereby the industry at first benefited by such a policy. It is assumed that owing to free pasturage the state of Wyoming does not now support over 40 per cent of the cattle it did ten or twelve years ago. By the introduction of taxation, regulations regarding grazing on the public domain could be given effect to, and thereby prevent the eating and tramping out of the grass in some places, and promote increased production of dairying in others.

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## DAIRYING.

It will never do to allow cows to run with other cattle when they are giving milk. In some portions of the Territories, where the government have established creameries and are doing all possible to stimulate the production of dairy products on the one hand, on the other hand the public domain, on which cows might pasture, is occupied by horses, steers and other stock, to at least 95 per cent of its pasturage capacity. These classes of stock should not be permitted to run with cows, and could, with advantage to all parties, be grazed elsewhere, that is, where there is sparse or no settlement and where such creameries are not now nor in the immediate future likely to be established.

The Territories, particularly the south west portion of them, are so admirably adapted for dairying that it possibly might well be the duty of the authorities to specially encourage and stimulate the same, that is, make regulations so far as pasturage on the public domain is concerned which would have that effect.

The results of dairying in other countries are so encouraging as to warrant a strong effort on our part to improve this industry for ourselves.

## BEEF.

During the past year there has been a marked increase in the output of beef in the Territories. The increase in shipments to Great Britain has probably been slight, possibly a decrease, but there has been a very great increase to British Columbia points. The necessities of the market require that there should be a large amount of fair beef available during the months of March, April, May and early June, during which period a very few years ago little or none was shipped out of the country, and no great quantity fit for doing so was available. Upwards of 4½ cents per lb., live weight, was paid in Alberta for beef last April and May. The beef available is not what would be termed in the east, stall-fed; the cattle generally received nothing but hay and possibly a very rough shelter, in many cases not even that. As this market is bound to increase, it may be anticipated that there will be increased attention paid to cattle feeding and better beef produced, good stabling and a plentiful supply of good water provided, roots grown and fed, the coarse and refuse grains chopped, and together with the offal of mills fed.

## MILLING.

The question of a beef supply brings up the subject of milling. It would appear advisable that all wheat grown should be ground in the country, and probably with advantage considerable of that grown in the east. Such points as Calgary, Lethbridge and Macleod, situated on the direct lines of communication between wheat-producing points in the east and the market for flour in British Columbia, would seem to be very advantageously situated so far as milling in transit is concerned at least. All wheat grown in Alberta which would be shipped out either east or west, should go out as flour, retaining the offal for feed, for which a first-class and in a short time an unlimited home market could be obtained.

## STOCKERS.

The supply of this class is deplorably short of the demand, or what could with great profit to the country be utilized. The removal of the quarantine enabled the shipment of this class to the United States markets. The result, though possibly immediately profitable to the owners, by many is contended to have proved of serious loss to the country. Any country, which has a surplus of hay and coarse grains or can readily produce the same, should not, if good management be exercised, export both

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stockers and the material on which to fatten them. Impoverishment to a greater or lesser extent must inevitably be the result of such a practice.

It is now generally admitted that while our grazing areas are unsurpassed for maturing stock, as breeding grounds, under the system in vogue, they do not rank high. The settlement of Northern Alberta and Saskatchewan by mixed farmers, and the extension generally of dairying will rapidly increase the numbers of stockers. Careful attention should, however, be given to the breeding, so as to produce a class which will be good both for milk and beef. Large, bony, strong animals from eight months of age upwards bring high prices for placing on the range and keeping until ready for beef.

#### ENCOURAGEMENT AFFORDED BY THE GOVERNMENT TO IMPROVEMENT IN BREEDING OF STOCK.

During the last year the territorial government practically bore nearly the whole of the cost of transportation on well-bred bulls, from the eastern provinces to the railway station nearest to the purchaser. A nominal charge of \$5 was paid by the importer, the balance of the cost being borne by the territorial government. This, of course, was only extended to the small farmers, two head being the largest number furnished any one person, not to the large rancher who had his transported in car-load lots. The Canadian Pacific Railway Company have co-operated liberally with the Territories in this respect by granting free transportation to those who desire to go east to select and purchase the stock and to those accompanying them en route.

The Canadian Pacific Railway Company have initiated considerable of an experiment in this line, and it is understood purpose extending it very considerably during the coming season, that is, furnishing well-bred bulls free of cost in many portions of the country, not merely the cost of transportation furnished free, but the animal itself. The company's action in this line will at least in the immediate future probably be largely confined to Manitoba and the eastern portions of the Territories.

An effort is being made by the territorial government to furnish a considerable number of pigs, suitable for breeding, and adapted chiefly for the production of bacon of a class which the market now demands. Thousands of hogs are imported from Ontario, slaughtered in Calgary, and the products shipped to points in British Columbia. It will at once strike any one that there is something radically wrong in the management of a district which can furnish cheaply an unlimited amount of pig feed and which permits such a condition of affairs to exist. Any one consulting the customs' returns, showing the amount of hog products, poultry, eggs and butter imported into Canada, particularly into British Columbia, from American points, will be considerably astonished unless he has already acquired a fair idea of the trade.

It is probable that in addition to the efforts made by the territorial government to encourage hog production, a further one will be made by the Canadian Pacific Railway and Calgary and Edmonton Railway companies, and by some of the larger operators of this product in the country.

#### HORSES.

The demand for heavy horses has improved, and the production is increasing, but not in proportion to the demand. In that line as well as in good driving, carriage and saddle horses, there is a very favourable market, and one that will, no doubt, increase; hence a marked increase in breeding of their classes may be expected.

The establishment of a Mounted Volunteer Corps in the Territories will, it is thought, tend to the breeding and training of horses suitable for the army as cavalry horses. Owing to the climatic conditions it will occur to any one that, particularly for cavalry horses, where good muscle, lung power and endurance are requisite, the country should furnish an ideal horse.

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## SHEEP.

It is hard to understand why there is not a greater output of sheep in the Territories. Although cattle and sheep should not run together, there are large areas in the country which might be wholly utilized for sheep, and probably would be more profitable for that class of stock than for any other.

In the early stages of sheep-growing there was a stimulus in the strong possibility of sending sheep to England with good profit, and a very considerable number were sent and the trade bade fair to assume large proportions, but the embargo arising on account of scab destroyed that market.

Many naturally contend that owing to the low price of wool, and the possibility of over-stocking the regular mutton market, an increase in the flocks would be hazardous. The rapid increase of the consumption of mutton in British Columbia points has demonstrated that the sheep herds of the Territories can at once be quadrupled, without any danger of over-stocking the market. This coupled with the increased price of wool will probably have the effect of largely stimulating immediately the production of this class of stock.

The quality of mutton produced in the Territories cannot probably be surpassed in any country, and can be equalled in few. Very large quantities of chilled mutton are imported into British Columbia from Australia, and a large number of sheep alive and dead brought from United States points; so much so, that the percentage from Territorial points consumed in British Columbia is comparatively small.

## ABATTOIRS.

There has been constructed, during the past season, and recently opened for operations at Calgary, by P. Burns & Co., a very large abattoir combined with cold storage, probably the largest Canadian establishment for the slaughtering, handling and storage of beef, mutton and pork. This will, no doubt, prove very profitable to both the owners and producers, and thereby to the country generally.

Outside the smaller mining camps, the meat supply of most centres in British Columbia can be better furnished with chilled or refrigerator meat, rather than with live animals as has heretofore been the case.

## POULTRY.

The abattoirs, or rather the cold storage accompanying the same, and required in connection with the handling of meats, will, no doubt, carry with it a considerable trade in poultry and eggs. The butter trade, which is rapidly increasing, has been comparatively well provided for in this respect, and it may be confidently anticipated that the production of poultry and eggs in this country will be greatly stimulated. It has been asserted as a reason why more has not been done in this line, that scarcity of labour has probably been the cause, accompanied by a disposition in certain districts not to give attention to what, unfortunately, may be considered as too insignificant matters to have any considerable attention paid to them.

That the country is really very well adapted for the production of poultry there is no doubt, particularly the southern portion of it, the only obstacle being the high winds, and this, it is suggested, can readily be remedied by building shelters for the fowls, who will take to them whenever the wind rises.

## FORESTRY AND FOREST PROTECTION.

The creation of a branch of the department specially to look after this important, in fact, what might with truth be termed vital subject, is a long step in the proper

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direction, and it may be confidently anticipated that the benefits will be most marked. The gentleman appointed will, no doubt, deal very fully with this very important and interesting subject, therefore it will be merely alluded to in this report. So far as the south-western portion of the Territories is concerned, when the foot-hills and some portions of the stream bottoms (comparatively small ones) are taken out, the remainder is perfectly barren of trees, brush or shrubs. The introduction of irrigation will, however, greatly aid in stimulating the results in tree and shrub planting so greatly to be desired. Further, throughout the country generally, as settlers become better off financially, they will naturally desire to make their homes comfortable and beautify the same, and tree and shrub growing will be more and more attempted. It is very encouraging to notice what is being done with fair success in that regard in many of the towns and villages in the Territories and also by many of the farmers and ranchers. A very few years ago not only was the same not attempted but success was scouted. Those who tried anything of the kind were invariably informed by 'old timers' that complete failure was inevitable; 'they had seen the same thoroughly tested.' It is probable our experience will be similar to that in Greeley Colony, Colorado, an irrigated settlement, namely, that it is no use to try the more delicate trees at first; but only when a few good wind-breakers are produced by the native trees, chiefly cottonwoods, then the more delicate ones can be readily grown. In addition to the many varieties of the poplar family, our mountain spruce seems to grow well, fairly rapidly, and makes a nice tree and gives a very agreeable colour to the landscape when the deciduous trees are bare, or the ground covered with snow. This brings up a point which is worthy of serious consideration, namely, whether it would not be well that small nurseries for the growth of trees suitable for the country, should not be established in many places, thereby providing a cheap and possibly a free supply for those who will honestly and strenuously make an attempt at growing the same. Experience would so far seem to emphasize pointedly the fact, that the shorter the distance the trees are moved by transplanting and the less the change in situation, the larger the percentage of favourable results.

#### COAL MINING.

The development in the production of coal in the Territories has steadily and very considerably increased in the past year. It is particularly noticeable in the bituminous output at Lethbridge and Canmore. The increase in the traffic of the railways has a great deal to do with the increased output of coal. While the requirements for domestic purposes will no doubt, also steadily increase, that required for transportation purposes will prove the more noticeable quantity.

#### PETROLEUM.

The geological branch of the government will, no doubt, report fully on the prospecting for petroleum which has been done on the North Saskatchewan and Athabasca rivers. It seems strange that nothing has been done towards testing for petroleum in Southern Alberta and the territories contiguous thereto in British Columbia. If the reports of the showings are at all accurate, there would appear to be sufficient inducement to make some test.

#### COKE.

The manufacture of coke in Western Canada is a comparatively new industry, although it has been carried on for some time on Vancouver Island. It has not been produced either in quantity or quality to become much of an element in the economy of the country. The establishment of a coking industry at Fernie has



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revolutionized the trade in coke and in smelting operations and probably will still further have a beneficial effect on the output or profits to be derived from many of the low grade ores produced by the mines of Southern British Columbia, particularly in the Kootenays. This industry is assuming large proportions, and there is no doubt it will continue to increase very rapidly.

## STATISTICS.

As intimated in my report of last year, I was particularly desirous of obtaining statistics, both of the production and consumption of products, such as meats, butter, eggs, hay, feed grain, flour, fuel, lard, vegetables, &c., in British Columbia and the Territories, and possibly Manitoba, having in view the data necessary to intelligently discuss the situation, find out what portion of the consumption was produced in the country, and why those articles imported could not, with advantage to all parties, be produced here. Unfortunately, it was found much more difficult than anticipated, and greatly to my disappointment I was unable to complete it. It is respectfully submitted that there is no doubt if once these statistics were prepared on the lines attempted, their production annually thereafter would be comparatively readily, economically and speedily accomplished. All interested would no doubt lend their aid. While doubtless the trade and navigation returns, with probably many other reports, such as railway returns of freight, contain a large portion of the data desired, still, they are not compiled and put in such shape as would meet what was attempted by the undersigned, and he begs to submit the advisability of such being obtained and annually kept up to date.

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

WM. PEARCE,  
*Superintendent of Mines.*

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## No. 3.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF THE INSPECTOR OF AGENCIES,  
WINNIPEG, November 27, 1899.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit my report as Inspector of Agencies for the year ended June 30, 1899.

During the year I visited all the land and timber agencies of the department in Manitoba, the North-west Territories and British Columbia.

My reports on the condition of affairs at the respective agencies were sent forward from time to time as inspections were made, and, generally speaking, I was able to inform you that the work was being carried on systematically and with a degree of thoroughness reflecting credit upon the officials. I found a painstaking disposition on the part of all the officials to give information and to render the transaction of business with the public as agreeable as possible.

The volume of work at the agencies shows a satisfactory increase over last year, both in the number of homestead entries granted, as well as in cash receipts.

The expense accounts of the agents and inspectors are received by me each month and carefully checked, and when found in order transmitted to the department marked approved for payment. I am pleased to note commendable exercise of caution and good judgment on the part of the agents and inspectors in keeping their expense accounts within proper limits.

There have been few changes in the personnel of the staff of the respective agencies. Owing to the death of Mr. W. J. Scott, agent at Battleford, a vacancy occurred which was filled by the appointment of Mr. R. F. Chisholm. The other changes were few and of minor importance.

My work took me to all parts of the western country, from Winnipeg to the coast, and everywhere I found signs of such prosperity and contentment as never before prevailed.

Acting under instructions of the Minister, I made a tour of inspection of the agencies in the Yukon Territory. I was absent on this work from the month of July to the end of October last. As I have reported exhaustively on all matters which received my attention, I will not deal with the subject here. It might, however, not be amiss to report that while there I had a favourable opportunity to study the resources of that country, of which I took full advantage to the extent of the time at my disposal. The opinion I formed was that the undeveloped wealth in gold, copper and base metals, and coal, is there in almost inexhaustible quantity.

Next year should show a decided increase in the output of gold, which will be mined on a much larger scale under the improved methods being introduced. The steam thawer has been found to work satisfactorily, and the advantage of that power also for pumping has been found to reduce the cost of carrying on the work. The introduction of machinery is going to have the effect of saving fully 50 per cent in fuel, over the old method of thawing by the building of fires on the ground.

From careful inquiry, I am led to believe that fully 100,000 cords of wood for fuel was used in connection with mining in the Yukon last season. As this wood costs the miner on an average \$20 a cord, the advantage of using machinery is

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apparent from the saving in fuel alone. The action of the government in reserving the timber on all gold bearing streams solely for use in connection with mining operations, is highly appreciated by the miners in particular and the public generally. The finding of immense deposits of coal found in close proximity to Dawson has dissipated all fear for the future regarding the fuel supply. However, if proper care is exercised to prevent the unnecessary waste of timber, the need of coal will not arise.

The work in the respective agencies was being efficiently transacted, so far as I could observe, and carried on in a manner satisfactory to the public.

During my absence in the north, Mr. E. H. Taylor, of my staff, attended to my inspection duties in Winnipeg.

Attached will be found the usual tabulated statement giving a summary of the work performed at the respective agencies.

Respectfully submitted,

E. F. STEPHENSON,  
*Inspector of Agencies.*

## DOMINION Land Agencies, transactions for the year ending June 30, 1899.

Agencies.	LETTERS.		Homestead entries granted.	Entries cancelled	Hay permits issued.	Timber permits issued.	Applications for patent received
	Received.	Sent.					
Alameda .....	3,037	1,820	70	175	237	286	50
Battleford .....	319	197	5	6	33	43	
Brandon .....	10,747	11,355	438	293	643	764	383
Calgary .....	4,395	3,742	208	111	355	236	79
Dauphin .....	5,300	3,957	807	200	319	376	200
Edmonton .....	5,431	4,275	886	267	202	704	377
Kamloops .....	1,393	1,373	77	31	2	1	31
Lethbridge .....	2,950	1,705	326	60	30	200	81
Minnedosa .....	3,089	2,510	208	115	151	285	149
New Westminster— Account of lands .....	1,100	978	19	7			18
Account of timber .....	572	639				290	
Prince Albert .....	1,797	1,302	484	56	122	632	127
Red Deer .....	2,648	2,131	325	103	174	203	126
Regina .....	8,471	6,748	1,149	363	919	430	343
Swift Current .....	192	260					
Winnipeg .....	15,663	13,999	671	340	671	1,131	245
Yorkton .....	2,614	2,369	261	150	339	122	142

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## No. 4.

## REPORT ON TIMBER, MINERAL, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, January 5, 1900.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior.

SIR,—I have the honour to submit the nineteenth annual report of the Timber and Mines Branch of the Department of the Interior.

The annexed statements, lettered 'A,' and 'B,' show that the revenue derived from timber, grazing, hay and mineral lands from 1st of July, 1898, to the 1st of July, 1899, exclusive of sales of mineral lands, amounted to \$1,298,136.13. The revenue for the previous fiscal year was \$828,431.01. The above amount includes the dues received for timber and hay cut on school lands, and rent of those lands for grazing purposes.

Reports received from the Crown timber agents at Winnipeg, Calgary and Edmonton, showing the revenue collected by them and other information, are appended hereto.

For the sake of reference and comparison, statement lettered 'C,' showing by fiscal years the revenue derived from timber, mineral, grazing and hay lands from the year 1872, up to July 1, 1899, not including sales of mineral lands, has been prepared, and will be found at the end of this report.

The statement referred to in the previous paragraph does not include the revenue from school lands, but statement lettered 'B,' appended hereto, shows the revenue from this source for the fiscal year 1898-99, and the statement lettered 'D' shows the total revenue up to June 30, 1899.

The total revenue of the Winnipeg agency for the fiscal year 1898-99 was \$40,564.70.

The price of lumber within the Winnipeg agency was from \$12 to \$17.50 per thousand feet B.M. There are 28 mills in operation within the agency, cutting timber under government license.

The revenue received from the British Columbia agency during the fiscal year 1898-99 was \$41,224.92.

Lumber sold at the average price of \$10.50 per thousand feet B.M.

There are 23 mills within the agency, operating under license from the Dominion government.

The total amount of dues collected within the Calgary agency during the fiscal year 1898-99 amounted to \$9,159.53.

The price of lumber at Calgary was \$8 to \$17, and at Macleod, \$7 to \$16.

Eight saw-mills were operating within the agency last year under government license.

The total amount of dues collected within the Edmonton agency during the fiscal year amounted to \$5,478.85.

The price of lumber during the year was \$10 to \$12 per thousand feet B.M.

There are 5 saw-mills in operation within this agency.

The total amount of dues collected within the Prince Albert agency during the year amounted to \$5,708.33.

Lumber sold at Prince Albert at \$15 per thousand feet B.M. There are 2 saw-mills in this agency, cutting timber under license.

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Saw-mills returns received at this department give the following quantities of building material as having been manufactured and sold during the year within the five agencies:—

	Manufactured.	Sold.
Sawn lumber . . . . .	52,359,740 feet.	52,312,146 feet.
Shingles . . . . .	1,439,500 "	1,466,500 "
Laths . . . . .	383,350 "	447,550 "

One hundred and fifty-one licenses to cut timber over a total area of 1,551.30 square miles were prepared. The areas licensed in the province of Manitoba, the four provisional Territorial districts, on Dominion lands in the province of British Columbia, and in the Yukon Territory, are as follows:—

	Square Miles.
Manitoba . . . . .	556.45
Alberta . . . . .	332.33
Assiniboia . . . . .	13.24
Saskatchewan . . . . .	132.62
Athabasca . . . . .	0.64
British Columbia . . . . .	474.52
Yukon Territory . . . . .	41.50

The number of applications received during the year to cut timber was 165; the number of berths granted was 44.

Within the past year 50 berths were cancelled or relinquished by the owners thereof.

The number of berths under license, or authorized to be licensed, in the province of Manitoba and the Territories is 213, and on Dominion lands in the province of British Columbia, 125. In the Yukon Territory, 57 berths have been granted, covering a total area of 193 square miles.

The number of berths covered by permits on July 1, 1899, is 130.

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The following statements show the timber limits either licensed or authorized to be licensed within the several Crown timber agencies:—

## WINNIPEG AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. Miles.
	Lease 10	D. E. Sprague	Rosseau and Pine rivers.	5.20
	"	"	"	4.30
40 or L 4	" 4	J. D. McArthur	Bird-Tail creek	2
	" 6	"	"	13
14	90	C. Bartlett	Shell river.	50
15a	91	"	"	11.25
15	91	"	"	38.75
16	21	D. Ross	Near Whitemouth river.	120
23	92	C. Bartlett	Shell river.	50
25a	233	"	"	25
25	233	"	"	25
26a	122	H. B. Mitchell	"	5.17
26b	122	"	"	3
26c	Not issued	"	Near Sand river.	9.63
26	122	"	Shell river.	4
27a	140	H. B. Webb	"	11.50
27b	140	"	"	3.75
48	112	J. A. Christie	Little Boggy creek	8.10
92	Not issued	M. K. Dickinson	Little Swan river.	50
544	113	Wm. Robinson	Bad Throat river.	5.60
546	331	Imperial Bank of Canada	"	49.14
551D	173	Chas. Geikie	Tp. 23, R. 19, W. 1st M.	18
554	124	D. E. Sprague	Two islands in Whitemouth lake.	2
567, No. 1	196	P. McArthur	Fairford river.	2.69
567 " 3	196	"	"	8
567 " 4	196	"	"	13.40
567 " 5	196	"	"	17.10
567 " 6	196	"	"	17.82
568	Not issued	T. T. W. Bready	Tp. 18, R. 7, E. P. M.	16.88
571	"	Jas. Shaw	Tps. 25-26, R. 25, W. P. M.	34
575	220	Dauphin Lumber Co.	Tps. 22-23, R. 20, W. P. M.	18
578	265	D. H. Harrison	Tp. 23, R. 18, W. P. M.	14
580	Not issued	H. B. Mitchell	Black Bear island	3
581	178	J. A. Christie	"	16
587	Not issued	David Ross	Whitemouth river.	16
592	174	Geo. W. Erb	Tp. 18, R. 3, E. P. M.	4.50
603	201	Thomas & Co.	"	2
615	217	F. A. Fairchild	Tps. 18-19, R. 19, Tp. 19, R. 20, W. P. M.	6.31
618	283	J. A. Christie	Tps. 21-22, R. 21, W. P. M.	6
621	270	Wm. Robinson	Bad Throat river.	16.51
624, No. 1	237	D. E. Sprague	Between Lake of the Woods and Whitemouth river.	5
624 " 2	237	"	"	22.75
624 " 3	237	"	"	1.60
624 " 4	237	"	"	3
624 " 5	237	"	"	3
662	284	J. A. Christie	Tp. 21, R. 21, W. P. M.	2
670	285	"	"	1
676	263	Frank L. Engman	Tp. 19, R. 18, W. P. M.	2.50
702	291	H. B. Mitchell	Lake Winnipeg.	2
704	243	W. J. Manning	Tp. 19, R. 1, E.	9
705	242	John D. McArthur	Tp. 21, R. 27, W. P. M.	1
716	287	Wm. Robinson	Black river.	11.50
733	338	Mackenzie, Mann & Co.	Shoal river.	7.30
734	338	"	Swan lake	10
735	338	"	"	9
736	338	"	"	10
737	338	"	"	8.80
742	248	J. D. McArthur	Tp. 30, R. 30, W. P. M.	6.24
745	252	Wm. Robinson	Bad Throat River.	8
751	290	Cameron Bartlett	Tp. 30, R. 30, W. P. M.	6
752	256	J. D. McArthur	Tp. 20, R. 22, W. P. M.	6
754	249	S. T. Thomas	Tp. 18, R. 3, E. P. M.	1
756	Not issued	Wm. Robinson	On west side Lake Winnipeg.	4.50

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WINNIPEG AGENCY—Concluded.

Limit.	License.	Name.	Locality.	Area.
759	286	H. B. Mitchell	Lake Winnipeg	50
768	Not issued	Reimer & Loewen	Tp. 5. R. 9, E. P. M.	2
786	"	J. A. Christie	Tps. 21-22, R. 21, W. 1st M	5.75
795	292	J. Harebury	"	3
814	281	T. A. Burrows	Tps. 31-32-33, R. 22, W. P. M.	15
815	294	Jas. Drake	On east side Lake Winnipeg	4
823	337	Mackenzie, Mann & Co.	"	50
824	336	"	"	15
825	277	T. L. Morton	Tp. 22, R. 18, W. P. M.	36
826	274	Wm. Peden	Tp. 20, R. 24, W. P. M.	1
838	302	P. McArthur	Red Deer point	15
Total area				1,064.54

CALGARY AGENCY.

34		30	Jas. Walker	Bow river	42.29
36	No. 1	99	Peter McLaren	S, Fork of Old Man river	3.00
36	" 2	99	"	"	5.25
36	" 3	99	"	"	5.48
36	" 4	99	"	"	3.75
36	" 5	99	"	"	10.00
36	" 6	99	"	"	2.80
36	" 7	99	"	"	7.40
36	" 8	99	"	"	1.20
36	" 9	99	"	"	1.44
36	" 10	99	"	"	5.67
36	" 11	99	"	"	3.90
36a	" 1	117	"	Middle Fork of Old Man river	28.13
36-t	" 2	117	"	"	8.25
36-t	" 3	117	"	"	8.75
36a	" 4	117	"	"	2.73
6a	" 5	117	"	"	2.25
80		45	North-west Coal and Navigation Co.	Near South Fork Old Man river.	50.00
105		39	Alberta Lumber Co.	Red Deer river.	47.00
106		36	"	"	47.75
179		86	Peter McLaren	Middle Fork of Old Man river.	50.00
185		37	Alberta Lumber Co	Red Deer river.	48.75
186		38	"	"	47.70
*199		46	"	S. S. Clearwater lake.	51.24
*200		46	"	"	50.21
*203		46	"	"	50.40
*204		46	"	"	49.91
*242		46	"	"	50.04
252		115	Peter McLaren	Red Deer river.	17.70
253		114	"	"	11.76
292		183	Chas. Beck	North Fork High river	47.08
318E		88	Eau Claire and Bow River Lumber Co.	Bow river	16.50
318F		88	"	"	16.00
318H		88	"	"	6.00
318I		88	"	"	4.00
318J		88	"	"	5.63
417K		88	"	"	7.50
*425		50	Alberta Lumber Co.	S. S. Clearwater lake	35.25
455		176	P. McLaren	Red Deer river	48.93
468		111	Jas. Quinn	Little Red river	50.00
552	Not issued.		La Corporation Episcopale Catholique Romaine de St. Albert and Mgr. Goupart	Cascade river.	5.00
559		123	D. Morrison	Near S. F. of Sheep river.	3.41
569		170	J. Lineham	S. Fork, Sheep river.	21.33
573	Not issued.		Dept. of Indian Affairs	Tp. 9, R. 3, W. 4th M	11.35
579		213	Wm. E. Lineham	North Fork, High river.	33.33
582	Not issued.		Dept. of Indian Affairs	Belly river.	6.50

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CALGARY AGENCY—*Concluded.*

Limit.	License.	Name.	Locality.	Area.
583	145	Wm. Sharpe	Tp. 1, Rgs. 27, 28, W. 4th M.	4.00
594	190	John Lineham	S. Fork, Sheep river	6.13
606	206	A. W. Gillingham	N. Fork, Old Man river	3.00
784	250	Wm. Smibert	Tp. 8, Rge, 3, W. 4th M.	1.00
Total				1,039.69

## PRINCE ALBERT AGENCY.

9 Block 1	Lease 15	Geo. Burn	Red river	6.00
9 " 2	"	"	"	6.04
9 " 3	"	"	"	1.87
66 or "A"	33	"	Near Junction Rabbit creek	47.83
245	49	"	Little Red River	50.00
320	80	"	Fox and Upper Rabbit creek	50.00
474	79	"	Sandy Lake	50.00
563	Not issued	Pas Band of Indians	West end Salt channel	0.39
598	192	Jas. Sanderson	Tp. 52, R. 1, W. 3rd M.	6.00
616	225	Geo. Burn	Stony Lake	35.00
616A	225	"	"	3.59
633	230	Jas. Sanderson	Tps. 51-52, R. 1, W. 3rd M.	4.12
691	Lease 15	Geo. Burn	District of Saskatchewan	10.19
698	271	"	Tp. 23, R. 4, W. 3rd M.	5.00
708	Not issued	S. McLeod	Stony creek	2.30
710	332	"	Near Sandy lake	49.00
729	289	Jas. Sanderson	Tps. 52, Rgs. 1 and 2, W. 3rd M.	9.00
801	288	H. Keith & Co.	Stony creek	1.00
802	Not issued	"	"	3.55
848	304	A. McBeath	Tp. 52, R. 1, W. 3rd M.	8.50
Total area				331.38

## EDMONTON AGENCY.

9 Block 5	Lease 15	Geo. Burn	Red river	8.55
9 " 6	"	"	"	17.50
302	83	"	N. Saskatchewan river	3.75
496	87	"	"	50.00
631	229	D. Wm. McKenzie	Tp. 42, R. 25, W. 4th M.	0.25
674	261	P. Ottewell & Co.	District of Alberta	9.00
727	Not issued	John Hall	Tp. 57, R. 24, W. 4th M.	0.50
787	266	Hudson Bay Co.	Athabasca river	1.00
788	296	D. R. Fraser	Tp. 52, rge. 4, W. 5th M.	4.00
799	353	Walter & Humberstone	In vicinity of tp. 52, rg. 4, 5th M.	2.80
800	258	G. I. Clink	Tp. 41, R. 1, W. 5th M.	0.50
849	Not issued	D. W. McKenzie	Half Moon lake	3.00
Total area				100.85

## NEW WESTMINSTER AGENCY.

Aa, Ab	119	Yorkshire Guarantee & Securities Corporation (Ltd)	South of Cheam Indian Reserve	680 acres
B	102	British Columbia Mill, Timber & Trading Co.	Tp. 7, lot 362, G. 1, New West	3,480 "
H	108	"	Tp. 2, lot 33, Bk. 5, R. 2, W. 6th M.	960 "
K	107	Grant & Kerr	Tp. 2, Dist. New West	360 "
L	109	British Columbia Mill, Timber & Trading Co.	Tp. 7, New West	640 "
M	159	Grant & Kerr	Stave river	541 "



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NEW WESTMINSTER AGENCY—Continued.

Limit.	License.	Name.	Locality.	Area.
O	184	British Columbia Mill, Timber & Trading Co.	Tp. 39 North, Dist. New West.	960 "
Q	141	Grant & Kerr.	Tp. 1, Dist. New West.	640 "
R	120	The British Columbia Timber & Electric Co.	Tps. 2, rgs. 1 & 2, Dist. New West	2,720 "
W	138	Dobbie, Davidson & Strathy.	Tps. 4, 2, 12, Dist. New West	10,704 "
X	197	Thos. L. Briggs.	Tp. 15, East of Coast M.	4,800 "
Y No. 1	182	Mossom Boyd Co.	Upper and Lower Lillooet lakes.	3-20 sq.m
Y No. 2	182	"	"	2-50 "
Z No. 1	154	Davidson, Henderson & Strathy	Tp. 15, East of Coast M.	7-22 "
Z No. 2	154	"	"	5-75 "
3	103	W. C. Wells.	Kicking Horse river.	2-00 "
5	134	J. R. & T. S. Rielly.	Kicking Horse river and Beaver creek.	10-00 "
14	204	Columbia River Lumber Co.	Columbia river.	49-23 "
15	204	"	"	42-30 "
16	200	Jas. W. Bryson.	"	15-55 "
17	241	S. Barber and M. Carlin.	"	16-50 "
19	Not issued.	Columbia River Lumber Co.	"	25-00 "
20	142	T. & J. Long.	Blue Water river.	34-55 "
27	130	Columbia River Lumber Co.	"	1-00 "
29	202	W. C. Wells.	Tp. 25, R. 19, W. 5th M.	13-16 "
30	257	Columbia River Lumber Co.	Columbia river.	4-40 "
32	Not issued.	Geo. Goodwin	Illecillewaet river.	640 acres
33 No. 1	146	Brunette Saw Mill Co.	Stave river and Stave lake.	1,024 "
33 No. 2	146	"	"	2,803-20 "
33 No. 3	146	"	"	342 "
33 No. 4	146	"	"	155 "
36	123	Thos. W. Patterson.	Tp. 39, G. 1, Dist. New West.	1,371-20 "
38	169	Wm. Caldwell.	Coquitlam and Gold creek.	14-50 sq.m
40 No. 1	Not issued.	Columbia River Lumber Co.	Stony creek.	6-25 "
40 No. 2	"	"	"	4-00 "
43	162	E. A. Willmott & Co.	Tps. 4 and 5, R. 28, W. 6th M.	1,685 acres
44 No. 1	167	Brunette Saw Mill Co.	Bks. 12, 3, 4, Province British C.	396-70 "
44 No. 2	167	"	"	650 "
44 No. 3	167	"	"	500 "
44 No. 4	167	"	"	659-81 "
44 No. 5	221	"	Lillooet river.	160 "
47	205	Columbia River Lumber Co.	Blackwater creek.	22-66 "
48 No. 1	345	Confederation Life Association.	Near James lake.	3,520 "
48 No. 2	345	"	"	
48 No. 3	345	"	"	
49	133	Stein & Robinson.	Tp. 23, R. 2, W. 6th M.	560 "
50e	155	McLaren & Ross.	Chilliwack river.	10-50 sq.m
51	325	Grant & Kerr.	Tp. 2, G. 2, N. West. disc.	120 acres
52	157	Hastings Shingle Manufact. Co.	Tp. 39, New West Dist.	876-30 "
55	322	Ross & McLaren.	Tps. 19, 22, 25, East Coast M.	15,900 "
57	150	Huntingdon Lumber Co.	Tp. 16, Dist. N. West.	1,920 "
58	137	Thos. W. Patterson.	Tp. 39, Dist. N. West.	480 "
61	153	Yorkshire Guarantee & Securities Corporation (Ltd).	Tps. 2 and 3, R. 29, W. 6th M.	130-33 "
63 No. 1	194	Jos. Martin & Sons.	Harrison lake.	960-64 "
64	187	Shuswap Milling Co.	Illecillewaet river.	947-20 "
65	305	Columbia River Lumber Co.	Wait-a-bit creek.	27 sq.m
66	180	"	Sec. 24, Tp. 20, R. 10, W. 6th M.	542 acres
67	320	Chas. H. Carriere.	Hospital creek.	960 "
69	149	G. W. Phipps.	Tp. 39, W. Coast M.	354 "
70	321	Columbia River Lumber Co.	Columbia River.	50 sq.m
71	163	"	Tps. 22, rgs. 10, 11, W. 6th M.	2,560 acres
72	186	Columbia River Lumber Co.	Salmon Arm of Shuswap lake.	4-79 sq.m
73	306	"	Columbia river.	18 "
74	307	"	"	27 "
77	148	T. J. Hammill.	Tp. 39, Dist. New West.	348 acres
78	165	Columbia River Lumber Co.	Tp. 21, R. 10, W. 6th M.	2,118 "
79	198	T. L. Briggs.	Tps. 3, 4, Rgs. 3, 4, W. 7th M.	2,240 "
80	172	T. J. Hammill.	Tp. 4, R. 4, W. 6th M.	149 "
81	342	Huntingdon Lumber Co.	Tp. 16, New West.	960 "
83e	Not issued.	McLaren Ross Lumber Co.	Railway Belt, B. C.	362 "
83f	"	"	"	680 "
86	"	Royal City Planing Mill Co.	New West. district.	420 "

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NEW WESTMINSTER AGENCY—*Concluded.*

Limit.	License.	Name.	Locality.	Area.
87	262	"	Tps. 2 and 38, R. 1, W.	640 "
88	185	Genelle Bros.	Columbia river.	4' 22 sq.m
91	191	Martin Bros.	Tributary Harrison L.	1 "
94	210	Thos. W. Patterson.	Tp. 39, W. Coast M.	480 acres
96	188	E. H. Heaps & Co.	Stave river.	640 "
98	Not issued.	Royal City Planing Mill Co.	Near Stave Lake.	400 "
99	"	"	Tp. 41, New West. dist.	1' 25 sq.m
101	198	T. L. Briggs	Tps. 3, 4, W. 7th M.	160 acres
103	189	H. West	Stave River.	163 "
105	308	Columbia River Lumber Co.	Columbia river.	6 sq.m
106	Not issued.	H. R. Stephen.	Stave River.	3,450 acres
110	"	Thos. W. Patterson.	Tp. 39, Dist. New West.	384 "
111	211	"	"	640 "
112	335	Fred. Robinson.	Columbia river.	3 sq.m
113	334	"	"	3 "
114	297	Genelle Bros.	"	9 "
116	329	Fred. Robinson.	Beaver river.	4 "
117	328	"	"	4 "
118	273	Imperial Bank of Canada.	Columbia river.	9 "
119	219	Columbia River Lumber Co.	Salmon arm of Shuswap lake.	393 acres
123	268	Fred. Robinson.	Tp. 23, R. 2, W. 6th M.	240 "
125	323	Brunette Saw Mill Co.	Near Burrard inlet.	530 "
127	Not issued.	Genelle Bros.	Columbia river.	1,920 "
128	318	"	"	640 "
129	Not issued.	Peter Genelle & Co.	Tp. 22, R. 10, W. 6th M.	2,120 "
134	239	"	Tp. 22, R. 10, W. 6th M.	176 "
138	317	J. W. McRae.	Tp. 18, E. of Coast M.	985 "
139	Not issued.	Jos. Genelle.	Tps. 22 & 23, R. 11 & Tp. 23, R. 10, W. 6th M.	1,120 "
140	"	"	Tp. 24, R. 8, W. 5th M.	960 "
141	"	"	Tps. 21 & 22, R. 8, W. 6th M.	960 "
144	314	Arthur Tretheway.	Harrison lake.	216 "
145	315	Jas. Tretheway	"	216 "
148	253	Canadian Co-operative Society.	Stave lake.	329 "
150	295	E. H. Heaps & Co.	"	320 "
152	Not issued.	Kootenay Lumber Co.	Fish river and Coyd creek.	1,920 "
153	"	"	"	320 "
154	"	"	"	320 "
155	"	"	"	640 "
158	309	Albert McLaren.	Chilluweyuk river	440 "
159	310	"	"	600 "
160	311	"	"	720 "
161	312	"	"	560 "
162	313	"	"	440 "
163	314	"	"	320 "
171	260	Shuswap Milling Co.	Tp. 20, R. 13, W. 6th M.	1 sq.m
173	Not issued.	J. & A. Tretheway	Tp. 2, R. 29, W. 6th M.	90 acres
176	264	British Columbia Mills, Timber and Trading Co.	Tp. 1, W. of the Coast M.	480 "
177	327	J. G. Scott.	Cochualla river.	1,500 "
185	Not issued.	E. H. Heaps & Co.	Tps. 4, ranges 2 & 3, W. 7th M.	1,270 "
186	"	Peter Genelle & Co.	Columbia river.	480 "
205	341	J. D. Breeze.	"	1,457 "
206	324	Wm. McKenzie.	"	6' 50 sq.m
207	339	F. Robinson.	"	4' 25 "
Total area				648' 45 sq.m

YUKON TERRITORY.

T. B. No.	Name.	Locality.	Area. Sq. m.
1	J. A. Gemmill	At the junction of the Lewes river with the Teslin river	5 00
2	"	At the junction of McClintock creek with Lake Marsh	5 00
3	"	At the junction of the Pelly and Yukon rivers	5 00
4	"	At the junction of the Lewes river with the Teslin river	5 00
5	The Klondike Mining, Trading and Transportation Co.	On east side of Teslin lake	5 00
6	J. A. Gemmill	On west side of Lewes river, at its junction with Lake Labarge	5 00
7	"	On east side of Lewes river, at its junction with Lake Labarge	5 00
8	"	Windy arm, Tagish lake	5 00
9	A. S. Kerry	" " " "	5 00
10	A. W. Stevenson & Geo. A. Drummond	On a creek tributary of Lake Labarge	5 00
11	North American Transportation Co.	Klondike river	5 00
12	The Canadian Yukon Lumber Co.	On a creek tributary of the White river	5 00
13	The Central New York Manufacturing and Trading Co.	At the mouth of Sixty Mile river	1 00
14	The Canadian Yukon Lumber Co.	On a creek tributary of Lake Labarge	5 00
15	"	" " " "	5 00
16	"	" " the Stewart river	5 00
17	"	" " on east side of the Yukon river	5 00
18	"	" " tributary of the Stewart river	5 00
19	"	" " " "	5 00
20	"	" " " "	5 00
21	"	At the mouth of Big Salmon river	5 00
22	"	On a creek tributary of the White river	5 00
23	A. E. Philp	On west side of Taku arm, Tagish lake	5 00
24	The Canadian Yukon Lumber Co.	On a creek tributary of the Lewes river	5 00
25	The Kerry Canadian Mill Co.	On east side of Tagish lake	2 50
26	F. Slavin & J. W. Boyle	Klondike river	5 00
27	"	"	5 00
28	Richard Davenport	On left bank of the Yukon river	1 00
29	E. A. Christenson	On Lewes river, near Five Finger rapids	1 00
30	F. Swanson	Sixty Mile river	1 00
31	The Yukon Saw Mill Co.	Yukon river	1 00
32	"	"	1 00
33	J. J. Heney & Wm. Stewart	Yukon river and Indian river	6 00
34	Wm. V. Burrill	On a creek tributary of West arm of Lake Bennett	3 00
35	Wm. Murdock & Thos. Smith	On Windy arm of Tagish lake	1 00
36	The Canadian Yukon Lumber Co.	On a creek tributary of Lake Labarge	5 00
37	"	On south side of Stewart river	4 00
38	"	On a creek tributary of Lake Bennett	5 00
39	"	On north side of the Stewart river	5 00
40	Jas. Christie	At the mout hof Tutshi creek, Taku arm, Lake Tagish	5 00
42	F. M. Rattenbury	On a creek tributary of Lake Bennett	5 00
43	A. A. McRae	Stewart river	1 00
45	J. D. Trenholme	Yukon river	1 00
46	Jas. A. Ritchie	"	1 00
47	C. E. Miller	Klondike river	5 00
48	D. A. Matheson	"	1 00
49	H. Maitland Kersey	Lewes river	1 00
50	C. A. Macomber	On Yukon river	1 00
51	Harper & Ladue	Yukon river	5 00
52	The Kerry Canadian Mill Co.	"	1 00
53	J. B. Marsh	Lake Tagish	1 50
54	D. A. Matheson	Yukon river	1 00
55	"	"	1 00
56	F. C. Wolfe	Lewes river	1 00
57	The Joseph Ladue Gold Mining & Development Mining Co. of Yukon	Stewart river	1 00
58	"	"	1 00
59	The Canadian Yukon Lumber Co.	Lewes river	5 00
60	"	"	2 00
Total area			123 00

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TIMBER ON DOMINION LANDS IN MANITOBA, THE NORTH-WEST TERRITORIES, AND WITHIN THE RAILWAY BELT IN THE PROVINCE OF BRITISH COLUMBIA.

*Licenses.*

A license to cut timber can be acquired only at public competition. A rental of \$5 per square mile is charged for all timber berths excepting those situated west of Eagle pass in the province of British Columbia, for which the rental is at the rate of 5 cents per acre per annum.

In addition to the rental dues at the following rates are charged:—

Sawn lumber, 50 cents per thousand feet B.M.

Railway ties, six and eight feet long,  $1\frac{1}{2}$  and  $1\frac{3}{4}$  cents each.

Shingle bolts, 25 cents a cord.

All other products, 5 per cent on the sales.

A license is issued as soon as a berth is granted, but in unsurveyed territory no timber can be cut on the berth until the licensee has made a survey thereof.

*Permits.*

Permits to cut timber are also granted at public competition, except in the case of actual settlers, who require the timber for their own use.

Settlers and others may also obtain permits to cut up to 100 cords of wood for sale without competition.

The dues payable under a permit are from \$2 to \$3 per thousand feet B.M., for square timber; from  $\frac{1}{2}$  to  $1\frac{1}{2}$  cents per lineal foot for building logs; from  $12\frac{1}{2}$  to 25 cents per cord for wood; 1 cent for fence posts; 3 cents for railway ties, and 20 cents per thousand for shingles.

Homesteaders having no timber of their own are entitled to a permit free of dues to cut the following quantities:—

3,000 lineal feet of building logs, not to exceed 12 inches at butt end. If the timber is cut from dry trees 3,000 lineal feet of any diameter may be taken.

400 roof poles.

500 fence posts.

2,000 fence rails.

Homesteaders and all bona fide settlers whose farms may not have thereon a supply of timber, or who are not in possession of wood lots or other timbered lands, will be granted a free permit to take and cut dry timber for their own use on their farms for fuel and fencing.

A permit fee of 25 cents in each case is charged.

YUKON TERRITORY.

*Licenses.*

A license to cut timber on an area not exceeding five square miles in the above territory may be granted to the first applicant therefor upon payment of a bonus of not less than \$250 per square mile, but not more than five such berths will be granted to one individual or company.

The licensee shall cause a survey to be made of the berth, and shall erect a saw-mill in connection therewith within a certain period to be fixed by the Minister of the Interior, and shall pay a stumpage of \$2 per thousand feet B.M. on the timber cut.

*Permits.*

Permits to cut cord-wood and ties in the Yukon Territory may be obtained from the Crown timber agent upon payment of a fee of \$5, and dues at the rate of 50 cents a cord for the former and 6 cents each for the latter.

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MINING LANDS, OTHER THAN COAL.

During the past fiscal year 123 entries were granted by the agents of Dominion lands in Manitoba and the North-west Territories.

In the Yukon Territory, 9,134 placer claims, 275 quartz claims, 577 renewals of entries, and 3,378 assignments of claims were recorded up to July 1, 1898.

The returns for the fiscal year ending June 30, 1899, show that 9,626 entries for placer claims, 444 entries for quartz claims, 4,825 renewals of entries, and 9,858 assignments were recorded.

The revenue collected from this source and for fees collected for registering other documents in connection with mining operations was \$450,799.59.

Up to July 1, 1899, 34,364 free miners' certificates were issued producing a revenue of \$343,648.02. During the fiscal year 22,735 free miners' certificates were issued and the revenue derived therefrom was \$227,354.13.

The following is a list of the agents of the government who were authorized to issue certificates and the number issued by each agent:—

High Commissioner, London, England.....	15
Immigration Agent, Liverpool, England.....	22
Immigration Agent, Glasgow, Scotland.....	7
Immigration Agent, Dublin, Ireland.....	
Gold Commissioner, Dawson city.....	16,915
Interior Department, Ottawa.....	271
Collector of Customs, Victoria.....	6,044
“ “ Vancouver.....	3,182
“ “ Toronto.....	27
“ “ Montreal.....	101
“ “ Nanaimo, B.C.....	430
“ “ Ashcroft.....	41
“ “ Rossland.....	2
“ “ Stikine river.....	
“ “ White river.....	
“ “ Chilkoot pass.....	
“ “ Glenora.....	101
“ “ Atlin, B.C.....	100
Agent of Dominion Lands, Winnipeg.....	147
“ “ Edmonton.....	888
“ “ Calgary.....	75
“ “ Prince Albert.....	72
“ “ New Westminster.....	13
“ “ Kamloops.....	7
“ “ Dauphin.....	1
“ “ Brandon.....	1
Officer N. W. M. Police, Tagish and Tagish lake.....	1,230
“ “ Dalton trail.....	76
“ “ Lake Bennett.....	798
“ “ Fort Selkirk.....	
“ “ Fort Saskatchewan.....	
P. H. Austin, Rat Portage.....	34
R. W. Cautley, Dominion creek.....	34
W. H. Scarth, Fort Cudahy.....	35
Wm. Maddin, Grand Forks.....	1,631
H. H. Norwood, Grand Forks.....	1,119
C. McGregor, McQuestion.....	10
A. E. S. Green, Stewart river.....	573

DREDGING.

Leases have been issued to dredge for minerals other than coal in the submerged beds of rivers in the Yukon Territory, covering 1,308 miles, and for the same purpose in the North-west Territories covering 956.75 miles.

SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
1	R. W. Morgan, assignee of Edmund Guerin.....	Yukon river .....	5
2	“ “ “ “ .....	“ .....	5
3	“ “ “ “ .....	“ .....	5
4	“ “ “ “ .....	“ .....	5
5	“ “ “ “ .....	“ .....	5
6	“ “ “ Mary E. Guerin.....	“ .....	5
7	“ “ “ “ .....	“ .....	5
8	“ “ “ “ .....	“ .....	5
9	“ “ “ “ .....	“ .....	5
10	“ “ “ “ .....	“ .....	5
11	“ “ “ Julia Maguire.....	“ .....	5
12	“ “ “ “ .....	Stream heading in Mayo lake and emptying in the Stewart river....	5
13	“ “ “ “ .....	Stream heading in Mayo lake and emptying in the Stewart river....	5
14	“ “ “ “ .....	Stream heading in Mayo lake and emptying in the Stewart river....	5
15	“ “ “ “ .....	Stream heading in Mayo lake and emptying in the Stewart river....	5
16	“ “ “ “ .....	Stream heading in Mayo lake and emptying in the Stewart river....	5
17	M. Guerin .....	Yukon river .....	5
18	“ .....	“ .....	5
19	“ .....	“ .....	5
20	“ .....	“ .....	5
21	M. Connelly.....	Klondike river.....	5
22	The Klondike and Columbian Gold Fields, (Limited) assignees of A. M. Wiley.....	“ .....	5
23	Michael Guerin .....	“ .....	5
24	James J. Guerin.....	“ .....	5
25	J. M. Guerin.....	“ .....	5
26	F. E. Devlin.....	“ .....	5
27	Edmund Guerin.....	“ .....	5
28	A. E. Philp.....	“ .....	5
29	“ .....	“ .....	5
30	“ .....	“ .....	5
31	“ .....	“ .....	5
32	J. A. Mercier, (junior).....	“ .....	5
33	“ .....	“ .....	5
34	Paul E. Mercier .....	“ .....	5
35	“ .....	“ .....	5
36	F. X. Mercier .....	“ .....	5
37	“ .....	“ .....	5
38	F. B. Vrooman.....	“ .....	5
39	Mathew Mulvin .....	“ .....	5
40	James J. Guerin.....	Stewart river .....	5
41	Mary E. Guerin .....	“ .....	5
42	James J. Guerin.....	“ .....	5
43	The Klondike & Columbian Gold Fields (Limited) assignees of A. M. Wiley .....	Pelly river.....	5
44	The Klondike & Columbian Gold Fields (Limited) assignees of A. M. Wiley .....	Little Salmon river.....	5
45	The Klondike & Columbian Gold Fields (Limited) assignees of A. M. Wiley .....	Ladue creek .....	5
46	The Klondike & Columbian Gold Fields (Limited) assignees of A. M. Wiley .....	McQuesten river.....	5



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SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District—*Continued.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
115	H. Mercier	Sixty Mile river	5
116	"	"	5
117	F. A. Kemp, assignee of Horatio Houghton	"	5
118	"	"	5
119	"	"	5
120	"	"	5
121	F. S. Wiley, assignee of A. M. Eastman	Lewes river	5
122	"	"	5
123	The Yukon Company of Montreal	Macmillan river	5
124	"	"	5
125	"	"	5
126	"	"	5
127	"	"	5
128	"	"	5
129	J. A. Mercier	Indian river	5
130	"	"	5
131	M. E. O'Connell	"	5
132	M. E. O'Connell	Indian river	5
133	J. J. O'Connell	"	5
134	"	"	5
135	The Klondike Yukon and Copper River Co.	"	5
136	J. E. Jordan assignee of the Klondike Yukon and Copper River Co.	"	5
137	P. H. Gilmour	"	5
138	"	"	5
139	Mai Mercier	Gold creek	5
140	Geo. Goodwin assignee of Elizabeth Rogers	Stewart river	5
141	"	"	5
142	"	"	5
143	"	"	5
144	"	"	5
145	"	"	5
146	"	"	5
147	"	"	5
148	"	"	5
149	"	"	5
150	"	"	5
151	"	"	5
152	"	"	5
153	"	"	5
154	"	"	5
155	"	"	5
156	"	"	5
157	"	"	5
158	"	"	5
159	"	"	5
160	"	"	5
161	"	"	5
162	B. Bessey	Pelly river	5
163	"	"	5
164	F. A. Kemp, assignee of Chas. Wiggins	Indian river	5
165	J. F. Zebly	"	5
166	"	"	5
167	"	"	5
168	"	"	5
169	"	"	5
170	F. B. Vrooman, assignee of Geo. H. Rogers	Hootalingua river	5
171	"	"	5
172	"	"	5
173	"	"	5
174	"	"	5
175	"	"	5
180	J. A. Mercier	"	5
181	"	"	5
182	M. E. O'Connell	"	5
183	"	"	5
184	J. J. O'Connell	"	5



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SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District—Continued.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
185	J. J. O'Connell.....	Hootalingua river.....	5
186	F. Mercier.....	Little Salmon river.....	5
187	".....	".....	5
188	Arthur Mercier.....	Big Salmon river.....	5
189	".....	".....	5
190	".....	".....	5
191	".....	".....	5
192	".....	".....	5
193	".....	".....	5
194	F. S. Wiley, assignee of A. M. Eastman.....	".....	5
195	Yukon River Gold Dredging Company.....	Forty Mile river.....	5
196	".....	".....	5
197	".....	".....	5
198	".....	".....	5
199	".....	".....	3
200	The Lewes River Mining and Dredging Co., Assignees of J. A. McPherson.....	Lewes river.....	5
201	".....	".....	5
202	".....	".....	5
203	".....	".....	5
204	".....	".....	5
205	".....	".....	5
206	Arthur Turcotte.....	".....	5
207	".....	".....	5
208	".....	".....	5
209	".....	".....	5
210	".....	".....	5
211	".....	".....	5
212	Arthur Ross.....	".....	5
213	W. H. Wyman.....	".....	5
214	J. Lesznsky, assignee of C. M. Thompson.....	Pelly river.....	5
215	H. Hinds and J. A. McPherson, assignees of A. W. Ault.....	McQuesten river.....	5
216	".....	".....	5
217	".....	".....	5
218	".....	".....	5
219	".....	".....	5
220	".....	".....	5
223	P. H. Gilmour.....	Yukon river.....	5
224	".....	".....	5
225	F. S. Wiley, assignee of A. M. Eastman.....	".....	5
226	".....	".....	5
227	Harry Vrooman.....	".....	5
228	".....	".....	5
229	J. A. Mercier.....	Hunker creek.....	5
230	John Connor, assignee of A. Simpson.....	Henderson creek.....	5
231	Norman McLean.....	Dominion creek.....	5
232	Geo. E. Keith.....	Bear creek.....	5
233	".....	Stewart river.....	5
234	".....	".....	5
235	".....	".....	5
236	".....	".....	5
237	Frank Burnett.....	Indian river.....	5
238	".....	".....	5
239	A. Lanctôt.....	Pelly river.....	5
240	".....	".....	5
241	".....	".....	5
242	".....	".....	5
243	F. St. Germain.....	Lewes river.....	5
244	".....	".....	5
245	J. A. Robillard.....	".....	5
246	R. Y. Hebden, assignee of Jane Thompson.....	".....	5
247	".....	".....	5
248	".....	".....	5
249	A. L. Clark, assignee of Jas. Straton.....	Yukon river.....	5

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SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District—*Concluded.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
250	H. Beauregard.....	Macmillan river.....	5
251	".....	".....	5
252	E. Bisson.....	Henderson creek.....	5
253	".....	".....	5
254	E. L. Sawyer, assignee of David S. Keith.....	Crooked creek.....	5
255	John M. Greata, assignee of C. M. Thompson.....	Pelly river.....	5
256	".....	".....	5
257	".....	".....	5
258	".....	".....	5
259	".....	".....	5
260	John M. Guerin.....	Chandindu creek.....	5
261	".....	Yukon river.....	5
263	Wm. Pugsley.....	Nordenskiold River.....	5
264	".....	".....	5
265	".....	".....	5
266	".....	".....	5
267	".....	".....	5
268	".....	".....	5
269	W. L. Parrish.....	Hootalinqua River.....	5
270	".....	".....	5
271	John M. Smith.....	Nordenskiold River.....	5
Total number of Miles.....			1308·00

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## SCHEDULE of Leases to dredge for gold in Rivers, &amp;c., in the North-west Territories.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
1	G. A. Drolet	North Saskatchewan river	30
2	H. D. Smith	Peace river	5
3	Wm. H. Roughsedge	"	5
4	W. P. Scarfe and C. D. Brindly, assignees of Chas. H. Brindly	"	5
5	Chas. H. Bower	"	5
6	Wm. MacLaren	"	5
7	Jas. T. MacLaren	"	5
8	Wm. P. Scarfe and Wm. E. Phin, assignees of John Love	"	5
9	W. L. Robertson, assignee of Wm. Robertson	"	5
10	Geo. Hillier	"	5
11	Thos. Black	"	5
12	G. Ford	"	5
13	Jas. A. Green	"	5
14	Geo. F. Cleveland	"	5
15	Alex. S. Robertson	"	5
16	Daniel Hocter	"	5
17	Geo. Black	"	4
20	Isaac Cowie	"	5
21	Fred. W. Klippel	North Saskatchewan river	5
22	D. S. Keith	"	5
23	Geo. E. Keith	"	5
24	G. A. Drolet, assignee of N. C. Smillie	Peace river	5
25	"	"	5
26	"	"	5
27	"	"	5
28	"	"	5
29	"	"	5
30	"	"	5
31	"	"	5
32	"	"	5
33	"	"	5
34	"	"	5
35	The Discoverers Finance Corporation (Limited), assignees of Jas. Gibbens	North Saskatchewan river	5
36	" " Jas. M. Douglass	" "	5
37	" " F. A. Osborne	" "	5
38	" " J. A. McDougall	" "	5
39	" " R. Secord	" "	5
40	" " W. J. Walker	" "	5
41	J. H. Gritton	"	5
42	"	"	5
43	"	"	5
44	"	"	5
45	"	"	5
46	"	"	5
47	G. A. Drolet	"	5
48	"	"	5
49	"	"	5
50	"	"	5
51	"	"	5
52	"	"	5
53	The Discoverers Finance Corporation (Limited), assignees of A. E. Hogue	"	5
54	"	"	5
55	"	"	2
56	Michael Guerin	"	5
57	Jas. J. Guerin	"	5
58	Edmund Guerin	"	5
59	J. M. Guerin	"	5
60	Thomas Guerin	"	5
61	M. E. Guerin	"	5
62	F. E. Devlin	"	5
63	Edward Kavanagh	"	5
64	Chas. D. Brindly	Athabasca river	5
65	"	"	5

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SCHEDULE of Leases to dredge for gold in Rivers, &c., in the North-west Territories.—  
*Continued*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
66	W. H. Sheppard	Athabasca river	5
67	"	"	5
68	James T. MacLaren	"	5
69	"	"	5
70	Wm. MacLaren	"	5
71	"	"	5
72	J. J. Codville	Muddy creek	5
73	Chas. R. Tryon	"	5
74	Isaac Cowie	Athabasca river	5
75	"	"	5
76	E. A. Braithwaite	"	5
77	"	"	5
78	T. W. Lines	"	5
79	"	"	5
80	I. B. Forbes, assignee of Wm. P. Scarfe	Smoky river	5
81	Wm. H. Roughsedge	"	5
82	W. H. Blake	"	5
83	A. J. Oliver	"	5
84	Thos. Black	"	5
85	Alex. Mackenzie	"	5
86	F. E. Gauthier	"	5
87	W. E. Phin	"	5
88	H. A. A. Brault	"	5
89	H. A. A. Brault	"	5
90	Hume Blake	Little Smoky river	5
91	A. J. Oliver	"	5
92	W. L. Robertson	Mountain river	5
93	John J. Codville	"	5
94	John Love	"	5
95	E. M. Roughsedge	Muddy creek	5
96	H. N. Rattan	Boundary creek	5
97	Fred. Murray O'Meara	"	5
98	F. C. Robinson	"	5
99	Wm. Hume Blake	Rat creek	5
100	Chas. R. Tryon	"	5
101	Wm. L. Robertson	"	5
102	Wm. H. Roughsedge	Peace river	5
103	"	"	5
104	"	"	5
105	"	"	5
106	"	"	5
107	N. D. Beck	North Saskatchewan river	5
108	The Victoria-Alberta Gold Dredging Syndicate, assignees of Isaac Cowie	"	5
109	J. A. Mercier	"	5
110	"	"	5
111	"	"	5
112	"	"	5
113	"	"	5
114	E. C. Emery	"	5
115	Chas. B. Beck	"	5
116	F. X. Larue, assignee of S. R. Benoit	"	5
117	"	"	5
118	"	"	5
119	The Victoria-Alberta Gold Dredging Syndicate, assignees of I. Cowie	"	5
120	"	"	5
121	"	"	5
122	"	"	5
123	The Victoria-Alberta Gold Dredging Syndicate, assignees of J. C. P. Brown	"	5
124	The Discoverers Finance Corporation (Limited)	"	5.75
125	N. D. Beck	Peace river	5
126	"	"	5
127	"	"	5
128	"	"	5

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SCHEDULE of Leases to dredge for gold in Rivers, &c., in the North-west Territories—  
*Concluded.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
129	N. D. Beck	Peace river	5
130	"	"	5
131	Renand Lavergne	Athabasca river	5
132	"	"	5
133	C. A. Read	Slave river	5
134	"	"	5
135	W. M. Andrews	"	5
136	"	"	5
137	G. S. Hubbell	"	5
138	"	"	5
139	W. Hubbell	"	5
140	"	"	5
141	John F. Haskell	"	5
142	"	"	5
143	Chas. H. Bower	Peace river	5
144	"	"	5
145	"	"	5
146	"	"	5
147	"	"	5
148	F. B. Vrooman	Smoky river	5
149	"	"	5
150	Klondike, Yukon & Copper River Co.	Peace river	5
151	"	"	5
152	D. J. Murphy	"	5
153	"	"	5
154	Harry Vrooman	"	5
155	"	"	5
156	Hiram Vrooman	"	5
157	"	"	5
158	Carl Vrooman	"	5
159	"	"	5
160	G. M. B. Vrooman	"	5
161	"	"	5
162	Julia Vrooman	"	5
163	"	"	5
164	H. P. Vrooman	"	5
165	"	"	5
166	John D. Black	"	5
168	Honourable John Costigan	Smoky river	5
169	"	Wapiti river	5
170	W. A. Burns	Peace river	5
171	"	"	5
172	R. Brown	"	5
173	"	"	5
174	E. C. Arnoldi	"	5
175	"	"	5
176	E. A. Braithwaite	North Saskatchewan river	5
177	Chas. Dr. Brindly	"	5
178	Honourable John Costigan	Smoky river	5
179	S. Delisle, assignee of E. K. Hayes	North Saskatchewan river	5
180	"	"	5
181	" F. B. Hayes	"	5
182	"	"	5
183	G. A. Glines	Clear creek	5
184	Albert MacLaren	Peace river	5
185	Henry MacLaren	"	5
186	"	"	5
187	Daniel MacLaren	"	5
188	"	"	5
189	John A. MacLaren	Battle river	5
190	"	"	5
Total number of miles.....			956 75

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The total revenue received for leases in the Yukon Territory up to July 1, 1899, was \$132,505.50, and for the fiscal year \$3,500. The total revenue received for the rent of the leaseholds in the North-west Territories up to July 1, 1898, was \$8,862.71, and for the past fiscal year \$1,550.

The total sum collected up to July 1, 1899, for royalty on the gross output of placer claims in the Yukon Territory, after deducting the exemption allowed by the regulations was \$863,236.36. Of this amount the sum of \$589,943.52 was collected during the last fiscal year.

The royalty was collected at the following places:—

N. W. M. P. Grand Forks Mining Division . . . . .	\$328,178.05
Canadian Bank of Commerce, Dawson . . . . .	49,189.06
N. W. M. P. Dominion Creek Mining Division . . . . .	47,269.41
Gold Commissioner's Office, Dawson . . . . .	35,709.28
Mining Inspectors, Dawson . . . . .	365,929.12
Mining Inspector, Grand Forks Mining Division . . . . .	8,082.15
Mining Inspector, Dawson . . . . .	2,089.00
N. W. M. P. Dominion Creek Mining Division . . . . .	1,452.24
N. W. M. P. Hunker & Sulphur Ck. Mining Division . . . . .	24,917.00
N. W. M. P. Dawson . . . . .	420.50
	\$863,236.34

The gold was taken from the following creeks, gulches and hills:—

American gulch, Adams' hill, Bonanza creek, Bear creek, Cheechaka hill, Dominion creek, Eldorado creek, Fox gulch, French hill, French creek, Gold Run creek, Gold Bottom creek, Gold hill, Hunker creek, Little Skookum, Last Chance, Monte Christo, Magnet gulch, Skookum creek, Sulphur creek, Victoria creek.

#### MINERALS—BRITISH COLUMBIA.

The precious metals within the railway belt in the province of British Columbia are the property of the province, and the base metals are owned by the government of Canada. All the minerals, however, are administered by the provincial government under the mining laws of that province. This is in accordance with an arrangement between the government of Canada and the provincial government of British Columbia, and ratified by orders of His Excellency the Governor General in Council dated the 11th and 28th of February, 1890. This agreement may be terminated at any time by either government. Under this agreement 2,305 acres have been transferred to the provincial government, and the total amount received therefor was \$11,528.85.

#### PETROLEUM.

Under authority of an Order in Council dated August 6, 1898, the Minister of the Interior is authorized to reserve for an applicant 640 acres of land situated south of the Canadian Pacific Railway in the district of Alberta, to prospect thereon for petroleum, and if oil is found in paying quantities, to sell the land to the applicant at the rate of one dollar per acre, with a provision that a royalty of two and one-half per cent upon the sales of the petroleum be paid to the Crown. Reservations for this purpose have been made for a few applicants who applied for land in Southern Alberta.

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## QUARTZ REGULATIONS.

The following is a synopsis of the regulations now in force for the disposal of quartz mining claims on Dominion lands in Manitoba, the North-west Territories and in the Yukon Territory:—

Every person 18 years of age and over, but not under, and every joint stock company holding a free miner's certificate, may obtain an entry for a mining location.

A free miner's certificate is granted for one year, and is not transferable. The fee for a free miner's certificate for an individual is \$10; and for a free miner's certificate to a joint stock company, from \$50 to \$100, according to the nominal capital of the company.

The holder of a free miner's certificate who has discovered mineral in place, may locate a claim not exceeding 1,500 feet long by 1,500 feet wide, by marking it with two legal posts, one at each end, on the line of the lode, or vein, and marking out the line between them. Upon each post shall be marked the name of the claim, the name of the person locating and the date, and the number of feet lying to the right and left of the line.

The claim shall be recorded with the mining recorder of the district within which it is situated within fifteen days after the location thereof, if located within ten miles of the office of the recorder; one additional day shall be allowed for such record for every additional ten miles or fraction thereof. In the event of a claim being more than 100 miles from a recorder's office, and situated where other claims are being located, the free miners, not less than five in number, may appoint a free miner's recorder; but if the latter fails within three months to notify the nearest government mining recorder of his appointment, the claims which he may have recorded will be cancelled. The fee for recording a claim is \$5.

An expenditure of not less than \$100 per year must be made on the claim, or a like amount paid to the mining recorder in lieu thereof. When \$500 has been expended, or paid, in connection with the location, the locator may, upon having a survey thereof made and upon complying with certain other requirements, purchase the land at the rate of \$5 per acre cash, but if the surface rights have already been disposed of, at \$2 per acre.

A location for the mining of iron and mica not exceeding 160 acres in area may be granted, provided that should any free miner obtain a location which subsequently is found to contain a valuable mineral deposit other than iron or mica, his right in such deposit shall be restricted to the area prescribed for other minerals, and the remainder of the location shall revert to the Crown.

The patent for a mining location shall reserve to the Crown for ever whatever royalty may hereafter be imposed on the sales of the products of all mines therein, and the same royalty shall be collected on the sales which may be made prior to the issue of the patent.

The Minister of the Interior may grant locations for the mining of copper in the Yukon territory, each location to consist of an area not exceeding 160 acres in a square block. The boundary lines of each location shall be due north and south and due east and west, and not more than one area shall be granted to any one person within a district of ten miles. The grant of such location for the mining of copper shall not give to the grantee any rights to any other minerals, except minerals that are combined or mixed with copper or copper ore, but in no case to include free milling gold or silver.

There shall be paid to the government on the gross output of copper from any such location a royalty to be fixed by the Minister of the Interior, not exceeding five per cent on such gross output.

The Minister of the Interior may make such rules and regulations and impose such conditions for ensuring the development of any such area, and securing the payment of the royalty as he may consider necessary in that behalf.

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The fee to be paid to the gold commissioner or a mining recorder for an entry for a copper mining location of 160 acres shall be \$20, and the same fee shall be charged for each renewal of an entry.

## PLACER REGULATIONS—YUKON TERRITORY.

The following is a summary of the regulations now in force:—

Claims in this territory are designated creek, gulch, river and hill claims. They are 250 feet in length measured in the general direction of the creek or river, and from 100 feet to 2,000 feet in width, according to the formation of the ground.

Claims are marked by two legal posts, one at each end. An entry for a claim must be obtained within ten days if the location is within ten miles of the mining recorder's office. One extra day is allowed for every additional ten miles or fraction thereof. In the event of the claim being more than 100 miles from a recorder's office, the same rule applies as in the quartz mining regulations for recording the claim.

The person, or company, who obtains an entry for a claim must hold a free miner's certificate. Every alternate ten claims is reserved to the Crown.

The discoverer of a claim is entitled to 500 feet in length. If the party consists of two discoverers, two claims may be granted amounting together to 1,000 feet in length. To each member of a party beyond two in number, a claim of the ordinary size only.

An entry fee of \$15 is charged. A royalty of 10 per cent on the gold mined shall be levied and collected on the gross output of each claim. The sum of \$5,000 will be deducted from the gross annual output of the claim. The holder of a creek, gulch, or river claim may within sixty days after staking out the claim obtain an entry for a hill claim adjoining it for the sum of \$100. This permission is also given to the holder of a creek, gulch or river claim who prior to January, 1898, obtained an entry therefor, provided the hill claim is available at the time an application is made therefor. No miner shall receive a grant of more than one mining claim in a mining district, the boundaries of which shall be defined by the mining recorder; but the same miner may also hold a hill claim and any number of claims by purchase, and any number of miners may unite to work their claims in common.

At least \$200 must be expended on a claim each year, but the holder of the claim may at his option in lieu of work, pay to the mining recorder each year for the first three years, the sum of \$200 and after that the sum of \$400 each year. A certificate from the mining recorder must be obtained each year that the work has been done or the commutation fee paid. If, at the end of the year, neither has been done, an additional sum of \$50 will be charged against the claim as a lien, and if not discharged within three months, the claim will revert to the Crown and shall not be open for relocation and may be disposed of as the Minister of the Interior may direct. No claim forfeited for any cause shall be relocated.

The fractional claims are reserved for the Crown and the Minister of the Interior may dispose of any whole or fractional mining claim reserved for the Crown in such manner as he may decide.

It shall not only be necessary for a person or company working a quartz or placer claim to hold a free miner's certificate, but every person in his or its employment shall have a free miner's certificate unexpired.

## PLACER REGULATIONS—MANITOBA AND NORTH-WEST TERRITORIES.

The following is a summary of the placer mining regulations for Manitoba and the North-west Territories:—

Placer claims generally are 100 feet square, and an entry fee of \$5 is charged. The entry must be renewed each year. On the North Saskatchewan river claims are either bar or bench, the former being 100 feet long and extending from high to low water mark. The latter include bar diggings, but extend back from high water



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mark to the base of the hill or bank, but not exceeding one thousand feet. When steam power is used, claims 200 feet wide may be obtained.

## REGULATIONS RE DREDGING, YUKON TERRITORY.

Regulations governing the issue of leases to dredge for minerals in the beds of rivers in the Yukon territory were approved by Order in Council of January 18, 1898. The following is a summary thereof:—

A free miner may obtain a lease of an unbroken extent of five miles of a river, but not more than six such leases will be issued in favour of an individual or company.

The lease shall be for a term of 20 years, renewable from time to time thereafter in the discretion of the Minister of the Interior. The lessee's right of mining and dredging shall be confined to the submerged bed or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August, in the year of the date of the lease.

The lease shall be subject to the rights of all persons who have received or who may receive entries for claims under the placer mining regulations.

The lessee shall have at least one dredge in operation upon the five miles of river leased to him within two seasons from the date of the lease, but if he obtains more than one lease, one dredge for each 15 miles, or portion thereof, shall be held to be in compliance with this regulation.

The rental is \$100 per annum for each mile of river leased.

The lessee shall pay to the Crown a royalty of 10 per cent on the output in excess of \$15,000 for each five miles of river leased; but the lessee under one lease shall not be entitled to the exemption as to royalty where the dredge or dredges used by him have been used in dredging by another lessee, or in any case in respect of more than 30 miles.

The lessee is permitted to cut free of all dues on any land belonging to the Crown such timber as may be necessary for the purposes of his lease, but such permission shall not extend to timber which has been or may be granted to other persons or corporations.

The regulations also provide that the lessee shall not interfere with free navigation of the river nor with the construction of roads, ways, bridges, drains or other public works. It is also provided that the lessee shall not transfer a lease without the consent in writing of the Minister of the Interior.

## REGULATIONS RE DREDGING, MANITOBA AND N. W. TERRITORIES.

The regulations now in force provide that a free miner can obtain two leases of five miles each. The lease is for a term of twenty years, renewable from time to time thereafter in the discretion of the Minister of the Interior.

The lessee's right is confined to the submerged bed or bars of the river below low water mark, and is also subject to the rights of all persons who have received or who may receive entries for bar diggings or bench claims.

The lessee shall have a dredge in operation within one year from the date of the lease for each five miles leased to him. If, however, a company or individual has obtained more than one lease, one dredge for each fifteen miles or portion thereof, will be accepted. The rental is \$10 per annum for each mile leased. The lessee shall pay to the Crown a royalty of 2½ per cent on the output after it exceeds \$10,000.

The lease provides that the lessee shall not interfere in any way with the navigation of the river or with any roads, ways, bridges, drains and other public works and improvements now existing or which may be made in the future.

The lease shall provide that any one who has or who may receive entry under the mining regulations shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

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Provided that it shall not be lawful for such person to construct a wing dam within one thousand feet from the place where any dredge is being operated, nor to obstruct or interfere in any way with the operation of any dredge. This provision shall also apply to leases issued anterior to January 13, 1899.

## HYDRAULIC MINING—YUKON TERRITORY.

The following is a synopsis of the regulations in force on January 1, 1900:—

Locations may have a frontage of from one to five miles, as may be decided by the Minister of the Interior, and a depth of one mile, but where such location is situated in a valley its depth may extend to the limits of the valley, if so ordered by the Minister of the Interior.

Each alternate claim shall, unless otherwise ordered by the Minister of the Interior, be reserved for the Crown.

Locations shall be disposed of by public competition, except those which have been prospected prior to December 31, 1898. It is necessary, however, for these applicants to furnish the Department of the Interior with two reports—one from the Commissioner of the Yukon territory that it has been proved to his satisfaction that the applicant himself or a person acting for him, was upon and actually prospected prior to December 3, 1898, the ground included in the location—and the second from the Gold Commissioner that the ground included in the location is not being worked and is not suitable to be worked under the regulations governing placer mining; but no person under this provision shall be given a lease for more than one location.

Before a lease is issued it is necessary for the applicant to obtain a free miner's certificate and file in the Department of the Interior at Ottawa a Dominion land surveyor's plan of the location. The term of the lease is twenty years, and the rental \$150 for each mile of frontage.

The same royalty shall be paid upon the output of gold as is provided or may hereafter be provided in the case of placer claims, except that there shall be exempted from such royalty \$25,000 of the annual output, the royalty to be paid in the manner provided in the regulations governing placer mining.

The lessee is required to expend in operating his location not less than \$5,000 during each year from the date of his lease.

The lessee may cut, free of dues, such of the timber on a location as may be necessary for working the same in connection with his mining operations, but not for sale or traffic, and provision is made that the Commissioner of the Yukon territory may grant a permit to any person to cut and remove from a location cordwood for his own use when such cordwood cannot otherwise be had within reasonable distance; but no such permit shall convey the right to cut or remove wood required by the lessee for his mining operations.

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SCHEDULE of Individuals or Companies to whom Hydraulic Mining Leases have been issued.

Lease No.	Name of Lessee.	Number of miles.	Locality.
1	R. Anderson.....	2½	Hunker creek.
2	R. Lee <i>et al.</i> .....	1	Bonanza creek.
3	F. X. Halder.....	5	Indian river.
4	F. X. Halder, assignee of E. Griffith <i>et al.</i> .....	5	Ancient bed of the Stewart river.
5	Honourable E. H. Bronson and C. C. Ray.....	2½	Bonanza creek.
6	The Dome (Yukon) Gold Mining Co., (assignees of Messrs. R. N. Mason, E. Bennett, A. Joyce and J. Dickson).....	10	Australia creek.
7	P. Reid Ritchie and L. McFarlane, (assignees of Gregor and Frost).....	2½	Indian river.
8	A. E. Clendennan.....	5	Ten Mile creek.

LEASES will be granted to the following persons upon their complying with certain provisions of the regulations.

Name.	River.	Miles.	Name.	River.	Miles.
J. J. Guerin.....	Stewart river.....	2½	L. A. Audette <i>et al.</i> .....	Australia creek.....	5
F. W. Wilson.....	".....	5	Wm. Gates & F. P. Slavin.....	Quartz creek.....	0·20
J. Foster.....	Klondike river.....	2½	F. G. Haldane.....	Lewes river.....	3 00
F. Brown.....	Indian river.....	2½	Gillis <i>et al.</i> .....	A tributary of the Macmillan river.....	5
F. L. Word.....	".....	2½	J. Bourque.....	Crooked creek.....	5
H. B. McGiverin.....	".....	2½	H. Cameron.....	".....	5
J. E. Curren.....	".....	2½	C. A. Matson <i>et al.</i> .....	Bonanza creek.....	2
Thos. Howard.....	".....	2½	C. J. Hickey.....	Ten Mile creek.....	4
R. Tipple.....	".....	2½	J. Clifford.....	Yukon river.....	5
J. G. Lupien.....	Lewes river.....	5	F. Carroll.....	".....	5
S. Word.....	Forty Mile.....	5	J. Rochon <i>et al.</i> .....	Ottawa creek.....	5
D. Mulholland.....	Independence creek.....	2½	Messrs. Moore <i>et al.</i> .....	".....	5
S. E. Adair.....	Kahsha creek.....	½	Macfarlane <i>et al.</i> .....	".....	5
A. E. Philp.....	Bonanza creek.....	2½	Geo. Gordon.....	Macfarlane creek.....	5
H. B. Mitchell.....	Ancient bed of the Stewart river.....	2½	The Selwyn River Hydraulic Mining Co.....	Selwyn river.....	8
R. H. Graham.....	".....	2½	John Mattler.....	Phil Walsh creek.....	5
D. G. Kirk.....	".....	2½	H. A. Stewart.....	Vancouver creek.....	2½
G. W. Mitchell.....	".....	2½	H. Donville.....	".....	2½
H. B. Warren.....	".....	2½	Frank Baker.....	Little Gold creek.....	5
C. Belcourt.....	".....	2½	Laicy de Lobel.....	Independence.....	2½
J. Ollason.....	".....	2½	M. Schumann.....	".....	5
M. Hickson.....	Australia creek.....	2	H. G. Wilson.....	".....	5
J. J. Healy.....	Nelson creek.....	5	Chas. Hauser.....	".....	5
North American Transportation & Trading Co.....	Miller creek.....	5	N. H. Johnson.....	Cassiar creek.....	5
Isabella M. Healy.....	Yukon river.....	5	J. L. Tam.....	Klondike river.....	5
H. E. Porter.....	Trapper Bar on Lewes river.....	3	F. W. Hyde.....	Mayo river.....	5
Sir James Grant.....	Stewart river.....	5	M. D. de Cock.....	".....	5
W. E. Armitage.....	Lewes river.....	5	T. D. Macfarlane.....	".....	5
J. O. Archambault.....	".....	5	W. H. Rourke.....	".....	5
J. W. Boyle.....	Klondike river.....	2½	C. J. Hermann.....	Gold Bottom creek.....	2½
			F. P. Slavin.....	Klondike river.....	2½

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## COAL MINING LANDS.

The number of applications received during the year was 29. The revenue for the year derived from the sale of coal lands was \$350. The total area of coal lands sold up to July 1, 1899, was 16,523.86 acres and the total amount received therefor was \$158,615.53.

The regulations for the disposal of Dominion lands containing coal issued under the authority of an Order in Council of September 17, 1889, as amended by subsequent orders, provide that locations of an area not exceeding 320 acres may be reserved for an applicant for a period of sixty days to prospect for coal thereon, upon payment of a fee of \$10, provided an expenditure is made of \$2 per day, and a location of the same or a less area may be sold at the rate of \$10 per acre, cash, unless the coal is anthracite, in which case the price is \$20 per acre, cash.

In order that settlers and others who were living some distance from coal mines which were being worked by persons who purchased the same, either from the Crown or from some other source, might obtain their coal supply, the Governor in Council on November 11, 1895, authorized the issue of permits to mine coal for domestic purposes upon payment of a royalty of twenty cents per ton for anthracite coal, fifteen cents per ton for bituminous coal, and ten cents per ton for lignite coal.

Regulations for the issue of the permits were issued under the authority of an Order in Council dated February 9, 1897.

The regulations provide that the location shall be marked on the ground; that the frontage thereof shall not exceed three chains, and the length thereof shall not exceed ten chains, nor shall it be less than five chains except where the ground is covered by a prior location; that the applicant shall within thirty days after marking the location file his application with the agent, who shall issue a permit upon receipt of an annual rental of five dollars for any area less than one acre, and for an area of one acre or over at the rate of five dollars an acre; and that returns shall be made monthly to the agent and the royalty paid upon the quantity of coal mined.

In the Yukon territory all applications for coal lands are to be made to the Crown timber agent and land agent, who is empowered to sell such lands subject to the approval of the commissioner, at \$40 per acre, cash, if the coal is anthracite, and \$20 per acre, cash, for any other class of coal. The sale of such lands to be subject to the other conditions imposed in the sale of other public lands in the said territory with reference to their maintenance for town site purposes.

## IRRIGATION.

During the year forty-seven applications for authority to divert water for irrigation and other purposes were received at the department, and eighty-two applicants received permission to construct works in accordance with the provisions of the North-west Irrigation Act. Fifty-two licenses have been issued to divert water; 200 ditches having a total length of 532 miles, have been constructed.

The North-west Irrigation Act, under which the applications referred to in the preceding paragraph were made, was assented to by Parliament on June 13, 1898. The provisions of the Act and the regulations made thereunder may be briefly outlined as follows:—

An applicant for permission to construct works to divert a quantity of water exceeding ten cubic feet per second, shall file with the commissioner of public works at Regina a memorial setting forth the particulars with respect to the application, and a plan of the proposed works. He shall also give notice of such filing in some newspaper published in the neighbourhood, to be named by the commissioner, not less than once a week for a period of thirty days.

So soon as these conditions have been complied with, the Minister of the Interior authorizes the construction of the works within a certain period. Upon the completion

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of the works an inspection thereof is made by the chief engineer and surveyor of the Department of Public Works of the North-west Territories, and upon the receipt of a certificate from him that they have been built in accordance with the plans and specifications submitted by the applicant, a license is issued in his favour by the Minister of the Interior upon payment of a fee of \$10. It is, however, necessary that the applicant shall furnish proof that he is the owner of the land to be irrigated, or that he has arranged with the owners thereof to furnish them with water, before a license is issued in his favour.

The applicant for a less quantity of water than ten cubic feet per second is not required to file such full information in relation to his application as the Act prescribes in the case of an applicant who desires a larger quantity of water.

## GRAZING.

Leases for grazing purposes are issued for a term of twenty-one years, and the rental is at the rate of two cents an acre per annum, payable half-yearly in advance.

Lands included in a grazing lease may be withdrawn for homestead entry, sale or railway purposes, but no rental is charged on such lands from the date upon which they are withdrawn from the lease.

Grazing leases of school lands in the province of Manitoba may be issued for a term of five years, at an annual rental of six cents an acre, payable in advance, but the department may terminate the lease at any time by giving the lessee three months' notice.

Grazing leases of school lands in the North-west Territories are for a term of five years, and the rental is at the rate of four cents an acre per annum, payable in advance. The department may terminate the lease at any time by giving the lessee three months' notice.

Lessees of school lands are not allowed to break up or cultivate any portion of the lands leased.

A lessee of grazing lands is not entitled to the hay thereon, but he may, upon application to the agent of Dominion lands, obtain each year the first permit to cut on his leasehold whatever quantity of hay he may require for his own use, free of dues, the department reserving the right to issue permits to other applicants to cut hay thereon.

## HAY.

A settler in the vicinity of unoccupied Dominion lands may obtain a lease to cut hay on an area thereof not exceeding forty acres. The term of the lease is five years and the rental twenty-five cents an acre per annum, payable in advance.

Leases for hay purposes of not more than 640 acres and not less than 160 acres of school lands in the North-west Territories may be issued upon payment in advance of the rental at the rate of twenty-five cents an acre per annum.

No one is prevented by the department from cutting hay without a permit, but anyone desiring to have a certain area of land containing hay reserved for him may take out a permit covering the same.

Applications for permits to cut hay are made after January 1 in each year to the agent of Dominion lands in whose agency the land containing the hay is situated, and permits are issued on and after April 1 following, upon payment of a fee of fifty cents and the dues hereinafter prescribed.

If before April 1 more than one application is received for a permit covering the same tract of land, the agent, if he cannot arrange a division of the land to suit the applicants may post a notice in his office calling for tenders for the purchase of the hay, and the permit is awarded to the person offering the highest cash bonus.

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No hay shall be cut prior to a date to be fixed each year by the Minister of the Interior.

The dues chargeable for permits to actual settlers who require the hay for their own use are ten cents an acre or ten cents per ton, and to all other persons the rates are fifty cents an acre or fifty cents per ton, payable in advance.

## GRAZING LANDS.

The total number of leases of Dominion Lands, other than school lands, in force on December 15, 1899, was 567 covering an area of 510,226.68 acres.

The following schedule shows the names of the lessees, the number of their ranches, and the area covered by each lease:—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
141	P. McLaren	7,500 00	451	Thos. Monkman	445 00
244	A. McLeod	960 00	452	Lethbridge Sheep Rancho Co.	2,560 00
265	J. Henderson	1,280 00	454	Chas. W. May	160 00
318	F. W. Peacock	478 29	456	Heon & Dubaine	1,724 77
327	P. Byrne	480 00	457	Wm. Turner	2,082 00
329	Lachlan Collie	306 50	458	Rev. John McDougall	2,952 00
331	F. Murray-Honey and Lewis Parsons	5,280 00	459	Henri de Soras	1,742 00
333	R. G. Robinson	1,120 00	460	Samuel Fletcher	1,286 00
334	William Collie	160 00	461	H. Prince & A. Beliveau	960 00
341	G. J. Gagen and W. A. H. à Court	5,600 00	463	Wm. Collie	128 00
344	A. T. Wallace	1,920 00	465	J. G. Collins	1,280 00
348	Leeson & Scott	1,920 00	468	J. W. & F. W. Ings	720 00
349	John G. Collins	1,280 00	470	E. D. Mackay	1,280 00
354	Sibbald & Alford	64 00	471	Hugh McAlpine	3,032 00
356	Wm. Grahame	477 00	472	R. G. Robinson	3,840 00
357	F. W. Peacock	129 65	474	Ed. Fearon	5,742 00
365	Neil Hanson	640 00	475	Jas. Warnock	1,280 00
368	Thomas Johnson	1,920 00	479	John Cheeseman	160 00
369	J. & W. Potts	741 00	480	Frederick S. Smith	320 00
374	L. C. Brown	480 00	485	John Harvey	320 00
377	John Cheeseman	320 00	486	John Lawrence	1,440 00
378	J. R. Craig	2,560 00	490	S. W. Hungerford	640 00
380	R. G. Robinson	800 00	491	Jas. Hargrave	3,044 00
392	Joseph Dugan	347 75	492	Emiel Griesback	77 00
393	W. H. Moodie	56 00	494	Jos. Martin	640 00
395	John Cooil	480 00	496	J. H. Beom	1,920 00
398	John Harvey	597 50	498	John Biddle	320 00
400	Ronald Greig	2,560 00	500	Thos. Hourd	1,970 00
401	J. P. Tully	532 00	503	Donald Gunn	1,280 00
402	Chas. E. Stevens	160 00	505	Philip Williams	640 00
403	Mrs. H. Surrey	640 00	506	R. J. Christie	480 00
405	G. W. Quick	1,200 00	510	Cornelius Peters	160 00
406	Jas. Nicholson	2,560 00	511	Cheeseman Bros.	640 00
408	J. S. Rose	2,560 00	514	Edward Henry	1,280 00
410	Jas. Hastie	640 00	515	C. D. Urquhart	552 72
414	A. T. Wallace	640 00	516	Wm. Strothers	960 00
415	S. T. Fawcett	800 00	517	C. Perrenoud	640 00
416	David Bertram	1,124 00	520	Henri de Soras	960 00
419	A. T. Wallace	1,260 00	521	Jonathan Gillie	1,853 00
424	John Cumberland	960 00	523	Xavier Gougen	640 00
426	Fred. W. Fisher	289 00	524	Wm. Sinclair	320 00
427	H. A. Sibbald	320 00	525	P. Burns	960 00
431	Couture & Bourré	1,920 00	527	H. M. Morris-Read	619 00
432	Henry Hamilton	2,240 00	528	Wm. Wilkins	100 00
433	Ed. Heffer	640 00	529	John Himsworth	1,120 00
439	Wm. R. Abbott	640 00	531	Alex. Glennie	320 00
443	McKay & Balding	2,560 00	533	Jas. Grayson	160 00
444	Wm. Strothers	640 00	536	John H. McNeil	160 00
446	H. H. Fauquier	320 00	537	F. Shackleton	647 00
448	Walter B. Elliott	640 00	539	C. Kettles	320 00
			540	L. C. Brown	480 00
			542	Hamilton Moorehead	640 00

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LESSEES of Grazing Lands—Continued.

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
543	D. McIntosh	288 00	658	Geo. Grassick	640 00
544	Johann Broeske	160 00	660	John Dovell	1,280 00
545	Rev. Leo. Gaetz	320 00	663	Arthur Hassett	320 00
546	C. Duck	166 00	674	Chas. Lees	960 00
547	R. E. Boner	640 00	680	Jos. Duhaime	800 00
549	B. Prince	640 00	681	J. L. Thompson	640 00
552	G. & J. Blackwood	720 00	682	H. Bowen	251 00
553	A. E. E. Dunn	480 00	685	D. R. Tucker	1,600 00
554	Hugh Munro	640 00	686	Sam. Whiting	160 00
555	T. J. Armstrong	320 00	687	Leslie Hill	480 00
556	Sigurjon Johnson	160 00	689	D. McKenzie	320 00
557	W. S. Bilton	640 00	690	Wm. Moore	640 00
558	W. T. Warner	730 00	693	J. Hunter	160 00
559	Louis N. Blache	640 00	694	H. Munro	640 00
561	John Stewart	640 00	695	Wm. Brownlee	800 00
562	J. G. Farr	320 00	699	J. H. McNeil	320 00
563	Johann Krause	320 00	700	Wm. Turner	320 00
566	Thos. Minnaugh	1,063 00	702	A. S. McKay	640 00
567	Edward Hagell	640 00	703	R. Beatty	160 00
568	D. H. Cox	640 00	704	G. H. Jamieson	160 00
569	G. J. Radinzel	160 00	705	R. W. Cowan	1,120 00
570	D. A. Best	325 00	706	Jos. Lawford	640 00
571	R. J. Christie	160 00	707	Thos. Pearson	160 00
572	R. Page	640 00	708	Jos. Burgess	480 00
574	J. D. McLeod	297 00	709	Thos. Harkness	960 00
575	D. Matheson	640 00	710	Geo. & Robt. Cann	320 00
576	Miles Hogarth	320 00	712	D. W. Skinner	1,280 00
577	Geo. R. Hammond	640 00	713	J. T. Krahn	160 00
582	Wm. N. Janes	640 00	714	J. A. W. Fraser	640 00
583	Wm. McMillan	648 00	715	Gordon & Ironsides	1,600 00
584	Frank Hourd	809 00	716	D. Whippis	1,120 00
585	Thomas Kerr	640 00	717	R. B. Irvine	160 00
586	David Wilson	640 00	718	John McEchen	640 00
589	Napoléon Pomerleau	480 00	719	A. N. Bennett	160 00
590	D. W. Coleman	828 00	720	Jas. Monkman	149 00
592	E. H. Botterel	160 00	722	M. T. Bambridge	640 00
595	Jas. Quigley	639 00	724	Alex. Midleton	320 00
600	Jas. Tooke	640 00	725	Jas. McDougall	295 00
601	Wm. Archibald	1,653 00	726	Jas. Gilchrist	137 00
602	E. D. Harrison	640 00	731	David White	480 00
604	Boyd Ranching Co.	4,880 00	733	Jas. E. Wilson	320 00
606	Robert B. Warner	975 00	734	Jas. Johnson	480 00
608	H. M. Morris-Reade	640 00	735	S. F. Allen	480 00
610	John McDonell	3,040 00	736	V. J. Beaupré	1,600 00
611	J. H. McNeil	160 00	738	J. Quirk	1,280 00
615	Benjamin Long	160 00	740	G. B. Pare	550 00
616	Mrs. A. A. Doig	160 00	741	E. Loder	640 00
618	John Scarrow	320 00	743	A. C. Hare	160 00
619	Chas. Blair	2,196 00	744	Rev. John McDougall	640 00
620	W. R. Jefferson	480 00	745	R. S. E. Harrison	862 00
622	G. L. Weatherald	320 00	746	P. Harder	80 00
624	Jas. H. Wallace	1,280 00	748	J. Lawrence, jr.	1,440 00
628	Donald Murray	326 00	749	J. D. Norrish	480 00
631	Wm. Sanders	1,280 00	753	John Harvey	640 00
632	Sanford McNeil	320 00	754	W. T. Hewson	640 00
633	G. F. Hirst	1,040 00	759	Jas. Jackson	707 00
638	C. D. Urquhart	320 00	762	E. Clayton	640 00
639	Alfred Lloyd	960 00	764	John Kidd	320 00
640	Wm. Boyd	320 00	765	D. C. Morrison	160 00
642	Auguste Welke	160 00	771	Gordon & Ironsides	320 00
643	Thos. Kerr	160 00	772	L. C. Parsons	2,560 00
647	G. F. Hirst	320 00	773	A. Turnbull	378 00
649	Wm. McCaw	640 00	774	J. Burgess	240 00
650	J. Bassett	320 00	775	Samson & MacNaughton	640 00
651	Claudimir & Clements	640 00	777	Raikes & Lawford	160 00
652	Andrew Cumberland	320 00	785	R. Insinger	1,440 00
654	Chas. W. May	320 00	794	D. M. T. Powell	160 00
655	Rev. Leo Gaetz	640 00	797	A. McDonald	2,400 00

## LESSEES of Grazing Lands—Continued.

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
798	C. F. Pretty	263 00	903	R. Ronsay	320 00
799	Rev. J. McDougall	1,280 00	904	G. Tranter	640 00
801	F. Riske	320 00	905	E. B. H. Harris	160 00
804	D. McIver	320 00	906	Jos. Hoyt	316 00
807	R. Walsh	640 00	909	A. Middleton	160 00
809	A. R. McRae	160 00	910	J. L. Thompson	640 00
813	M. A. Murray	640 00	911	Jas. Walsh	320 00
814	G. Stainer	160 00	914	Wm. Salt	320 00
816	J. Grayson	640 00	915	Jos. Burgess	320 00
817	W. E. Schraeder	320 00	916	H. R. A. Payne	160 00
820	J. P. Wiebe	160 00	918	J. A. Black	640 00
821	W. Taylor	640 00	919	C. Blair	960 00
822	B. P. Alford	320 00	922	Wm. Stewart	640 00
823	A. Martin	320 00	923	W. T. Turton	1,440 00
825	M. J. Herbert	640 00	924	H. McDougall	331 00
826	G. A. Dorrance	480 00	925	R. P. Alford	320 00
827	Jas. Davidson	160 00	926	P. Jonsson	40 00
829	Thos. Mathie	320 00	930	Isaac Fleming	320 00
831	E. Beliveau	640 00	933	C. E. Weatherald	640 00
837	R. E. Fiske & W. A. Thompson	640 00	935	J. C. Warren	320 00
840	Lusk Bros	640 00	936	John Ellis	322 00
841	Wm. Edge	640 00	937	Geo. Wells	320 00
843	Thos. Kerr	160 00	938	George Godlonton	320 00
845	C. E. Weatherall	320 00	939	E. Code	320 00
846	E. A. Windham	320 00	940	A. Taylor	480 00
849	B. P. Alford	640 00	943	James Quinton	640 00
851	J. A. Paterson	480 00	944	George F. Watson	640 00
852	W. T. Clements	640 00	946	W. D. Caven	160 00
853	Jas. Johnson	480 00	947	W. D. Caven	160 00
854	Levi Havens	640 00	948	Milton Jefferson	320 00
855	John McEachen	320 00	952	Hugh Kippen	320 00
856	L. McKinnon	6 00	953	F. A. Clements	640 00
859	P. McDougall	160 00	966	J. and R. Copithorne	640 00
860	R. & E. Gray	1,280 00	968	L. Havens	320 00
861	E. J. Johansson	80 00	970	H. H. Diehl	160 00
862	J. J. Bruce	307 00	971	W. J. Killeit	640 00
863	F. H. Towers	1,920 00	973	Wm. and C. R. Brown	480 00
864	R. E. Bonar	640 00	978	S. T. Fawcett	320 00
868	G. W. Quick	960 00	979	C. P. Healy	480 00
869	D. E. White	320 00	980	J. A. W. Fraser	3,200 00
871	F. A. Jackson	160 00	981	John Turton	480 00
872	A. Sibbald	480 00	982	F. Goodwin	320 00
873	H. F. Sibbald	320 00	986	C. Saunders	1,280 00
874	W. Bell Irving	2,080 00	988	A. E. Cameron	320 00
876	Cheeseman Bros.	1,120 00	989	George Gordon	640 00
877	W. D. Kerfoot	3,040 00	990	Wm. McDonald	320 00
878	Jas. Jackson	320 00	991	J. S. Blake	150 00
880	J. M. Wilson	1,920 00	992	G. A. Love	640 00
881	V. F. Neis	85 00	994	D. P. McDonald	320 00
882	H. F. Maunsell	1,120 00	995	T. H. Hogan	320 00
883	Jos. Fisher	320 00	996	Jos. Howard	1,280 00
885	C. Payton	2,400 00	1006	C. H. Clements	160 00
886	E. H. Healy	160 00	1001	H. Hickling	480 00
887	R. Campbell	1,280 00	1017	P. Drummond	160 00
888	Wm. Nicol	640 00	1018	W. F. Lawrence	637 00
889	G. Barclay Bruce	640 00	1021	Jos. Clemens	640 00
890	Thos. M. Weatherald	640 00	1027	E. Healy	320 00
891	H. F. Lawrence	1,280 00	1029	Wm. W. Arnold	368 00
892	Wm. Graham, jr.	960 00	1030	Thos. Johnson	1,280 00
893	J. L. Rooke	100 00	1033	S. W. Hewett	320 00
894	H. B. Dewolf	320 00	1037	J. A. W. Fraser	640 00
895	W. F. H. Collie	320 00	1038	R. and E. Gray	640 00
896	J. B. Reid	192 00	1040	James Bannerman	320 00
898	Geo. Ness	320 00	1041	C. H. Clements	320 00
899	A. B. McRae	91 50	1042	W. R. Moseley	160 00
900	A. Beom	1,280 00	1046	S. M. Bannerman	640 00
901	J. McGarry	1,920 00	1047	C. H. Seymour	320 00
902	J. A. Fleming	640 00	1048	The Sarnia Ranching Co.	15,520 00



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## LESSEES of Grazing Lands—Continued.

Ranche No.	Name.	Area of Acres.	Ranche No.	Name.	Area of Acres.
1049	J. Bourne	160 00	1142	Wm. Archibald	480 00
1052	H. Fraser	242 00	1143	D. A. McCallum	480 00
1053	G. and J. Blackwood & Co.	164 00	1144	J. Colard	320 00
1054	Bateman & Wood	320 00	1145	C. Briggs	160 00
1057	J. Garry	320 00	1146	J. B. McLeeds	1,280 00
1058	A. J. Shaw	320 00	1147	O. Blouin	114 00
1059	J. E. Wright	320 00	1148	W. A. McIntosh & Co.	1,280 00
1060	A. Atkins	480 00	1149	Geo. Hood	288 00
1061	E. Harman	480 00	1150	A. J. Prongua	640 00
1062	F. S. Patterson	640 00	1154	J. H. Metcalfe	320 00
1064	P. Doyle	640 00	1155	J. H. Ellis	640 00
1065	Leeson & Scott	320 00	1159	Mrs. Jane Abbott	160 00
1066	R. Cummings	800 00	1160	S. G. Pardoe	160 00
1067	G. Krantz	80 00	1161	T. Stewart	320 00
1068	W. Huckvale	4 800 00	1162	C. Lyons	320 00
1069	Wm. W. Wilson	320 00	1170	W. Moodie	640 00
1070	C. David	160 00	1171	McLaughlin Bros	320 00
1071	F. Jackson	320 00	1172	G. B. Cook	640 00
1072	Hull Bros	1,920 00	1173	B. Hillhouse	160 00
1073	A. Day	2,560 00	1174	Gordon Healy	640 00
1074	F. Janet	1,280 00	1175	T. W. Robertson	344 00
1075	C. Blair	960 00	1177	J. D. Freeman	640 00
1076	J. and R. Copithorne	1,920 00	1178	J. Lambie	640 00
1078	Jos. Bannerman	640 00	1179	A. S. McDonald	640 00
1079	J. Meehan	160 00	1180	H. Letts	480 00
1080	A. P. Welsh	640 00	1181	C. Michie	480 00
1082	Jos. Girard	1,920 00	1182	F. W. Buttler	160 00
1086	H. & J. Bourne	639 00	1184	T. J. Pearson	160 00
1088	W. J. Lee	640 00	1185	J. B. Cheesebrough	153 00
1092	J. Hawk	320 00	1186	R. E. Fiske	320 00
1093	C. Davis	160 00	1187	P. St. Dennis	1,120 00
1095	T. B. Huddleson	320 00	1188	Young & Major	1,280 00
1099	J. A. Turner	270 00	1191	S. Brown	260 00
1100	W. G. Reed	320 00	1192	E. H. Botterell	640 00
1101	R. B. Warner	480 00	1194	F. H. Tinney	659 00
1103	W. V. Hemmingway	160 00	1195	A. Louden	160 00
1107	John Lawrence	960 00	1196	R. E. Starke	1,440 00
1108	G. and J. Blackwood	160 00	1197	H. Ratte	160 00
1109	E. W. Rackstraw	2,080 00	1198	A. H. Eckford	640 00
1111	Geo. Purdie	320 00	1199	T. Harkness	1,120 00
1112	McLeay and Brown	1,120 00	1200	J. B. Scott	17 00
1113	O. Blouin	146 00	1201	Jas. Martin	1,280 00
1114	J. D. Norrish	1,280 00	1202	J. C. Hargrave	3,293 00
1115	John Black	75 00	1203	F. S. Blake	313 00
1116	F. S. Blake	160 00	1205	T. E. Watson	640 00
1117	L. C. Brown	480 00	1207	W. Cuming	320 00
1118	Chas. Lees	480 00	1209	L. Simonin	640 00
1119	L. C. Latimer	160 00	1210	A. Ericksen	320 00
1120	Jas. Dupe	960 00	1211	W. Page	160 00
1121	J. Lantier	1,280 00	1213	F. W. Chamberlain	640 00
1122	J. B. Scott	100 00	1214	A. Hone	320 00
1123	W. J. Willson	320 00	1217	D. Carter	480 00
1124	R. P. Alford	160 00	1218	S. Grimson	160 00
1125	Wm. Harkness	640 00	1219	J. Barnett	160 00
1126	Johann Oswald	160 00	1220	The Messrs. Spencer et al.	69,120 00
1127	G. F. Bownall	320 00	1221	Messrs. Farley & Wright	320 00
1128	J. G. Beedie	160 00	1222	S. A. Harnett	320 00
1129	C. G. Healey	640 00	1223	J. Brader	960 00
1131	N. McInnes	640 00	1225	J. Lawrence	640 00
1132	Thos. Reid	160 00	1226	L. Chauvancy	640 00
1135	Wm. Hinde	640 00	1227	W. A. Douglas	640 00
1136	Murton Ingham	1,280 00	1228	S. Brown	320 00
1137	T. H. Tinney	1,280 00	1229	M. Dowkee	640 00
1138	R. Turner	160 00	1233	Blache Bros	640 00
1139	D. Alpine	2,400 00	1237	P. C. Barnard-Harvey	320 00
1140	McLaughlin Bros	640 00	1238	J. McG. Young	640 00
1141	J. Cockhaine	2,018 00	1239	D. J. Wylie	640 00

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LESSEES of Grazing Lands—*Concluded.*

Ranche No.	Name.	Area in acres.	Ranche No.	Name.	Area in acres.
1240	C. Lees	320 00	1283	L. Perry	160 00
1241	J. T. McKnight	57 00	1284	W. Harkness	320 00
1242	B. Cheeseman	2,400 00	1289	C. M. Wallace	160 00
1243	A. Wilton	640 00	1290	S. Carson	320 00
1245	W. G. Adams	1,280 00	1293	R. H. Yeo	160 00
1246	J. Fisher	160 00	1296	W. Jackson	320 00
1247	J. Mier	560 00	1299	James Duke	640 00
1248	G. Short	160 00	1300	Chas. S. Eggleton	480 00
1249	N. Williams	480 00	1302	H. W. Derby	320 00
1250	E. Heffer	1,280 00	1304	E. Healy	320 00
1251	J. Grayson	960 00	1310	Hunter Bros	640 00
1252	Samson & McNaughton	640 00	1313	A. P. Welsh	160 00
1257	A. Young	320 00	1314	W. H. Thompson	320 00
1258	T. W. Johnston	640 00	1315	W. R. Moseley	320 00
1261	W. F. Wilson	5,000 00	1316	A. Agrew	640 00
1262	N. Harper	480 00	1317	F. King	640 00
1263	J. Reboul	320 00	1318	C. Chouinard	1,280 00
1265	B. Simpkin	640 00	1319	J. Cooper	640 00
1267	A. White	1,280 00	1321	Brown Rancho Co. (Ltd.)	17,000 00
1268	O. Nicoll	1,280 00	1324	G. W. Quick	640 00
1271	J. B. Scott	118 00	1325	W. E. Jones & Sons	320 00
1273	W. M. Carment	157 00	1329	Smith & Tee	640 00
1274	W. B. Young	960 00	1334	T. J. Ross	640 00
1275	J. B. Miller	159 00	1335	G. A. Trent	1,120 00
1276	W. H. Meyers	640 00	1340	C. Gorrell	320 00
1277	W. Braikenridge	2,240 00	1341	J. Loptron	160 00
1278	A. Gauzer	640 00	1342	R. Mitchell	300 00
1279	F. Burton	320 00	1344	J. Harvey	960 00
1280	Jean Martin	960 00	1345	J. H. McEwen	320 00
1281	P. Currie	960 00			
1282	D. Kearns	1,280 00		Total area	510,226 68

The total number of leases of school lands in the North-west Territories for grazing purposes, in force on the 15th December, 1899, was one hundred and thirty-eight, containing a total area of 44,306.59 acres. The names of the lessees and the numbers of their ranches are as follows :—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
473	Rev. John McDougall	640 00	626	D. McIntosh	320 00
478	F. W. Godsall	605 00	653	James R. Dyer	320 00
493	Hull Bros	640 00	664	Thos. Clarke	160 00
497	J. H. Beom	640 00	665	Ricardo & Bevan	303 00
499	Chas. Knight	640 00	666	G. H. Elliott	160 00
504	W. C. H. Parlyb	160 00	668	Geo. Tranter	160 00
509	W. E. Smith	320 00	676	G. H. Jamieson	160 00
518	Wm. Brealy	640 00	679	Jas. Johnson	640 00
526	P. Burns	640 00	684	John Boyd	160 00
530	Alex. Glennie	320 00	696	A. C. Fraser, jr	640 00
548	W. H. Minhnunick	40 00	697	Chas. Spalding	160 00
550	John F. West	160 00	721	Chas. E. Morris	160 00
564	Wm. N. Janes	320 00	739	H. Anderson	160 00
587	W. Julius Hyde	640 00	752	M. McNaught	320 00
588	A. Caswell	320 00	766	S. Mitchell	170 00
593	Hull Bros. & Co	640 00	778	M. Grienning	160 00
594	Daniel McIntosh	320 00	780	Alberta Rancho Co.	372 00
612	J. C. C. Bremner	80 00	783	J. V. Thomson	320 00
628	Dept. of Indian Affairs	640 00	784	A. Yersey	150 00

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LESSEES of School Lands—*Concluded.*

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
786	W. H. Ball	640 00	1157	J. Dalzell	160 00
792	J. Rathgeber	160 00	1158	J. Quesnelle	640 00
795	W. E. Smith	320 00	1163	J. Owens	160 00
805	H. M. Hatfield	640 00	1164	J. W. Ockley	320 00
806	L. McKinnon	540 00	1165	J. Harrold	160 00
808	F. H. Towers	160 00	1166	A. Hubbs	320 00
884	A. Boyd	160 00	1167	W. Owens & E. S. Kent	284 00
844	D. McLean	160 00	1168	J. Parker	113 00
847	Robert Miller	160 00	1169	A. Jorgensen	40 00
870	J. Cinnamon	160 00	1176	M. Dowker	640 00
917	Mrs. E. A. Richardson	320 00	1183	M. Johnston	320 00
929	Geo. Gordon	320 00	1204	F. S. Blake	59 00
931	Robert Scott	320 00	1206	John Law	640 00
941	H. C. Hewitt	640 00	1208	C. Sherriff	320 00
950	J. R. Dimin	320 00	1212	G. Atchison	320 00
954	H. Heckling	640 00	1215	J. Kelly	160 00
957	Wm. Dickson	500 00	1216	H. J. Peacy	160 00
958	J. C. Wilson	74 00	1224	J. Mangan	160 00
959	C. Swart	160 00	1230	T. G. Parkinson & H. & J. Davies	640 00
962	Thos. A. Grigg	160 00	1231	P. Bourhis	160 00
976	John Harrison	640 00	1232	J. J. Sage	320 00
993	R. and E. Gray	640 00	1235	A. Chenells	160 00
997	A. MacDougall	160 00	1236	E. Chapman	320 00
998	D. Osborne	160 00	1254	W. F. Hilliard	127 00
1007	J. G. Beedie	160 00	1255	A. Price	320 00
1008	Constantine Auge	160 00	1259	W. Pell	160 00
1010	S. E. Sordberg	122 00	1260	A. J. T. Peach	36 00
1011	F. Dunand	150 00	1285	J. Mitchell	640 00
1014	A. C. Mauzer	160 00	1286	C. David	173 00
1016	F. Fyke & Sons	160 00	1287	W. J. Bingham	640 00
1022	J. Hewitt	108 00	1292	N. W. Gould	640 00
1024	F. Schweizer	160 00	1294	R. Hamilton	320 00
1028	Wm. W. Arnold	46 00	1295	R. Wilson	320 00
1031	Thos. Johnson	640 00	1297	R. Hamilton	320 00
1032	M. Lulz	160 00	1298	F. C. Cars	160 00
1039	Hull Bros. & Co	640 00	1303	John W. Campbell	160 00
1044	Van Stross Bros.	80 00	1305	D. Mapleton	320 00
1045	J. M. Kemmis	640 00	1307	R. Smith	640 00
1077	J. D. Caswell	320 00	1308	R. Matheison	127 00
1081	W. Rawles	160 00	1309	M. R. Stewart	640 00
1085	J. W. Silverthorn	575 00	1311	T. Skinner	90 00
1090	A. Monroe	640 00	1312	S. Barber	160 00
1094	J. W. Dunn	640 00	1320	J. Foster	155 50
1096	Jas. Dick	160 00	1322	R. A. Wallace	480 00
1097	M. Catley	160 00	1323	Thos. O'Flynn	480 00
1102	J. N. West	80 00	1327	W. L. Clark	154 00
1104	Thos. Banks	320 00	1328	L. C. Brown	320 00
1105	John Lineham	154 00	1343	R. Mitchell	480 00
1130	Geo. Hutton	160 00			
1151	R. E. Starke	640 00			
1152	J. C. Hargrave	640 00			
1156	L. Perry	160 00			
				Total area	44,306 59

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The total number of leases of school lands in Manitoba for grazing purposes, in force on the 15th December, 1899, was seventy-three, containing a total area of 14,851·25 acres. The names of the lessees and the numbers of their ranches are as follows :—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
560	John Clark	160 00	812	Sawatsky & Harms	160 00
580	M. H. Fieldhouse	160 00	833	J. Scully	160 00
581	John T. Slater	160 00	836	Alex. McNaughton	320 00
621	J. C. Lewis	320 00	839	John Blair	160 00
627	Joseph Petch	480 00	865	Thos. Sanderson	160 00
634	J. R. Armitage	160 00	866	A. E. McDonald	320 00
636	The Viscount d'Aubigny d'Assy.	320 00	867	L. Ironsides	100 00
637	H. & A. Delf	160 00	897	J. J. Setter	160 00
641	J. Thordarson	160 00	908	Wm. Howden	160 00
646	Daniel McCurdy	160 00	912	A. Graham	320 00
648	J. M. Cameron	160 00	928	G. Johnson	80 00
656	Murdock McLean	160 00	932	A. McNeil	160 00
659	J. S. Jackson	640 00	934	W. G. Pollock	480 00
667	Wm. McKinnon	320 00	942	K. Scarth	160 00
672	Jos. Yeomans	68 00	945	Wm. McKinnon	320 00
673	Colin McIver	38 50	955	Paul Bourque & A. Bernie	320 00
677	W. J. Rowe	160 00	963	J. W. Barker	160 00
678	Noble Jordan	160 00	964	Chas. Goldstone	363 75
698	A. McAulay	160 00	965	J. S. Williams	320 00
701	J. Meyul & G. Johnson	160 00	969	A. Wagner	28 00
729	S. Clark	160 00	972	Thos. Bolton	160 00
730	H. G. Winslow	160 00	974	C. Boes	160 00
755	Samuel Chittick	160 00	977	Wm. Hasselfield	160 00
756	John J. Mayland	160 00	999	W. Hardy	126 00
757	Tait & Duncan	640 00	1002	P. Wiebe & A. Duck	70 00
767	J. P. Aitchison	160 00	1003	M. Lundy	160 00
769	J. Clarke	640 00	1004	N. L. Taylor	160 00
779	W. Rothwell	160 00	1005	Peter Falk	46 00
781	R. W. Scharf	160 00	1006	G. S. Delf	160 00
782	W. D. Staples	160 00	1009	W. A. Robinson	160 00
787	J. Armitage	160 00	1012	R. Scott	20 00
789	J. Kehoe	160 00	1013	Chas. Cummings	160 00
790	Thos. Clark	160 00	1020	Thos. L. Fargy	160 00
791	J. J. Moyr	160 00	1034	W. C. Burns	320 00
793	J. Downey	143 00	1098	P. Hiebert <i>et al.</i>	320 00
803	H. McLean	160 00			
810	L. Bernardin	160 00			
811	Jam. Arnold	160 00			
				Total area	14,851·25

## IIA V.

The following statement shows the names of the persons who hold leases of Dominion lands for hay purposes :—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
440	Jonathan Rose	40 00	1023	J. W. Thoroughgood	40 00
450	Jas. Gilchrist	30 00	1035	J. A. Brooks	40 00
469	D. M. Fialayson	57 50	1036	G. A. Bull	40 00
483	Wm. Thompson	20 00	1043	F. C. Hawkins	12 00
487	W. H. Gray	40 00	1083	A. McKeown	40 00
489	Frank L. Engman	40 00	1084	S. Sanderson	40 00
535	Leonard Horuett	6 00	1087	C. V. Carlson	37 00
614	Joseph Dugan, jun	40 00	1091	A. Wyatt	40 00
960	Chas. A. Peaker	40 00			
961	Jas. E. Peaker	40 00			
				Total area	632 50

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Six leases of school lands for hay purposes have been issued, the following being the names of the lessees :—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
361	H. Anticknap.....	160'00	828	Geo. W. Stephenson.....	160'00
404	Gagnon & à Court.....	160'00	850	W. A. H. à Court.....	160'00
462	G. S. Spurgin.....	160'00			
534	Chas. Moore.....	58'00		Total area.....	858'00

The following is a statement of the office work performed from July 1, 1898, to July 1, 1899:—

No. of letters sent .....	14,050
“ pages of memoranda and schedules.....	4,821
“ plans and sketches prepared.....	252

*Timber—*

No. of berths applied for.....	165
“ “ granted .....	44
“ “ cancelled .....	50
“ licenses for timber berths prepared (in duplicate) ..	155
Instructions issued for survey of timber berths.....	4
No. of returns of surveys of timber berths examined .....	31
“ returns of saw-mills received and verified.....	297
“ permits to cut timber issued by agents, also entered and checked.....	5,702
“ accounts kept posted .....	304
“ timber seizures entered and checked .....	258

*Grazing—*

No. of applications for grazing lands received.....	601
“ leases of grazing lands authorized to be issued .....	272
“ leases of grazing lands issued .....	202
“ leases of hay lands authorized to be issued .....	6
“ leases of hay lands issued .....	2
“ applications for hay lands .....	50
“ accounts kept posted: Grazing, 778; hay, 24 .....	802
“ hay permit forms used by the Dominion lands agents, also entered and checked over at this office.....	4,286

*Mining—*

No. of accounts kept posted .....	477
“ applications for coal locations received.....	29
“ returns of survey hydraulic mining locations examined .....	2
“ applications for mining locations other than coal....	1,088
“ new entries and renewals for mining locations granted by Dominion lands agents, and by the Gold Commissioner for the Yukon district other than coal..	10,109
“ applications for petroleum .....	79
“ water power .....	5
“ bed-rock flumes .....	18

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*Irrigation—*

No. of applications <i>re</i> irrigation recorded.....	47
“ memorials examined . . . . .	92
“ plans examined . . . . .	78
“ authorizations for construction of ditches issued..	82
“ assignments of irrigation applications examined and recorded.....	6
“ certificates issued by inspector, examined and recorded . . . . .	37
“ cancellation of irrigation applications issued and recorded . . . . .	10
“ irrigation licenses issued (in triplicate) . . . . .	19

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

G. U. RYLEY,  
*Chief Clerk.*

SESSIONAL PAPER No. 13

DOMINION LANDS REVENUE. (YUKON REVENUE INCLUDED).

A.—STATEMENT of Receipts on account of Timber, Grazing, Hay, Mineral and Irrigation on Dominion Lands for the fiscal year 1898-99.

Month.	Timber Dues.	Grazing Lands.	Hay Dues.	Stone Quarries.	Coal Lands, &c.	Irrigation Fees.	Mining Fees.	Dredging N.W.T.	Dredging Yukon.	Hydraulic Yukon.	Royalty on Gold.	Free Miners' Certificates.	Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1898.														
July	6,235 25	271 70	2,312 05	3 20	10 00		7 50	50 00				630 00	9,519 70	
August	10,774 61	194 96	956 17	5 60	8 25		2 50					344 00	12,286 09	
September	9,667 65	176 48	91 05		26 75		112 50	300 00				150 00	10,524 43	
October	3,966 62	335 89	18 20		11 75	40 00	215 00	50 00				150 00	4,187 46	
November	10,305 59	205 78	30 78		20 25	10 00	30 00			500 00		132 00	11,294 40	
December	8,277 15	389 05	37 60		11 85	10 00	144 11	100 00		4,875 00		230 00	14,074 76	
1899.														
January	9,229 74	527 03	935 80		18 85	10 00	70 00	1,050 00	3,500 00	2,250 00		542 00	18,133 42	
February	5,145 67	370 06	276 95		7 85	30 00	137 50					730 00	6,898 03	
March	9,243 97	451 44	668 65		16 00	90 00	63 50					1,180 00	11,713 56	
April	14,044 23	1,117 79	1,145 90		1 50	70 00	75 00					760 00	17,215 42	
May	9,829 85	1,160 54	1,754 90		27 40	70 00	233 00			150 00		812 13	13,487 54	
June	7,667 81	445 54	1,124 78		10 15		119 00					1,750 00	11,285 68	
Y. R.	51,872 99		1,733 50				303,665 65			750 00		219,944 00	1,153,468 33	
Totals	155,360 63	5,245 88	11,087 28	27 25	170 60	330 00	304,875 26	1,550 00	3,500 00	8,525 00	575,812 79	227,404 13	1,293,888 82	
Less \$50.00 collected at Dalton Trail on account of Free Miner's Certificates paid 1898-1900.													50 00	
Total													1,243,838 82	

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

SCHOOL LANDS REVENUE.

B.—STATEMENT of Receipts on account of Timber, Grazing, Hay and Coal on School Lands for the fiscal year 1898-99.

Month.	Timber Dues.	Grazing Lands.	Hay Dues.	Coal Lands Royalty.	Total.	Province of Manitoba.	District of Assiniboia.	District of Alberta.	District of Saskatchewan.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1898.										
July	43 25	106 45	636 87	.....	786 57	483 90	123 90	118 95	59 82	786 57
August	2 50	117 43	536 43	.....	656 36	519 93	74 35	62 08	.....	656 36
September	6 75	68 79	9 70	.....	80 99	29 00	7 81	44 18	.....	80 99
October	2 00	47 40	1 10	.....	55 25	17 45	25 00	12 80	.....	55 25
November	.....	44 75	0 20	.....	46 95	14 75	6 00	25 60	.....	46 95
December	91 75	136 10	41 85	.....	269 70	92 85	130 35	46 50	.....	269 70
1899.										
January	58 20	65 17	158 70	.....	282 07	97 65	109 92	55 60	18 90	282 07
February	47 25	79 74	117 10	.....	244 09	106 88	77 65	40 76	18 80	244 09
March	21 25	193 80	104 69	30 80	440 54	131 20	158 48	133 76	17 10	440 54
April	54 28	194 75	143 90	.....	392 93	103 48	84 20	202 25	3 00	392 93
May	74 89	278 27	168 06	.....	821 21	146 41	150 20	322 60	2 00	821 21
June	.....	246 70	273 95	.....	520 65	174 15	135 65	194 20	16 65	520 65
Totals	404 62	1,579 35	2,282 54	30 80	4,297 31	1,917 65	1,084 11	1,159 28	136 27	4,297 31

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.



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DOMINION LANDS REVENUE. (YUKON REVENUE INCLUDED.)

C.—REVENUE on account of Timber, Grazing, Hay, Minerals and Irrigation on Dominion Lands from July 1, 1872, to June 30, 1899, inclusive.

Fiscal Year.	Timber Dues.	GRAZING LANDS.		HAY LANDS.		Coal Lands.	Stone Quarries.	Rent of Mill Site. Scrip.	Irrigation Fees.
		Cash.	Scrip.	Cash.	Scrip.				
		\$ cts.	\$ cts.	\$ cts.	\$ cts.				
1872-73	109 25								
1873-74	2,710 55					40 00			
1874-75	2,335 25					880 00	33 91		
1875-76	387 00					498 90	105 00		
1876-77	320 00					232 40	46 98		
1877-78	1,620 00					40 00	21 78		
1878-79	325 00						6 00		
1879-80	25,121 46						4 21		
1880-81	32,028 34						51 75		
1881-82	58,753 14	2,245 00					136 52		
1882-83	90,066 44	22,844 43					39 80		
1883-84	147,968 10	11,370 60					87 50		
1884-85	87,474 99	17,089 75					190 39	160 00	
1885-86	64,820 31	23,562 51	3,131 08				374 53		
1886-87	65,111 74	14,242 77	39,487 67				67 70		
1887-88	94,964 55	5,922 47	23,023 28			14 00	41 85		
1888-89	90,290 00	2,207 69	16,802 63	160 00					
1889-90	84,642 95	1,305 57	9,021 63						
1890-91	102,902 71	3,079 55	16,193 77						
1891-92	106,461 35	3,726 80	17,222 60						
1892-93	105,865 54	6,380 80	11,542 39						
1893-94	81,290 51	5,740 79	7,687 86						
1894-95	74,079 20	5,353 72	8,628 00			206 24	413 91		
1895-96	61,923 47	7,071 86	6,255 90			23 05			
1896-97	68,992 82	4,715 01	2,500 00			67 45	6 42		
1897-98	119,313 78	4,728 58	510 39			81 00	31 50		98 00
1898-99	155,360 63	5,245 88				401 53	111 00		40 00
Totals.	1,725,253 80	152,833 75	162,007 20	160 00		170 60	27 25	1,089 44	468 00
				74,718 75		3,415 09			

DOMINION LANDS REVENUE. (YUKON REVENUE INCLUDED.)  
 C.—REVENUE on account of Timber, Grazing, Hay, Minerals and Irrigation on Dominion Lands from July 1, 1872, to  
 June 30, 1899, inclusive—*Concluded.*

Fiscal Year.	MINING LANDS.							Royalty on Gold, Yukon Territory.	Free Miners' Certificates.	Yearly Totals	Yearly Totals Added.
	Fees, Manitoba & N.W.T.	Dredging Leases N.W.T.	Fees, British Columbia.	Fees, Yukon Territory.	Dredging Leases, Yukon Ter.	Hydraulic Leases, Yukon Ter.	\$ cts.				
1872-73.										\$	cts.
1873-74.										109 25	109 25
1874-75.										2,710 55	2,819 80
1875-76.										2,335 25	5,155 05
1876-77.										387 00	5,542 05
1877-78.										320 00	5,862 05
1878-79.										1,620 00	7,482 05
1879-80.										325 00	7,807 05
1880-81.										25,121 46	32,928 51
1881-82.										32,028 34	64,956 85
1882-83.										61,038 14	125,994 99
1883-84.	14 00									113,824 80	239,819 79
1884-85.	320 00	100 00								159,994 60	399,814 39
1885-86.	157 00									105,380 37	505,194 76
1886-87.	135 00									98,798 73	603,993 49
1887-88.	212 00									120,492 68	724,486 07
1888-89.	213 40		20 50							128,244 03	850,730 10
1889-90.	77 00		109 00							113,246 87	963,976 97
1890-91.	538 00		39 30							104,212 23	1,068,209 20
1891-92.	420 00		10 00							130,964 47	1,199,173 64
1892-93.	274 65									133,027 67	1,332,201 27
1893-94.	34 00									130,054 56	1,462,255 83
1894-95.	205 00		27 00	5 00						100,962 81	1,563,218 14
1895-96.	1,890 00		5 00	22 00						93,290 46	1,656,508 60
1896-97.	1,347 00		43 00	145,263 94	132,505 50					81,064 74	1,737,573 34
1897-98.	1,184 61	8,862 71	25 00	303,665 65	3,500 00	500 00				84,824 01	1,822,397 35
1898-99.		1,550 00				8,525 00				823,927 51	2,646,324 86
Totals	7,154 66	10,512 71	348 80	450,175 59	136,005 50	9,025 00	863,236 34	343,698 02	1,203,838 82	3,940,163 68	

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SCHOOL LANDS.

D.—STATEMENT showing the Revenue derived from Timber, Grazing Hay, Stone Quarries and Coal Lands, commencing with the fiscal year 1883-1884 and ending June 30, 1899.

Fiscal Year.	Timber Dues.	Grazing Lands.	Hay Lands.	Coal Lands.	Stone Quarries.	Total.	Province of Manitoba.	District of Assiniboia.	District of Alberta.	District of Saskatchewan.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1883-84.	36 50					36 50	36 50				36 50
1884-85.	136 00					136 00	136 00				136 00
1885-86.	1,238 11					1,238 11	141 50	1,096 61			1,238 11
1886-87.	940 26					940 26	940 26				940 26
1887-88.	1,333 99					1,333 99	997 15	336 84			1,333 99
1888-89.	695 86					695 86	695 86				695 86
1889-90.	919 10				17 50	936 60	936 60				936 60
1890-91.	489 22		2,578 72			3,067 94	2,478 39	313 35	195 05	81 15	3,067 94
1891-92.	270 81		1,659 41			1,930 22	1,539 17	251 80	99 80	39 45	1,930 22
1892-93.	831 50		1,769 45			2,600 95	2,080 85	335 90	135 60	49 20	2,600 95
1893-94.	530 13	32 38	2,115 15			2,677 66	1,836 88	447 55	338 48	51 75	2,677 66
1894-95.	617 72	203 14	2,063 41			2,884 27	2,064 17	372 11	407 59	40 40	2,884 27
1895-96.	279 63	724 99	2,295 18			3,299 80	2,014 74	619 16	574 30	91 60	3,299 80
1896-97.	501 36	1,141 38	1,842 75			3,485 49	2,268 02	475 16	673 76	68 55	3,485 49
1897-98.	455 25	1,655 45	2,392 80			4,503 50	3,169 30	620 89	667 76	52 50	4,503 50
1898-99.	404 62	1,579 35	2,282 54	30 80		4,297 31	1,917 65	1,084 11	1,159 28	136 27	4,297 31
Totals	9,680 06	5,336 69	18,999 41	30 80	17 50	34,064 46	23,253 09	5,952 88	4,214 62	613 87	34,064 46

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

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## REVENUE ON ACCOUNT THE YUKON TERRITORY.

E.—STATEMENT of Receipts from Timber, Hay, Dredging, Hydraulic Mining, Royalty on Gold, and Mining Fees, for each fiscal year, from July 1, 1894, to June 30, 1899, inclusive.

Particulars.	Fiscal Year					Totals.		
	1894-1895.	1895-1896.	1896-1897.	1897-1898.	1898-1899.			
	\$	cts.	\$	cts.	\$	cts.		
Timber Dues.....				43,911	71	98,009	36	
Hay Dues.....				29	50	1,733	00	
Gold Dredging Leases.....				132,505	50	3,500	00	
Hydraulic mining Leases.....				500	00	8,525	00	
Royalty on Gold.....				287,423	55	575,812	79	
Mining Fees:—								
Grants—Placer Claims.....			1,140	00		179,415	00	
Renewals.....						64,980	10	
Relocations.....						17,625	00	
Grants—Quartz Claims.....			22	00		3,270	00	
Certificate of Work.....				243	00	115	00	
Assignments.....				3,060	00	23,419	00	
Abstracts.....						3,750	95	
Abandonments.....						205	00	
Bed Rock Flumes.....						1,400	00	
Certificate of Partnership.....						2	50	
Forfeitures.....				30	00	780	00	
Lay Overs.....			20	00		507	50	
Payment in lieu of assessment work.....						100	00	
Registration of documents.....				633	00	7,935	60	
Water Rights.....						160	00	
	5	00	22	00	610,257	20	947,334	58
							1,558,838	78
Free Miner's Certificates issued 1897-1898.....							116,243	89
" " 1898-1899 .....							227,354	13
Total.....							1,902,436	80

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

## SESSIONAL PAPER No. 13

## YUKON REVENUE.

F.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which the 10 p. c. royalty was collected, and the amount of royalty paid as shown by returns from May 1, 1898, to June 30, 1898.

Month.	Total Gold Production.	Total Exemption.	Royalty 10 p. c. Collected on	Royalty 10 p. c. Paid.
1898.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
May.....	45,277 00	10,850 00	34,427 00	3,442 70
June.....	3,027,496 20	342,550 00	2,698,501 20	269,850 12
	3,072,773 20	353,400 00	2,732,928 20	273,292 82

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

## YUKON REVENUE.

G.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which the 10 p. c. royalty was collected and the amount of royalty paid as shown by returns from July 1, 1898, to June 30, 1899.

Month.	Total Gold Production.	Total Exemption.	Royalty 10 p. c. Collected on	Royalty 10 p. c. Paid.
1898.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	928,818 00	135,000 00	793,818 00	79,381 80
August.....	395,045 50	140,000 00	255,045 50	25,504 55
September.....	251,547 70	64,540 00	187,007 70	18,700 75
October.....	13,669 65	2,496 00	11,173 65	1,117 37
November.....	4,851 56	2,912 00	1,939 56	193 95
December.....	8,719 55	624 00	8,095 55	809 55
1899.				
January.....	6,552 76	4,784 00	1,768 76	176 94
February.....	4,868 29	624 00	4,244 29	424 41
March.....	15,431 40	3,952 00	11,479 40	1,147 93
April.....	43,889 57	15,400 00	28,489 57	2,848 92
May.....	844,606 18	180,703 00	663,903 18	66,390 28
June.....	5,064,282 86	1,148,622 02	3,915,660 84	391,565 92
	7,582,283 02	1,609,657 02	5,882,626 00	588,262 37
Royalty paid into Court.....				1,301 24
Gold mined by Government from claim No. 8 A, Dominion Creek.....				195 41
3.....				184 50
				589,943 52

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

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H.—STATEMENT showing the Revenue collected on Free Miners' Certificates issued at the following places in Great Britain and the Dominion of Canada, during the fiscal years 1897-1898 and 1898-1899.

Agency.	1897-1898.	1898-1899.	Totals.	REMARKS.
	\$ cts.	\$ cts.	\$ cts.	
Agents of Dominion Lands :—				
Calgary, N. W. T.	650 00	100 00	750 00	
Dauphin, Man.		10 00	10 00	
Edmonton, N. W. T.	8,394 00	490 00	8,884 00	
Kamloops, B. C.	50 00	20 00	70 00	
New Westminster, B. C.	130 00		130 00	
Prince Albert, N. W. T.	710 00	10 00	720 00	
Brandon, Man.		10 00	10 00	
Winnipeg, Man.	570 00	900 00	1,470 00	
Collectors of Customs :—				
Ashcroft, B. C.	410 00		410 00	
Atlin, B. C.		1,000 00	1,000 00	
Glenora, B. C.	410 00	600 00	1,010 00	
Montreal, Que.	840 00	170 00	1,010 00	
Nanaimo, B. C.	4,292 00		4,292 00	
Rossland, B. C.	20 00		20 00	
Toronto, Ont.	270 00		270 00	
Vancouver, B. C.	30,484 00	1,340 00	31,824 00	
Victoria, B. C.	58,910 00	1,528 00	60,438 00	
Department of Interior, Ottawa, Ont.	1,890 00	822 00	2,712 00	
Austin, P. H., Rat Portage, Ont.		340 00	340 00	
The High Commissioner, London, England.	29 98	120 00	149 98	
The Immigration Agent, Liverpool	219 93		219 93	
" " Glasgow, Scotland.	59 98	10 13	70 11	
* Dalton Trail, A. M. Jarvis, N. W. M. P.		760 00	760 00	* \$50.00 of this am't collected at this Agency credited, 1899-1900.
Dawson, Y. T., Gold Commissioner's Office.		169,152 00	169,152 00	
Dominion Creek, R. W. Cautley.		3,950 00	3,950 00	
Ft. Cudahy, W. H. Scarth.		350 00	350 00	
Grand Forks, Wm. Maddin.		16,310 00	16,310 00	
" " H. H. Norwood.		11,192 00	11,192 00	
Lake Bennett and per Supt. Steele of N.W. M. P.	7,904 00	80 00	7,984 00	
McQuestion, C. McGregor.		102 00	102 00	
Stewart River, A. E. C. Green.		5,734 00	5,734 00	
Tagish Lake, D. A. E. Strickland.		9,246 00	9,246 00	
Tagish, Z. T. Wood.		2,416 00	2,416 00	Up to 1st June, 1899.
Tagish, R. C. Miller.		642 00	642 00	June, 1899.
Total	116,243 89	227,404 13	343,648 02	

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

I.—STATEMENT showing the number of entries for Placer claims and Quartz claims, in the Yukon Territory, including renewals and transfers, recorded up to July 1, 1899.

Particulars.	Period.	Grants.	Renewals.	Transfers.	Remarks.
Placer Claims	From 1894 to June 15, 1897	677			Renewals and Transfers include Placer and Quartz.
Quartz	" " " "	33	9	274	
Placer	June 16, 1897, to June 30, 1898	8,457			
Quartz	" " " "	242	568	3,104	
Placer	July 1, 1898, to June 30, 1899	9,626			" "
Quartz	" " " "	444	4,825	9,858	
		19,479	5,402	13,236	

TIMBER AND MINES BRANCH,  
OTTAWA, December 14, 1899.

SESSIONAL PAPER No. 13

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
WINNIPEG, November 27, 1899.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the annual report of the business of this agency for the year ended June 30, 1899, to which I have added such other information as I thought would be of interest.

In conformity with the practice of former years I inclose the following tabulated statements, namely:—

(A.) Statement of revenue derived from timber, hay, mines, &c., exclusive of collections made at head office.

(B.) List of licensees of timber berths conducting operations on Dominion lands, showing the quantity of lumber, &c., manufactured, sold and on hand by each licensee respectively.

(C.) General office return showing the amount of clerical work performed.

## RECEIPTS.

It is satisfactory to note that this year the revenue collected under the timber regulations exceeds that of the previous year by nearly \$5,000.00.

The total collections amounted to \$34,751.08, exclusive of payments made direct to the department at Ottawa, and for which credit should be given, the work in connection therewith being chiefly done here; nor does this amount include the dues on a large quantity of timber cut last winter, which remained uncollected at the close of the fiscal year.

## ROUTINE WORK.

The year has proved an exceedingly busy one at the office, taxing the capabilities of the staff to the utmost. The letters received numbered 15,863, while those sent out reached 13,999, an increase over the previous year of 3,704 and 3,975 respectively. The work at the counter, answering inquiries in connection with Dominion lands and transacting business, has also proportionately increased, occupying for the most part the full time of two clerks.

The collections on account of Dominion lands (which are being dealt with in a separate report), amount to \$27,478.84 and the revenue derived from timber dues, grazing, hay, and mining fees amounts to \$40,564.70, making the total collections of revenue at the agency for the year \$68,043.54.

## LUMBER INDUSTRY.

The saw mills in Manitoba, of which there are thirty operating under license, have been run to their fullest capacity during the past season, many of them working night shifts to meet the demands for lumber.

It is the general belief that the timber in Manitoba suitable for manufacturing purposes has become about exhausted, but such would not appear to be the case, as this year the output at the mills reached 25,000,000 feet; an increase of 10,000,000

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feet over that of the previous year. The extensive spruce forests on the Winnipeg river and to the north on Lake Winnipeg, remain as yet almost untouched.

The construction of the Great Northern Railway through the Dauphin district and further north has opened up a rich timber region, and considerable valuable timber has been reached by the building of the South-eastern Railway.

While, as has been said, the sales of spruce lumber in this district amounted to 25,000,000 feet during the year, that is but a small proportion of the total sales. I find that during the year no less than 149,813,531 feet of lumber was sold in Manitoba and at points as far west as Regina; while the total sales in Manitoba and the territories would raise that quantity to 170,000,000 feet.

The bulk of this lumber, as you will perceive, comes from the United States; shipped in as rough lumber and in logs from northern Minnesota, floated to Rat Portage and Keewatin, and manufactured at Canadian mills.

Each year shows a decided increase in the sales of lumber in Manitoba and the North-west. The sales for the present year exceed in quantity those of 1898 by about 25,000,000 feet, and of 1897 by nearly 60,000,000.

The fact is, the country is making great material advancement and there is no better proof of this than the figures given above and also hereunder.

STATEMENT showing the amount of lumber sold in the Province of Manitoba, and in the North-West Territories, West of Regina, and where manufactured.

	1897.	1898.	1899.
Red and White Pine from the State of Minnesota and from Crown Lands in Lake of the Woods District, manufactured at Rat Portage and Keewatin .....	45,000,000	53,000,000	
Red and White Pine logs manufactured from logs brought from the State of Minnesota .....			37,300,000
Red and White Pine manufactured from logs on Ontario Crown Lands, Lake of the Woods District .....			36,000,000
Red and White Pine manufactured from Canadian logs at mills between Rat Portage and Lake Superior .....	10,000,000	13,000,000	9,000,000
Canadian Spruce manufactured from timber cut on Crown Lands in Province of Manitoba .....	14,241,909	15,267,041	20,161,680
United States Pine (manufactured) shipped in from Northern Minnesota and Wisconsin .....	16,871,164	35,751,960	33,351,851
Cedar and Fir lumber brought in from British Columbia .....	6,000,000	9,000,000	14,000,000
<b>Totals .....</b>	<b>92,613,013</b>	<b>126,019,001</b>	<b>149,813,531</b>

The prices at which lumber sold at all points in the country, are fair and reasonable. The competition being keen, prices are likely to be kept down to a low figure.

On the completion of the Manitoba and South-eastern Railway to Rainy river, much of the timber and lumber from Northern Minnesota, on streams tributary to Rainy river, and that cut and manufactured on the Canadian side along Rainy river and its tributaries, will reach the western market by that railroad.

The Rat Portage Lumber Company, the largest operators in that section of the country, will, it is said, on completion of this road, erect mills of large capacity at Winnipeg, to be supplied with logs brought in by rail from the Rainy river.

This scheme has been made feasible by the low rate of carriage fixed by the government in the railway company's charter.

The enormous waste of material suitable for fuel and steam purposes that continuously goes on during operations at these large mills would, if placed on the Winnipeg market, find ready sale and become a large source of profit to the millmen.

In establishing mills at Winnipeg, the Rat Portage Company expect that the sales of this offal will meet in a large measure the cost of manufacturing the lumber.



SESSIONAL PAPER No. 13

UNITED STATES PRODUCTS.

The following statement shows the importation of timber products into Manitoba and the North-west during the years 1897, 1898 and 1899. By referring to my report of last year a comparative statement will be found for the years 1892 (when the duty was removed from rough lumber coming from the United States), and subsequent years to 1898.

October 31, 1897, to October 31, 1898.		October 31, 1898, to October 31, 1899.	
Dressed.	Undressed.	Dressed.	Undressed.
Feet.	Feet.	Feet.	Feet.
4,219,438.	31,532,322.	4,703,796.	28,114,228 Pine. 563,827 Oak.

In addition to the above there was, this year, brought in 108,400 laths, 1,185,704 shingles, 2,535 cords of wood, and 25,000 railway ties.

FUEL.

The following statement of the consumption of coal and wood at points in Manitoba and as far west as Regina, can be taken as approximately correct:—

American anthracite .....	Tons. 31,000
Canadian anthracite .....	8,500
American soft .....	4,000
Canadian (Galt).....	8,900
Souris lignite .....	27,500
	Cords.
Canadian wood (Winnipeg only).....	90,000
United States (Winnipeg only) .....	2,535

The following prices were obtained during the years 1898 and 1899, as shown hereunder:—

	1898. per ton.	1899. per ton.
American anthracite, f.o.b. at Winnipeg.....	\$7 50	\$7 75
Canadian anthracite, f.o.b. at Winnipeg.....	6 75	6 75
American soft, f.o.b. at Winnipeg.....	6 00	6 00
Canadian (Galt), f.o.b. at Winnipeg.....	7 00	7 00
Canadian Souris, f.o.b. at Winnipeg.....	3 75	3 75
Souris lignite, f.o.b. at Brandon.....	3 20	3 20
Souris lignite, f.o.b. at Regina.....	3 40	3 20
Souris lignite, f.o.b. at Melita.....	2 80	2 75
Souris lignite, f.o.b. at Moosejaw .....	3 20	3 00
Cordwood, poplar, f.o.b. at Winnipeg.....	2 50	2 50
Cordwood, jack pine, f.o.b. at Winnipeg.....	3 75	3 50
Cordwood, spruce, f.o.b. at Winnipeg.....	4 50	4 25
Cordwood (U.S.), oak, f.o.b. at Winnipeg.....		4 50
Cordwood (U.S.), maple, f.o.b. at Winnipeg.....		5 00

Car lots.

## PERMANENT TIMBER RESERVATIONS.

This subject with its correlative, though larger one, of forest treatment, has, in former years, formed the main feature of my annual report; but in view of the establishment of a forestry bureau with a permanent head at Ottawa, whose attention is wholly given to these matters, it will not be necessary for me to make any extended remarks. I would merely say that the gratifying immunity from fires in the reserves this year would seem fully to have justified the expenditure which has been made in cutting out fire guards and the taking of other precautionary measures.

## FOREST FIRES.

I am pleased to report the absence, during the year, of bush fires of any consequence. The adoption, by the department, of a system of keeping up a patrol around the heavy belts of timber, as well as the posting over wide areas and in conspicuous places of the regulations in regard to prairie and bush fires, have done much to bring about a better observance of the law.

## MINING.

Many properties, notably those on Lake Winnipeg and Hawk lake, give indications of being sufficiently rich in mineral to make working them profitable, but are left undeveloped for want of the necessary capital, and for this want of confidence on the part of the capitalists, very little is being done in mining in the district; but, in my opinion, it is only a question of time when a thorough test will be made of all properties where the indications are such as to warrant profitable employment of capital. In the Rat Portage district several mines are already worked at a large profit, and there would seem to be no geological reasons why similar results could not be obtained in some parts of my district.

Respectfully submitted,

E. F. STEPHENSON,  
*Crown Timber Agent.*

TIMBER AND MINES.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands, collected at Winnipeg Agency, for the Fiscal year ended June 30, 1899.\*

Month.	TIMBER DUES.						GRAZING LANDS.		HAY LANDS.		Mining fees and Royalty.	Totals.
	Bonus.	Ground Rent.	Royalty.	Permits.	Seizures.	School Lands.	Dominion Lands.	School Lands.	Dominion Lands.	School Lands.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1898.												
July.....		278 11	1,632 59	1,195 91	9 00	43 25	21 03	282 55	333 10	40 00	3,915 54	
August.....		20 00	618 13	651 30	26 80	2 50	.....	123 10	71 45	95 60	1,608 88	
September.....		208 68	1,500 39	787 74	77 50	2 50	.....	24 05	5 00	130 00	2,735 86	
October.....		267 23	.....	915 08	30 25	6 75	.....	2 50	.....	230 00	1,451 81	
November.....		741 80	1,874 79	1,538 87	75 88	.....	12 75	1 00	.....	20 00	4,265 09	
December.....		272 88	1,982 10	1,084 94	74 25	86 00	3 20	6 05	.....	115 00	3,623 92	
1899.												
January.....		33 91	515 82	2,180 68	20 28	49 70	.....	16 50	9 40	135 00	2,961 29	
February.....		277 69	1,358 01	838 19	48 00	18 25	.....	3 00	25 00	485 00	3,051 14	
March.....		285 19	436 38	999 94	429 60	21 25	.....	50	1 00	52 50	2,176 36	
April.....		169 17	1,317 12	935 88	323 50	54 28	12 72	118 80	50	50	3,024 47	
May.....		327 49	275 34	506 95	10 00	74 89	6 88	76 75	.....	240 00	1,518 30	
June.....		704 21	720 27	2,982 24	1 20	.....	.....	85 50	.....	225 00	4,718 42	
Payments made at Head Office.....	4,139 00	1,107 73	.....	364 89	2 00	.....	.....	.....	.....	.....	5,613 62	
Totals.....	4,139 00	4,643 59	12,230 94	14,980 61	1,128 26	359 37	43 83	720 30	445 45	1,860 60	40,564 70	

E. F. STEPHENSON,  
Crown Timber Agent.

WINNIPEG, October 26, 1899.

\* Payments made direct to Head Office have not been included in this statement.

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## SCHEDULE

SHOWING Number of Saw-Mills in the Province of Manitoba and District of  
June 30, 1898, and

Name of Owner. or Owner and Assignee.	Mill, where Situatcd.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Com- menced operations.	Location of Limit.	Description of timber.	Quantity of lumber manu- factured for the time ended June 30, 1898.	Quantity of lumber sold from amount manufactured in 1898 and on hand June 30, 1898.
				M.					
Peter McArthur .....	Fairford .....	Steam ..	35	12	1889	Lake Manitoba.	S. & T.	150,000	686,964
Reimer, Loewen & Co.	Steinbach ..	" ..	35	8	1892	Tp. 4, R. 9 E.	" ..	.....	.....
William Robinson .....	Selkirk .....	" ..	30	10	1884	Lake Winnipeg.	" ..	3,937,596	4,112,720
J. Drake & Co. ....	Lake W'peg.	" ..	16	3	1889	" ..	" ..	1,337,570	1,387,570
Assessippi Milling Co. ....	Assessippi ..	" ..	20	5	1882	Shell river.	" ..	6,428	6,428
Dauphin Lumber Co. ....	Riding Mtn.	" ..	20	5	1890	Riding mountain.	" ..	1,800,000	2,080,143
J. & H. McCorquodale.	Wassawa ..	" ..	20	5	1892	Tp. 1, R. 20 W.	" ..	342,196	282,196
Kriston Finsson .....	Icelandic R.	" ..	75	25	1895	Tp. 23, R. 3 E.	" ..	2,228,273	2,228,273
Jas. A. Christie .....	Brandon .....	" ..	80	35	1889	Stony creek ..	" ..	270,000	315,000
J. D. McArthur .....	Birtle .....	" ..	50	20	1890	Bird Tail creek.	" ..	1,046,000	.....
Cameron Bartlett .....	Brandon .....	Cut at				Assiniboine Lumber Co. mill ..	" ..	633,018	704,376
Hooker & Co. ....	Lake W'peg.	Steam.	16	3	1892	Lake Winnipeg.	" ..	891,398	891,398
Isaac Riley .....	" ..	" ..	30	16	1894	" ..	" ..	1,788,210	1,519,201
H. B. Mitchell .....	Selkirk .....	" ..	90	30	1891	" ..	" ..	280,350	316,606
Thomas & Co. ....	Pleasant Home .....	" ..	25	6	1892	Tp. 18, R. 3 E.	" ..	376,896	376,896
F. L. Engman .....	Scandinavia.	" ..	18	4	1893	Tp. 18, R. 17 W.	" ..	941,555	941,555
Assiniboine Lumber Co.	Brandon .....	" ..	80	35	1889	Stony creek .....	" ..	99,798	59,798
T. L. Morton .....	Gladstone ..	" ..				" ..	" ..	245,194	245,194
A. L. Wells .....	Lake W'peg.	" ..	30	16	1898	Lake Winnipeg.	" ..	227,000	227,000
W. J. Manning .....	Balmoral .....	" ..	20	5	1895	Tp. 19, R. 1 E.	" ..	.....	.....
Wm. Peden .....	Rosburn .....	" ..	45	12	1892	Tp. 21, R. 24 W.	" ..	601,447	854,331
James Shaw .....	Dauphin .....	" ..	75	20	1890	Tp. 26, R. 25 W.	" ..	111,384	122,694
Charles Geekie .....	Strathclair.	" ..	20	5	1892	Tp. 23, R. 19 W.	" ..	620,922	483,536
F. A. Fairchild .....	Rapid City..	" ..	25	6	1878	Riding mountain.	" ..	2,000,000	2,443,190
D. H. Harrison .....	Makinak .....	" ..	25	6	1894	Tp. 23, R. 18 W.	" ..	.....	100,000
D. E. Sprague .....	Winnipeg .....	" ..	75	25	1882	Rosseau river.	" ..	1,132,445	623,461
Finsson, Eyolfson & Co.	Icelandic R.	" ..	75	25	1895	Tp. 23, R. 3 E.	" ..	20,161,680	21,038,529
David Ross .....	Whitemouth	" ..	65	25	1891	Whitemouth riv.	" ..	.....	.....
						Totals .....			

SESSIONAL PAPER No. 13

B.

Assiniboia, operating under Government License, for the period between June 30, 1899.

Quantity of lumber on hand June 30, 1899.	Quantity of shingles manufactured for the time ended June 30, 1899.	Quantity of shingles sold from amount manufactured in 1899 and on hand June 30, 1898.	Quantity of shingles on hand June 30, 1899.	Quantity of laths manufactured for the time ended June 30, 1899.	Quantity of laths sold from amount manufactured in '98 and on hand June 30, '99.	Quantity of laths on hand June 30, 1899.	Date of last return.	No. of returns made.	Remarks.
58,667							1899.		
							June 30.	10	70,471 Ry. ties sold.
							" 30.	235	cds wood, 6,000 posts and 1,600 Ry. ties sold.
250,000							" 30.	26	220 ft piling, 80 cds wood and [737 Ry ties sold.
62,951							" 30.	4	
							" 30.	4	
60,000							Mar. 31.	3	55,623 Ry. ties, 3,609 poles and [4,208 ft piling sold.
250,000					64,200		June 30.	4	
1,040,000							" 30.	7	56,584 Ry. ties sold.
38,902							Mar. 31.	6	66,214 "
							June 30.	3	
							" 30.	6	
231,981	234,750	294,750					Mar. 31.	3	
							June 30.	19	4,193 feet piling & 286 Ry. ties [sold.
60,000	114,000	114,000					" 30.	14	
							" 30.	6	
							1898.		
							Dec. 31.	2	2,730 cords wood sold.
							1899.		
40,000							Mar. 31.	1	
250,000							" 31.	1	
							June 30.	4	
							" 30.	2	
							" 30.	4	
248,669	170,250	142,500	27,750	18,450	18,450		" 30.	4	
							Mar. 31.	3	30 cords wood sold.
359,511	137,500	132,250	5,250				" 31.	31	1,200 ft piling and 9,300 ft oak planks sold.
2,562,439							June 30.	7	3,080 posts, 13,127 Ry. ties sold.
							1898.		
							Dec. 31.	4	
							1899.		
992,952							June 30.	4	1,705 cords wood and 4,249 Ry. [ties sold.
6,506,072	656,500	683,500	33,000	18,450	82,650			160	

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
NEW WESTMINSTER, B.C., November 22, 1899.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—In accordance with the request contained in departmental letter of October 11 last, I beg to submit my annual report for the twelve months which ended on June 30, 1899.

The receipts of this office for the twelve months ended June 30, 1899, including payments at Ottawa, amounted to \$41,224.92 on account of timber dues, bonuses, and ground rent on timber berths situated within the railway belt in the province of British Columbia.

I am pleased to be able to report that, during the past year, the volume of business increased about 25 per cent over that of the previous year, and the price for lumber averaged \$10.50 per M., which is an advance over the price of the fiscal year ended June 30, 1898.

The shingle business has also increased and there is a considerable demand for cedar timber berths. Prices of shingles also advanced fully 25 per cent.

The export trade to foreign countries, namely China, Japan, Australia, New Zealand and South America, has averaged about the same as the previous year, the prices showing a slight improvement.

I am pleased to be able to report that the British Columbia Mills Timber and Trading Company have rebuilt the Hastings mill, which was destroyed by fire on October 25, 1898, and the new mill has been in active operation for several months.

The city of New Westminster has undergone a complete transformation since the date of the disastrous fire of September 10 and 11, 1898; many substantial business offices and private residences having been erected.

I inclose you schedule of mills situated within the Dominion railway belt of British Columbia.

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

JAMES LEAMY,  
*Crown Timber Agent.*

## SESSIONAL PAPER No. 13

## A.—STATEMENT of Receipts at New Westminster Crown Timber Agency for Fiscal Year ended June 30, 1899.

Month.	Ground Rent.		Royalty.		Permit Dues.		Seizure Dues.		Totals.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1898.										
July .....	45	00	80	88	177	93	358	92	662	73
August .....	4,147	76	2,166	94	74	56	125	89	6,515	15
September .....	114	23	2,476	89	53	49	163	92	2,808	53
October .....	42	75	175	40	17	25			235	40
November .....	327	48	3,668	87	19	22	5	00	4,020	57
December .....	269	69	1,413	63	60	60	245	95	1,989	87
1899.										
January .....	794	13	1,746	27	140	35	34	50	2,715	25
February .....	75	73	83	24	234	57	14	33	407	87
March .....	49	92	2,107	44	355	51	312	04	2,824	91
April .....	492	84	2,286	93	337	25	13	25	3,130	27
May .....	1,022	56	114	40	440	63	65	40	1,642	99
June .....	1,118	59	275	82	218	63			1,613	04
	8,500	68	16,596	71	2,129	99	1,339	20	28,566	58
Amount collected at Head Office. ....									12,658	34
Total.....									41,224	92

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B.—List of Mills operating in Dominion Railway Belt of British Columbia ended June

Name of Owner.	Where situated.	Capacity.	Kind of Power.	Operating on Limit No.	Where situated.	Quantity of lumber manu- factured.
		Ft.				Ft.
J. R. & T. S. Reilly	Ottertail	7,000	Steam	5	Kicking Horse river..	275,000
W. C. Wells	Palliser	30,000	"	3 & 29	" & Tp. 25, 19,	
Columbia River Lumber Co.	Golden	40,000	"	16 & 17	W. 5, M. ....	1,720,900
"	Beaver	100,000	"	15,66	Columbia river.....	2,385,861
"	"				" & Tp. 20, 10,	
"	Kualt	30,000	"	71,72,78	W. 6, M., Notch Hill	3,999,169
Fred. Robinson	Revelstoke	25,000	"	49,118,123	Tappen Siding, Shuswap lake	3,034,262
Peter Genie & Co.	Nakusp	30,000	"	114	Columbia river.....	2,104,340
Kootenay Lumber Co.	Lardeau	20,000	"	Notopertg	" "	835,000
Shuswap Milling Co.	Kamloops	10,000	"	171	Tp. 20, 13, W. 6, M..	31,738
Martin Bros, now Trethewey Bros	Harrison River	15,000	"	Notopertg		
Wm. Sulley	Ruskin	25,000	"	"		
Brunette Saw Mill Co.	Sapperton	70,000	"	33	Stave river & lake	201,092
Huntingdon Lumber Co.	Huntingdon	50,000	"	Notopertg		
McLaren & Ross	Millside Station	120,000	"	"		
B. C. M. T. & Trading Co	New Westminster	90,000	"	B.	Mud bay	11,606,159
"	Vancouver	225,000	"	O.	North Arm Burrard inlet	
Grant & Kerr	Ladner	20,000	"	M.	Stave river	102,000
Pacific Coast Lumber Co.	Lulu Island	40,000	"	Notopertg		
J. & A. Trethewey	Chilliwack	8,000	Water	"		
Can. Pacific Lumber Co.	Port Moody	75,000	Steam	"		
E. H. Heaps & Co	Vancouver	* 75,000	"	"		
Can. Pacific Lumber Co.	Port Moody	* 75,000	"	"		
Shuswap Milling Co.	Greely Creek	* 75,000	Water	"		
						27,076,624

\* Shingles.



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and statement showing quantity of Timber manufactured during fiscal year 30, 1899.

Quantity of lumber sold.	Quantity of lumber on hand.	Quantity of shingles manu- factured.	Quantity of shingles sold.	Quantity of Shingles on hand.	Quantity of laths manu- factured.	Quantity of laths sold.	Quantity of laths on hand.	Quantity of railway ties manufactured.	Quantity of railway ties sold.	Quantity of railway ties on hand.	Mill returns received.	Date of Last Return.
Ft.	Ft.	M.	M.					Pcs.	Pcs.			
262,048	78,000										4	June 30, 1899
1,976,594	666,563										6	" "
3,544,189	1,418,882							71,584	71,584		4	" "
4,148,460	1,868,865							143,034	143,034		8	" "
2,118,439	311,146							153,314	169,349	58,118	10	" "
1,416,221	250,000	783	783		364,900	364,900					10	" "
836,000											3	" "
31,738											4	June 30, 1899
201,092											4	June 30, 1899
10,108,333	2,436,826										4	June 30, 1899
102,000											4	" "
781,103											4	" "
											4	June 30, 1899
											4	" "
											4	" "
											4	" "
25,525,217	7,030,282	783	783		364,900	364,900		307,932	383,967	58,118	81	

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DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
EDMONTON, Alberta, November 9, 1899.

SIR,—I beg to inclose herewith statements A and B showing the transactions of the Crown timber branch of the agency for the year ending June 30 last.

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

R. A. RUTTAN,  
*Crown Timber Agent.*

A.—STATEMENT of Receipts from Timber, Grazing, Hay and Mining, at the Edmonton Office, for the twelve Months ending Hay June 30, 1899.

Month.	Edmonton.		Head Office.		Total.	
	\$	cts.	\$	cts.	\$	cts.
1898.						
July .....	416	42			416	42
August .....	255	34			255	34
September .....	492	84			492	84
October .....	273	21			273	21
November .....	473	61			473	61
December .....	87	25	83	33	170	58
1899.						
January .....	613	27			613	27
February .....	300	50	111	00	411	50
March .....	268	18	31	00	299	18
April .....	977	52	258	33	1,235	85
May .....	396	05			396	05
June .....	426	00	15	00	441	00
	4,980	19	498	66	5,478	85

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B.—Return of Saw mills in the Edmonton Crown Timber Agency under Government License, during the year ended June 30, 1899.

Name of Owner or assignee.	Where situate.	Kind of power.	No. of horse power.	Operation begun.	Log cut at No. of Limit.	Quantity of lumber manufactured in period.	Quantity of lumber sold in period.	Date of last return forwarded H. O.	Kind of timber.	No. of returns made.
D. R. Fraser.....	Edmonton.....	Steam..	30	1880	627-646-788-812	952,607	1,088,689	30,6,99	Spruce..	16
Walter and Humberstone.....	Strathcona.....	"	80	1895	653-799	789,564	740,223	30,6,99	"	8
Ottewell and Co.....	Edmonton.....	"	15	.....	674	357,446	307,446	31,3,99	"	3
Hudson's Bay Co.....	Athabasca landing.....	"	15	1888	787	.....	62,992	30,6,99	"	4
(i. I Clink.....	Lacombe.....	"	15	1896	800	37,511	37,511	31,8,99	"	1
						2,137,128	2,386,861			32

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
CALGARY, Alberta, November 13, 1899.

SIR,—I have the honour to inclose the following statements for the twelve months ended June 30, 1899:—

Schedule 'A.'—Statement of receipts on account of Crown timber covering the period referred to amounting to .....	\$5,984.19
Hay and grazing .....	2,150.02
Mining fees .....	145.00
Coal lands .....	18.00
	\$8,297.21
Payments made at Head Office .....	862.32
	\$9,159.53

Schedule 'B.'—General office return.

Schedule 'C.'—Showing the saw mills within the Crown Timber agency operating under government license to June 30, 1899.

It will be observed that the amount received on account of Crown timber is less than that received during the year ended June 30, 1898, but that, in a measure, is owing to the fact that in 1898 a considerable amount of dues was paid in advance in the log and all dues were on a basis of 5 per cent on actual selling price of lumber, whereas since then the dues have been reduced to 50 cents per thousand feet, board measure, which at the present average price of a cut of logs means a reduction at least of 20 cents per thousand. It is not therefore to be taken that the lumber business is not so brisk as it was, on the contrary it is exceptionally good; in fact the saw mills have not been able to supply the demand and prices are better.

Common lumber and dimension are worth at Calgary \$16.00 per thousand retail.

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

J. R. SUTHERLAND,  
*Crown Timber Agent.*

SCHEDULE B.

GENERAL Office Return of the Calgary Crown Timber Agency for the twelve Months ended June 30, 1899.

Description of Return.	Number.	COMPARED WITH LAST YEAR'S REPORT.		Remarks.
		Increase.	Decrease.	
Number of letters written .....	3,904	629	.....	Including Dominion lands.
“ “ received .....	3,742	860	.....	
“ free permits issued .....	160	.....	76	
“ permits issued subject to dues .....	12	.....	8	
“ mill returns received and verified .....	24	.....	2	



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SCHED

## SHOWING the Saw-mills in the Calgary Crown Timber Agency operating

No.	Name of Owner or Owner and Assignee.	Mill. — Where Situate.	Kind of Power.	Horse Power.	Commenced Operations.	Description of Timber.
1	Hon. Peter McLaren .....	Mill creek .....	Water .....	20	1882	S. and F. ....
2	Hon. Peter McLaren .....	.....	Steam .....	40	1888	" .....
3	Eau Claire and Bow River Lumber Co.	Calgary .....	" .....	Used 65, can work to 175	1887	Fir Spruce and Cypress Pine.
4	R. G. Belvidere .....	Cardston .....	" .....	25	1891	S. and F. ....
5	John Lineham .....	Dewdney .....	" .....	50	1890	" .....
6	A. W. Gillingham .....	North Fork, Old Man's river.	" .....	25	1894	" .....
	H. B. DeWolf .....		" .....	25	1898	" .....
	D. Morrison .....	North and Middle Fork, Sheep creek.	" .....	25	1885	" .....

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ULE C

under Government Licenses for Year ended June 30, 1899.

Location of Limit.	Quantity of lumber manufactured for time ended June 30, 1899.	Quantity sold from amount manufactured in 1898-99 and on hand July 1, 1898.	Quantity of lumber on hand June 30, 1899.	Date of last return.	No. of Return.	Remarks.
Mill creek .....	135,637	198,731	61,906	1899. June 30 .....	7	{ Ry. ties, 113,953 Posts, 20 Slabs, 1,355 Loads, 26
Old Man's river.....	1,325,480	1,165,344	247,079	" 30 .....	5	Logs, 411
Kananaskis river.....			1,470,889			
St. Mary's river.....	144,359	134,359	10,000	June 30 .....	4	Shingles sold, 66,750
Sheep creek .....	890,500	1,136,067	257,424	1898. Dec. 31 .....	3	{ Other products, 687.06 Cordwood, 15.16
Old Man's river.....	360,000	639,783				Transferred to H. B. DeWolf.
" .....	128,332	123,255	5,077	1899. June 30 .....	4	
Sheep creek .....		14,000		April 28 .....	1	
Total .....	2,984,308	3,411,539	2,052,375		24	

## DEPARTMENT OF THE INTERIOR,

## ORDNANCE AND ADMIRALTY LANDS BRANCH,

OTTAWA, December 12, 1899.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the usual report in relation to the work of this branch during the fiscal year ended June 30, 1899.

The statements annexed are:—

(A.) Statement of sales made since the preparation of the last report. Total amount, \$2,372.15, of which sum \$2,213.90 has been received on account.

In Dalhousie, N.B., 4 lots 100 by 200 feet were sold by public auction for a total sum of \$411 (of which sum \$252.75 was paid at the time of sale) on the following terms, namely, one-fourth down and the remainder in three equal annual instalments with interest at six per cent per annum. The price realized was \$102.75 per lot, or \$224.92 per acre, a slight advance on the upset price.

At Ottawa the consideration money, \$1,961.15, for twelve lots in the city has been paid, and letters-patent have been issued in accordance with the terms of the original leases granted by the Imperial authorities. In view of the public benefit to be derived therefrom, and the beautifying of the lots, a license of occupation for school purposes, and during the pleasure of the Minister of the Interior, was granted to the Kingston board of education for lots Nos. 911, 912, 939, 940, 941, 945, 946 and 947, Kingston, from May 1, 1899.

The Ordnance reserve at Beaver harbour, N.B., was leased to Elias W. Cross for twenty-one years, and a small piece of land at Burritt's rapids, containing about 2.75 acres, was leased to Jas. Todd for a similar period. A license of occupation, during the pleasure of the Minister of the Interior, was granted to the Queen Victoria Niagara Falls Park Commissioners for several detached pieces of ordnance land near Brock's monument, Queenston, having a total area of 34.29 acres, in order that these historic grounds might be preserved and beautified.

About four acres of land situated at Niagara, known as the hospital lots, were transferred from the Militia Department to this department, and were surveyed into building lots preparatory to being sold. Judging from the number of inquiries made respecting the intended sale of these lots it is expected they will bring good prices.

At Niagara 79.83 acres of ordnance land, known as Paradise tract, being required for military purposes, were transferred to the Department of Militia and Defence.

At Penetanguishene, the Reformatory farm, the triangular and the square redoubts and Arsenal island, comprising an area of 878 acres, 3 roods, 29 perches, which had for many years been used in connection with the reformatory, were transferred to the Ontario Government by Order in Council dated September 17, 1898.

A ninety-nine years' lease was granted to the Protestant school commissioners of Longueuil for three acres of the Government farm at Longueuil, to be used for school purposes only.

(B.) Statement showing localities on account of which moneys have been received during the fiscal year. Total amount, \$12,349.65.

The contingent and other outside expenses of the branch for the corresponding period were \$2,000. Of this amount \$788.05 were paid for surveys, \$794.72 for salaries, and \$358.49 for professional services.

(C.) Statement showing the receipts, month by month, divided into principal, rent or interest, and fees.



## SESSIONAL PAPER No. 13

(D.) Statement showing the amounts due and remaining unpaid on June 30, 1899, in the several localities where ordnance lands are situated, classified as rent or interest, and principal moneys. The total amount shown to be due is \$30,289.93, a decrease, when compared with 1898, of \$3,468.53. Of the amounts remaining due and unpaid by tenants, \$16,550 is due by the government of the province of Quebec, and \$4,097.71 by lessees of ordnance lands in the city of Ottawa.

A subdivision survey of the 'Government Farm' at Longueuil is now being made with the view of offering this property for sale at public auction early next year.

During the year 408 letters were received, 566 letters were written, and upwards of 1,200 notices and statements of accounts mailed to tenants and purchasers in arrears; 38 assignments were registered, 28 drafts of letters-patent were prepared and 134 warrants issued for the Bank of Montreal at Ottawa to receive moneys. In addition to this, upwards of 600 accounts now open with the respective purchasers and tenants of ordnance lands have been carefully kept.

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

P. G. KEYES,  
*Clerk in Charge.*

## A.—STATEMENT of Sales made during the year ended June 30, 1899.

Locality.	Number of Lots Sold or Redeemed.	Amount	
		Sold for.	Received on Account.
		\$ cts.	\$ cts.
Dalhousie, N. B. ....	4 lots 100×200 feet .....	411 00	252 75
Ottawa .....	12 lots redeemed .....	1,961 15	1,961 15
	Total .....	2,372 15	2,213 90

P. G. KEYES,  
*Clerk in charge.*

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, December 12, 1899.

63 VICTORIA, A. 1900

B.—STATEMENT showing the several localities on account of which moneys have been received during the fiscal year ending June 30, 1899.

Locality.	Amount.	Locality.	Amount.
	\$ cts.		\$ cts.
Amherstburg.....	4 00	Brought forward.....	66,10 21
Beaver Harbour.....	2 25	Oxford.....	0 60
Burlington Beach.....	20 00	Point Pelee.....	200 00
Chambly.....	65 49	Presqu'Isle, N.B.....	1 00
Charlottetown.....	23 10	Quebec.....	3,896 27
Dalhousie.....	327 75	Queenston.....	1 00
Edmundston.....	1 00	Sarnia.....	40 00
Elmsley.....	11 30	Shelburne, N.S.....	32 00
Fort Cumberland.....	25 00	Sorel.....	67 94
Fort Erie.....	20 00	St. Joseph's Island.....	10 26
Grand Falls.....	177 35	Toronto.....	1,560 00
Kingston.....	649 87	Turkey Point.....	23 10
Longueuil.....	2 00	Wolford.....	126 80
Montreal.....	162 28	Registration and office fees.....	85 95
Nepean.....	513 07		
Niagara.....	131 94	Refund.....	12,656 13
Ottawa.....	4,460 31		306 48
Owen Sound.....	13 50	Net receipts.....	12,349 65
Carried forward.....	6,610 21		

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, December 12, 1899.

P. G. KEYES,  
*Clerk in Charge.*

C.—STATEMENT of Receipts on Account of Ordnance and Admiralty Lands for the fiscal year ended June 30, 1899.

Date.	Fees.	Rent or Interest.	Principal.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1898.				
July.....	16 00	268 21	171 50	455 71
August.....	4 00	670 32	490 00	1,164 32
September.....	15 00	250 82	330 00	595 82
October.....	8 00	1,044 74	274 16	1,326 90
November.....		428 32	734 98	1,163 80
December.....		27 65	180 00	207 65
1899.				
January.....	12 00	226 00	74 16	314 76
February.....		259 27	15 00	274 27
March.....		242 31	235 00	477 31
April.....	6 00	1,828 73	3,055 83	4,890 56
May.....	20 00	410 00	604 03	1,034 11
June.....	12 00	444 41	296 51	752 92
	93 00	6,102 96	6,461 17	12,656 13
Less refund.....				306 48
Net receipts.....				12,349 65

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, December 12, 1899.

P. G. KEYES,  
*Clerk in Charge.*

## SESSIONAL PAPER No. 13

D.—STATEMENT showing the amount due and remaining unpaid June 30, 1899, on account of rent and instalments of purchase money and interest.

Locality.	Rent or interest due and unpaid June 30, 1899.	Amount of instalments due and unpaid June 30, 1899.	Total due.
	\$ cts.	\$ cts.	\$ cts.
Burlington Beach.....	60 00		60 00
Carillon.....	3 20		3 20
Chambly.....	875 74	984 93	1,860 67
Dalhousie.....	2 75		2 75
Elmsley.....	0 50		0 50
Edmundston.....	92 83	319 77	412 60
Fort Cumberland.....	223 00		223 00
Grenville.....	2 20		2 20
Grand Falls.....	602 33	673 24	1,275 57
Kingston.....	184 54	1,130 96	1,315 50
Marlborough.....	44 00		44 00
Nepean.....	149 78	124 00	273 78
Niagara.....	10 00		10 00
Ottawa.....	5,236 17	392 00	5,628 17
Owen Sound.....	49 50		49 50
Oromocto.....	0 25		0 25
Oxford.....	9 00		9 00
Sorel.....	120 86		120 86
Prescott.....	11 88	66 00	77 88
Point Pelee.....	600 00		600 00
Pomroy Bridge.....	4 50		4 50
Pittsburg.....	1 80	6 00	7 80
Quebec.....	17,255 76	576 00	17,831 76
Ste. Croix.....	4 06		4 06
Shelburne.....	60 00		60 00
Vespra.....	107 38	250 00	357 38
Wolford.....	55 00		55 00
Totals.....	25,767 03	4,522 90	30,289 93

P. G. KEYES,  
*Clerk in Charge.*

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, December 12, 1899.

63 VICTORIA, A. 1900

## DEPARTMENT OF THE INTERIOR,

## LAND PATENTS BRANCH,

OTTAWA, January 9, 1900.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit herewith the following statements necessary in the preparation of the departmental report for the year ended June 30 last. Some of these statements are brought down to June 30 last, while the others are brought down to the end of the calendar year, and are as follows:—

*To June 30, 1899.*

- A. Statement of entries made at head office.
- B. Statement showing number of acres of swamp lands in Manitoba transferred by Order in Council to province of Manitoba.
- C. Statement showing number of patents forwarded to the several registrars; and the number of notifications mailed to patentees.
- D. Statement showing number of deeds of transfer recorded at head office.

*To December 31, 1899.*

- E. Statement showing number of entries cancelled.
- F. Statement abstract of letters-patent covering Dominion lands in Manitoba, North-west Territories and British Columbia, issued from the Department of the Interior during the calendar years 1898 and 1899 respectively.

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

WM. M. GOODEVE,  
Chief Clerk, Land Patents Branch.

**A.—STATEMENT of Entries affecting Dominion Lands which were made at Head Office during the fiscal year ended June 30, 1899.**

Special Grants.		Hudson's Bay Co.		Canadian Pacific Ry. Co.		Manitoba & N. W. Ry. Co.		Manitoba S. W. Col. Ry. Co.		Calgary & Edmonton Ry. Co.		Qu'Appelle Long Lake & Sask. R. & S. Co.		Railway Right of Way.		Total.	
No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
135	2,418	7	21,646	451	88,348	54	20,074	74	16,704	13	3,108	16	4,795	3	40	753	157,138

WM. M. GOODEVE,  
Chief Clerk, Land Patents Branch.

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, January 5, 1900.

SESSIONAL PAPER No. 13

B.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the Province of Manitoba up to June 30, 1899.

	Acres.
By Order in Council of April 21, 1884 .....	104,740
"    "    April 16, 1888 .....	52,600
"    "    June 7, 1888 .....	60,385
"    "    August 25, 1891 .....	105,635
"    "    December 7, 1891 .....	36,479
"    "    April 22, 1893 .....	69,680
"    "    October 21, 1893 .....	13,040
"    "    October 4, 1895 .....	50,602
"    "    October 31, 1896 .....	53,520
"    "    October 31, 1896 .....	6,960
"    "    November 10, 1896 .....	137,016
"    "    December 1, 1896 .....	117,250
"    "    June 18, 1897 .....	151,985
"    "    June 27, 1898 .....	3,120
Total .....	962,962

WM. M. GOODEVE,  
*Chief Clerk, Land Patents Branch.*

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, January 5, 1900.

C.—STATEMENT showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the North West Territories, and the number of notifications mailed to patentees during the year ended June 30, 1899.

REGISTRATION DISTRICTS.	Number of patents sent Registrars.	Number of notifications mailed to patentees
Assiniboia .....	780	797
East Saskatchewan .....	223	229
West " .....	5	5
North Alberta .....	460	499
South " .....	224	265
Totals .....	1692	1785

WM. M. GOODEVE,  
*Chief Clerk, Land Patents Branch.*

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, January 5, 1900.

63 VICTORIA, A. 1900

D.—STATEMENT showing the number of Deeds of Transfer recorded at Head Office during the year ended June 30, 1899.

Number of Deeds registered . . . . . 256  
 Fees received in connection therewith . . . . . \$512 00

DEPARTMENT OF THE INTERIOR,  
 LAND PATENTS BRANCH,  
 OTTAWA, January 8, 1900.

WM. M. GOODEVE,  
*Chief Clerk, Land Patents Branch.*

E.—STATEMENT showing the number of entries cancelled during the year 1899, and the year in which such entries were made.

YEAR.	Homesteads.	Preemptions.	Preemption sales.	Time sales.	Sales.
1875	1				
1877	1	1			
1878	2	2			
1879	6	4		34	
1880		2		48	
1881	2	3		16	
1882	12	37			
1883	26	64		2	
1884	21	40	3		
1885	9	21	3	1	
1886	15	21	1	1	
1887	11	17	3		
1888	18	17	6	3	1
1889	64	70	2	5	
1890	31		1	6	1
1891	72		2	11	
1892	153		1	5	
1893	170			5	
1894	106				
1895	102			3	
1896	81			1	
1897	161		1	1	
1898	469			3	
1899	213			1	
	1746	299	23	146	2

DEPARTMENT OF THE INTERIOR,  
 LAND PATENTS BRANCH,  
 OTTAWA, January 8, 1900.

WM. M. GOODEVE,  
*Chief Clerk, Lands Patent Branch.*

SESSIONAL PAPER No. 13

F.—ABSTRACT of Letters Patent covering Dominion Lands situate in Manitoba, the North West Territories and British Columbia, issued from the Department of the Interior during the calendar years 1898 and 1899.

Number.	Nature of Grant.	1898.		1899.	
		Number of Patents.	Number of Acres.	Number of Patents.	Number of Acres.
1	Homesteads.....	1,784	282,445	2,575	401,589
2	Sales.....	172	38,625	241	49,972
3	British Columbia homesteads.....	29	3,882	33	4,773
4	" " sales.....	22	2,306	10	771
5	Canadian Pacific Railway nominees.....	388	79,811	228	40,690
6	" " grants.....	94	16,672	42	9,748
7	Canadian Pacific Ry road-bed & station grounds.....	19	1,625	1	150
8	Half-breed allotments.....	2	480		
9	North-West Half-breed grants.....	3	400	5	872
10	Manitoba Act grants.....	6	550	5	226
11	Special grants.....	26	2,591	143	4,000
12	Commutation grants.....	14	1,216	13	1,768
13	Manitoba North-Western Railway.....	52	13,593	169	76,166
14	Manitoba South-Western Colonization Railway.....	91	16,362	92	24,070
15	Hudson's Bay Company.....	1	320	2	12,685
16	Military homesteads.....	21	6,356	29	9,558
17	School lands sales.....	26	4,307	67	7,209
18	Parish sales.....	2	161	14	1,201
19	Coal lands sales.....	1	9		
20	Foreshore rights.....	1		1	
21	Assignments of mortgage.....				
22	North-Western Coal and Navigation Company, Alberta Railway and Coal Company.....	20	20,347	5	56,213
23	Calgary and Edmonton Railway Company.....	26	3,471	35	3,280
24	Mineral rights.....	1	39	4	1,030
25	Mining lands sales.....	1	57	1	
26	Qu'Appelle, Long Lake and Saskatchewan Rail- road and Steamboat Company.....	4	953	68	8,437
27	The University of Manitoba.....	230	149,935	1	320
28	Fruit tree culture.....	1	157		
29	Leases.....			2	
30	Free wood lot.....	1		1	20
31	Licenses of occupation.....			3	
32	Yukon Territory.....			114	
	Totals.....	3,037	646,671	3,904	714,748

W. M. M. GOODEVE,

*Chief Clerk, Land Patents Branch.*

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH,

OTTAWA, January 5, 1900.

63 VICTORIA, A. 1900

DEPARTMENT OF THE INTERIOR,  
CORRESPONDENCE REGISTRATION BRANCH,  
OTTAWA, December 30, 1899.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit herewith a statement showing the work of this branch for the fiscal year ended June 30, last.

The amalgamation of the files of the office of the commissioner of Dominion lands with those of the department still continues, with the result that upwards of 27,000 have been put together.

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

K. J. HENRY,  
*Registrar.*

STATEMENT of work done in the Correspondence Registration Branch during the year ended June 30, 1899.

	July 1 to Dec. 31, 1898.	January 1 to June 30, 1899.	Total.
Letters received.....	26,787	28,459	55,246
Letters sent.....	40,093	50,677	90,770
Registered letters received.....	1,485	1,541	3,026
Registered letters sent.....	3,283	3,765	7,048
Totals.....	71,648	84,442	156,090

MONEYS RECEIVED.

	July 1 to Dec. 31, 1898.	January 1 to June 30, 1899.	Total.
	\$ cts.	\$ cts.	\$ cts.
Cash.....	2,702 04	5,832 67	8,534 71
Cheques.....	457,769 64	64,908 57	522,678 21
Scrip.....	1,350 28	2,178 99	3,529 27
Money orders.....	5,883 71	11,153 66	17,037 37
Totals.....	467,705 67	84,073 89	551,779 56
Corresponding totals previous year.....	55,162 66	278,154 57	333,317 23
Difference in favour of 1898-1899.....	412,543 01		218,462 33

K. J. HENRY,  
*Registrar.*



SESSIONAL PAPER No. 13

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,

OTTAWA, December 23, 1899.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal year 1898-99, as follows:—

A.—Dominion lands, including Yukon Territory . . . .	\$1,584,328.32
B.—Ordnance lands . . . . .	12,656.13
C.—School lands . . . . .	41,845.84
D.—Registration fees, N.W.T. . . . .	19,220.73
E.—Fines and forfeitures, N.W.T. . . . .	2,801.03
F.—Casual revenue. . . . .	2,620.91
G.—Seed grain repayments . . . . .	12,443.03

A statement of the revenue on account of Dominion lands (marked H) shows the receipts monthly, classified under sub-heads.

A comparative statement of receipts on account of Dominion lands (marked I) shows that there was an increase in the revenue for 1898-99, as compared with the preceding year amounting to \$574,586.69. The increase in the receipts from the Yukon territory was \$526,331.21. There has also been an increase of 67 per cent in the amount received for homestead entry fees during the year as compared with 1897-98; and the revenue from the Dominion lands and Crown timber agencies in Manitoba and the North-west Territories was much heavier than in 1897-98.

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

CHAS. H. BEDDOE,  
*Accountant.*

63 VICTORIA, A. 1900

A.—STATEMENT of Receipts on account of Dominion Lands for the Fiscal year ended  
June 30, 1899.

Particulars.	Cash.	Scrip.	Total.
	cts.	cts.	\$ cts.
<b>Yukon District—</b>			
Sales of lands .....	\$ 44,396 53		
Survey fees .....	4,480 00		
Rental .....	25,020 00		
Liquor permits .....	7,324 00		
Fines .....	1,695 00		
Timber dues .....	54,097 64		
Hay .....	1,733 50		
Mining fees .....	303,665 65		
Hydraulic leases .....	8,525 00		
Dredging .....	3,500 00		
Royalty .....	575,812 79		
Unclassified revenue .....	6,742 77		
	1,036,992 88		
Loss by assay .....	\$2,571 71		
Gain .....	41 60		
	2,530 71		
Free Miners' Certificates .....	1,034,462 17		1,034,462 17
	227,354 13		227,354 13
<b>Dominion Lands Agencies—</b>			
Battleford .....	45 00		45 00
Calgary .....	7,647 95	2,568 13	10,216 08
Alameda .....	8,249 49		8,249 49
Edmonton .....	13,504 02	880 00	14,384 02
Kamloops .....	12,493 04		12,493 04
Lethbridge .....	10,089 07	1,811 15	11,900 22
Minnedosa .....	5,792 54	786 66	6,579 20
New Westminster .....	4,688 79	160 00	4,848 79
Prince Albert .....	5,706 76	487 15	6,193 91
Regina .....	13,361 86	876 00	14,237 86
Red Deer .....	5,351 57	160 00	5,511 57
Brandon .....	17,507 27	4,530 61	22,037 88
Swift Current .....	90 00		90 00
Yorkton .....	4,723 25	373 33	5,096 58
Dauphin .....	10,374 99	1,960 00	12,334 99
Winnipeg .....	29,770 14	6,714 55	36,484 69
<b>Crown Timber—</b>			
Winnipeg .....	37,122 40		37,122 40
New Westminster .....	41,224 92		41,224 92
Battleford .....	210 84		
Regina .....	465 78		
Yorkton .....	112 50		
Red Deer .....	121 43		
Dauphin .....	2,122 26		
Brandon .....	1,341 42		
Minnedosa .....	684 45		
Lethbridge .....	162 40		
Alameda .....	175 41		
Prince Albert .....	6,681 09		
Calgary .....	6,847 51		
Edmonton .....	3,990 58		22,915 67
Rocky Mountains Park of Canada .....	2,994 16		
Irrigation fees .....	334 10		
Map sales, office fees, &c .....	1,049 45		
Carried forward .....	1,516,832 74	21,307 58	1,533,782 61

## SESSIONAL PAPER No. 13

A.—STATEMENT of Receipts on account of Dominion Lands for the Fiscal year ended  
June 30, 1899—*Continued.*

Particulars.	Cash.	Scrp.	Total.
	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,516,852 74	21,307 58	1,533,782 61
Fees re applications for patents.....	6,255 00		
Survey fees (Ex-Yukon).....	21,545 18		
Patent fees.....	229 50		
Rentals.....	162 00		
Foreshore fees.....	50 00		
Examination fees (D. L. S.).....	20 00		
Commissions on Collections (Calgary and Edmonton Railway).....	249 20		
Miscellaneous.....	100 00		32,988 59
Mining fees (Ex-Yukon).....	1,209 61		
Hay lands.....	9,353 78		
Dredging.....	1,550 00		
Grazing.....	5,245 88		
Coal lands.....	170 60		
Stone quarries.....	27 25		17,557 12
	1,563,020 74	21,307 58	1,584,328 32
Refunds.....	30,430,16	1,866 23	32,296 39
Total.....	1,532,590 58	19,441 35	1,552,031 93

CHAS. H. BEDDOE,  
*Accountant.*

B.—STATEMENT of Receipts on account of Ordnance Lands for the fiscal year ended  
June 30, 1899.

Month.	Amount.	Total.
	\$ cts.	\$ cts.
1898.		
July.....	455 71	
August.....	1,164 32	
September.....	595 82	
October.....	1,326 90	
November.....	1,163 80	
December.....	207 65	
1899.		
January.....	312 76	
February.....	274 27	
March.....	477 31	
April.....	4,898 56	
May.....	1,026 11	
June.....	752 92	
		12,656 13

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

CHAS. H. BEDDOE,  
*Accountant*

63 VICTORIA, A. 1900

C.—STATEMENT of Receipts on account of School Lands for the fiscal year ended June 30, 1899.

School District.	Amount.	Total.
	\$ cts.	\$ cts.
Manitoba.....	39,289 68	
Assiniboia.....	1,237 61	
Alberta.....	1,182 28	
Saskatchewan.....	136 27	
		41,845 84

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

CHAS. H. BEDDOE,  
*Accountant.*

D.—STATEMENT of Fees received from the Registrars in the North-west Territories for the Fiscal Year ended June 30, 1899.

Registration District.	Amount.	Total.
	\$ cts.	\$ cts.
Assiniboia.....	9,275 55	
North Alberta.....	3,553 73	
South Alberta.....	3,608 90	
East Saskatchewan.....	1,151 95	
West Saskatchewan.....	31 75	
Yukon Territory.....	1,598 85	
		19,220 73

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

CHAS. H. BEDDOE,  
*Accountant.*

E.—STATEMENT of Receipts on Account of Fines and Forfeitures in the North-west Territories for the Fiscal Year ended June 30, 1899.

Date.	Through whom paid.	Amount.	Total.
		\$ cts.	\$ cts.
1899.			
Feb'y. 3....	North-west Government.....	2,156 02	
April 17....	" ".....	319 06	
July 18....	" ".....	325 95	
			2,801 03

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

CHAS. H. BEDDOE,  
*Accountant.*

SESSIONAL PAPER No. 13

F.—STATEMENT of Casual Revenue for the fiscal year ended June 30, 1899.

Name.	Particulars.	Amount.
		\$ cts.
Wm. Ogilvie.....	Sale of one tent.....	5 00
Can. Pac. Ry. Co.....	Refund, W. L. Griffiths tickets, \$38.50; \$27.35.....	65 85
Edmonton Bulletin.....	“ subscriptions, 1897 and 1898.....	4 00
W. H. Paulson.....	“ account expenses.....	63 43
Comr. McCreary.....	“ railway fare, John Oatway.....	1 25
“	“ J. W. Robson.....	1 06
“	“ Davis & J. Honer.....	2 00
“	“ A. Glourachuk.....	2 90
“	“ account Petty cash, June, 1898.....	9 80
“	“ J. Genik.....	4 50
“	“ J. Roga.....	6 00
“	“ axes sold.....	15 60
“	“ expenses.....	45 15
T. D. Pattullo.....	“ overpayments, account salary.....	4 00
Louis Carbeno.....	“ account survey, 1895-96, \$109.89 and \$818.85.....	928 74
Wm. Ogilvie.....	“ cheque 5547 Immigration, not used.....	2 50
“ The Times,” Ames.....	“ account expenses.....	8 05
C. W. Sutter.....	“ re Pockett & Poole case.....	204 74
Howell & Mathers.....	“ account bread.....	17 20
C. W. Speers.....	“ sales of cows, \$30; \$26.35.....	56 35
J. S. Crerar.....	“ payment of old safe.....	50 00
Jno. McTaggart.....	“ April salary cheque, not used.....	75 00
J. C. Markham.....	“ account advertising.....	38 56
H. P. Hall Co.....	“ salary cheques not used.....	145 00
J. C. Markham.....	“ account printing.....	11 00
Standard Printing Co.....	“ sale of old mare.....	83 00
T. H. Aikman.....	“ account survey 1897.....	390 07
A. St. Cyr.....	“ sale of lumber.....	5 00
S. Gardner.....	“ old letter press.....	1 50
R. A. Ruttan.....	“ account expenses.....	31 51
J. M. Walsh.....	“ railway fares.....	3 45
Comr. McCreary.....	“ sale of old ornaments, Glasgow Office.....	33 32
High Comr., London.....	“ account travelling expenses.....	18 04
Richd. Dupuis.....	“ “ “.....	6 79
Revd. G. Robinson.....	“ sale of old timber office.....	200 00
J. W. Willison.....	“ account expenses.....	67 76
H. Walton-Jones.....	“ “ “.....	20 00
M. Jerome.....	“ railway fares, 80c and \$2.00.....	2 80
Comr. McCreary.....		2,620 91
Repayments*.....	“ relief mortgages of 1876.....	643 34
“ *.....	“ seed grain advances, 1894.....	2,295 69
“ *.....	“ “ “ 1896.....	2,295 92
“ *.....	“ “ “ 1898.....	12 10
		7,867 96

\* The above four items appear on statement (G.) of repayment of seed grain advances.

CHAS. H. BEDDOE,  
*Accountant.*

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

63 VICTORIA, A, 1900

G.—STATEMENT showing Seed Grain and Relief Mortgage Repayments for the fiscal year ended June 30, 1899.

Seed Grain Advances of 1898.	Seed Grain Advances of 1896.	Seed Grain Advances of 1895.	Seed Grain Advances of 1894.	Seed Grain to Settlers Account of 1890.	Territorial Account of 1886-88.	Relief Mortgages of 1876.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
12 10	2,295 92	4,116 18	2,297 69	1,222 67	1,855 13	643 34	12,443 03

CHAS. H. BEDDOE,  
*Accountant.*

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

Month.	Homestead Fees.		Inspection Fees, &c.		Cancellation Fees.		Improvements.		General Sales of Lands.		Timber Dues.		Survey Fees.		Rents from Grazing Lands.		Hay Permits, Mining Fees, Coal Lands and Stone Quarries.		Surveyors' Examination Fees.		Rocky Mountains Park of Canada.		Map Sales, Office Fees, &c.		Fees re applications for Patents.		Miscellaneous.		Total.				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.			
1898.																																	
July	5,735 00	340 00	920 00	326 30	6,761 15	6,235 25	32 00	271 70	3,012 75	869 25	95 81	390 00	198 30	24,687 51																			
August	4,385 00	290 00	945 00	267 25	4,878 28	10,774 61	4,860 41	194 96	1,336 52	574 43	83 45	440 00	165 90	26,125 81																			
September	3,360 00	300 00	705 00	956 21	3,903 64	19,146 41	18 77	176 48	164,219 24	180 25	87 11	335 00	52 00	194,800 11																			
October	3,750 00	240 00	825 00	358 51	7,418 83	3,366 62	1,455 40	335 80	394 95	371 33	66 77	575 00	127 00	19,185 30																			
November	3,865 00	180 00	660 00	409 26	6,506 11	10,305 59	80 00	205 78	323 03	30 25	96 16	380 00	57 50	23,178 68																			
December	3,635 00	250 00	680 00	567 35	7,005 28	8,277 15	2,023 90	389 05	423 56	83 25	109 30	730 00	84 25	24,288 00																			
1899.																																	
January	2,865 20	195 00	570 00	192 40	4,834 28	9,229 74	757 99	527 03	2,046 65	204 82	39 00	637 50	97 50	22,216 91																			
February	2,290 00	200 00	585 00	186 59	6,233 13	5,145 67	213 53	370 06	101,430 00	153 67	130 39	570 00	85 00	117,592 94																			
March	3,540 00	295 00	685 00	347 25	5,802 27	9,243 97	2,493 43	451 44	192,464 96	46 41	80 41	445 00	485 50	216,400 64																			
April	7,535 00	442 00	1,250 00	527 25	6,312 36	14,044 23	4,633 27	1,117 79	76,983 73	79 75	163 63	737 50	362 35	114,118 86																			
May	8,636 00	272 50	1,085 00	321 60	18,793 47	8,829 95	74 00	760 16	53,029 00	609 25	198 53	605 00	451 20	94,684 66																			
June	8,600 00	440 00	1,285 00	527 65	38,150 55	49,761 44	9,382 48	445 54	533,187 02	291 50	102 49	415 00	40,694 27	685,271 94																			
Deduct assay charges.	58,235 00	3,374 50	10,175 00	4,297 62	116,598 35	155,360 63	26,025 18	5,245 88	1,132,902 31	2,994 16	1,262 05	6,270 00	42,790 77	1,565,551 45																			
Scrap . . . . .	58,235 00	3,374 50	10,175 00	4,297 62	116,598 35	155,360 63	26,025 18	5,245 88	1,130,371 60	2,994 16	1,262 05	6,270 00	42,790 77	1,563,020 74																			
									21,307 58					21,307 58																			
									137,905 93					137,905 93																			
									1,190,371 60					1,190,371 60																			
									2,994 16					2,994 16																			
									6,270 00					6,270 00																			
									2,530 71					2,530 71																			
									2,530 71					2,530 71																			

CHAS. H. BEDDOE,  
Accountant.

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

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## DOMINION LANDS REVENUE.

STATEMENT of Receipts on account of Dominion Lands for the fiscal year 1898-99, compared with the previous fiscal year.

Particulars.	Fiscal year, 1898-99.	Fiscal year, 1897-98.	Increase.	Decrease.	Net increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies.....	170,703 32	154,645 58	16,057 74	.....	.....
Crown Timber Agencies.....	101,262 99	75,402 07	25,860 92	.....	.....
Rocky Mountains Park of Canada.....	2,994 16	3,045 65	.....	51 49	.....
Hay, mining, coal, stone and grazing lands.....	17,557 12	22,607 35	.....	5,050 23	.....
Survey fees.....	21,545 18	13,007 91	8,537 27	.....	.....
Miscellaneous.....	8,449 25	5,547 98	2,901 27	.....	.....
	322,512 02	274,256 54	58,357 20	5,101 72	48,255 48
Yukon Territory.....	1,261,816 30	735,485 09	526,331 21	.....	526,331 21
	1,584,328 32	1,009,741 63	579,688 41	5,101 72	574,586 69

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, December 23, 1899.

CHAS. H. BEDDOE,  
*Accountant.*



PART II  
IMMIGRATION



# IMMIGRATION.

## REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, December 31, 1899.

JAMES A. SMART, ESQ.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit to you for publication in the annual report of the Department of the Interior for 1899, my own report and the reports of the several Immigration Agencies in Canada, the United States and Europe. These reports, 70 in number, enter fully into the details of our immigration work both at home and abroad,

### THE AGENCIES.

During the year efforts were made throughout the several agencies to secure as large a movement as possible to Canada, and the result of the activity displayed in this connection shows a gratifying increase in the number of people entered as declared settlers.

### WORK AT HEADQUARTERS.

The business transacted at the head office during the year shows a considerable increase over that of last. The attachments made to our files were 29,276 in 1899 as compared with 22,724 in 1898 and 15,462 in 1897. Numerous inquiries have been received from far and near, mostly from intending emigrants, but also from others interested in Canada, and these in whatever language or from whatever part of the globe they came, have been promptly and fully answered, and when advisable and practicable the work thus begun has been followed up by the personal attention of our agents.

### IMMIGRATION LITERATURE.

During the year the following literature was published for distribution :—

	Pages.	Quantity.
Western Canada . . . . .	77	100,000
Settlers' experiences and delegates' reports . . . . .	141	30,000
Book of views . . . . .	80	10,000
Descriptive atlas of Canada . . . . .	10	200,000
"    (bound copies) . . . . .		885
<i>Le Manitoba</i> . . . . .	52	15,000
Le district de la Saskatchewan, (leaflet) . . . . .		5,000
Swedish pamphlet . . . . .	87	10,000
Wonders of Western Canada . . . . .	31	35,000
Ten minutes talk . . . . .	64	30,000
Little Russian . . . . .	30	3,000
Pictures of farm scenes (pairs) . . . . .		3,765

Total . . . . . 442,650

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In addition to the above, special editions of newspapers containing immigration material were secured and distributed to the extent of 187,500 copies, making a grand total of 630,150.

#### APPLICATIONS FOR INFORMATION ABOUT CANADA.

During the year we received at head office 8,500 requests for information, all of which were answered by letter, and pamphlets sent.

In addition the immigration agents in the United States sent us lists containing 35,463 addresses of persons asking for information, to all of whom were sent pamphlets, maps, &c.

Each package of literature averaged about 4 pieces, making a total of 219,815 sent out in this way.

We also sent out to our agents 337 cases by freight and express, containing 581,507 maps and pamphlets, for distribution in Great Britain, the United States, on the continent and in Canada.

In addition to this, 65,000 copies of the pamphlet entitled 'Going to Western Canada' were sent to names on a general list furnished us, making a total of 866,322 pamphlets, maps, etc., sent out.

The greater portion of the literature circulated in Great Britain and Ireland is prepared there, under the direction of the High Commissioner, from information and pamphlets supplied from this office.

#### ADVERTISING.

The advertising in the United States and Canada has been carried on extensively, and the results therefrom are summed up in the report of Mr. W. J. White, Inspector of United States Agencies, who is in charge of this particular branch of the work. Our advertising in Europe, which attains considerable proportions, is under the direction of the High Commissioner, and is dealt with fully in his report. It is clear that the advertising system of the department has had a marked influence on our work, as can be readily verified from the many inquiries traceable directly and indirectly to this source.

#### MAGIC LANTERN SLIDES.

In my report for last year, I drew attention to the fact that a large number of sets of lantern slides had been forwarded to Great Britain and Ireland for the use of our agents, when lecturing on Canada. This year's reports show that these slides have been pretty generally in use, and have contributed in no small way to the success of the lectures. In the United States as well, illustrated lectures have been given by our agents with very satisfactory results.

#### EXHIBITS AT FAIRS.

We have had as usual during the present year extensive exhibits at the State and County Fairs in the United States, when Canadian farm products were shown to the best possible advantage by our agents, and large quantities of immigration literature distributed. The demand for exhibits in Europe shows no slackening, and a large supply has been sent there during the present year. A further collection for general use is about complete.

#### DELEGATES' REPORTS.

A large number of delegates visited Western Canada during the year, 144 having obtained transportation through the Head Office, and a considerable number through the office at Winnipeg. Most of these delegates came from the United States, and their

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reports, given voluntarily, have been to a large extent published by the department and widely circulated as part of our immigration literature. The value of these reports cannot be too highly estimated.

During the summer two delegations, one from Finland and one from Wales, visited Canada. The Finnish Delegates—Messrs. Zilliacus, Borgstrom and Myrsten—in company with Mr. White and Mr. Speers, of this department, inspected the North-west. They expressed themselves as thoroughly satisfied with the country as a suitable place for settlement for their own people.

The Welsh delegates (Messrs. Lloyd George, M.P., Rees and Williams), in company with Mr. Griffith, our agent in Wales, took an extended trip through Manitoba, the North-west and British Columbia. Without particularizing any one section of the country visited, they were of the unanimous opinion that Canada offers the greatest inducements for emigrants from the old land.

Later on in the year Mr. Wincklemann, representing the Finnish steamship company, visited Canada, and after a thorough inspection, in company with Mr. Mair, of this department, indicated that there was no finer field for settlement than Canada, and that a great deal might be done to turn the ordinary movement of population from Finland to Canada. It is expected that in a short time the department will be in a position to circulate the reports of these delegates in a more extended form.

## IMMIGRANT ARRIVALS.

Total number of declared settlers who arrived in Canada during the year 1899:—

From the United States.....	11,945
British—	
English and Welsh.....	8,576
Scotch.....	1,337
Irish.....	747
	————— 10,660
Doukhobors.....	7,350
Galicians.....	6,700
German.....	780
Scandinavian.....	1,526
French and Belgian.....	413
Miscellaneous nationalities.....	5,169
	—————
Total for 1899.....	44,543
Total for 1898.....	31,900
	—————
Total increase for 1899.....	12,643

## VISITS OF INSPECTION.

During the year I visited the agencies in Canada and the United States, and found the officials of the department actively engaged in the work assigned to them. The increasing number of arrivals in Manitoba and the North-west has taxed to the utmost the energies of the different officials, from the Atlantic seaboard to the most westerly agency, in the performance of their duties; but from the commencement to the end of the busy season the arrangements for handling the settlers entering at many different points were admirably carried out, and all were well satisfied with the attention shown them.

The report of the Quebec and Lake St. John Colonization Society of Quebec and that of the Repatriation and Colonization Society of Montreal show that an active propaganda has been carried on, with the result that settlement in Northern Quebec is steadily advancing.

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## INSPECTION OF CHILDREN.

The annual inspection of pauper children took place this year as usual. A new arrangement has been effected whereby children from five to sixteen years of age are inspected annually. Mr. G. B. Smart has been placed in charge of this branch of the work.

## THE DOUKHOBORTSI.

In my last report I referred to the probable movement to this country of a considerable number of the Doukhobortsi from Southern Russia and Cyprus. The first lot of these people arrived here in the month of January and the last in June, in all about 7,350. Special trains, consisting of baggage, tourist and colonist cars, were furnished by the Canadian Pacific Railway from St. John and Quebec to convey them to their destinations. Most, if not all, of these people are now settled on their lands, one colony in Swan river district, another in the Whitesand district, one at Good Spirit lake, in Assiniboia, and two south-west of Prince Albert, in Saskatchewan.

From all accounts satisfactory progress is being made in these settlements, and it would appear to be only a question of a very short time before the Doukhobortsi are thoroughly Canadianized. Valuable assistance has been rendered in connection with this movement by the Society of Friends in the United States, represented by Messrs. Elkington, Gidley, Evans and Harper, who in an extremely generous way, both by time and money, helped materially in starting these people in their new home. The English Society of Friends have, since the arrival of the Doukhobortsi, supplemented their original efforts, and two of their representatives, Messrs. Ashworth and Bellows, visited the colonies during the past summer. Several Canadian men and women also have done much by their presence and aid to lessen the difficulties that naturally confronted so large a body of men, women and children, surrounded by almost entirely new circumstances and conditions.

## PRESS EXCURSIONS.

Among the various means adopted by the department to keep Canada before the world the United States Press Excursions occupy a prominent place. Those of last summer were no exception to the rule and the extensive advertising obtained throughout almost the entire press of the States will have its due effect on future settlement.

## INSPECTION OF EUROPEAN AGENCIES.

The appointment of Mr. W. T. R. Preston as inspector of European agencies enables the department to have an official travelling continuously throughout the United Kingdom and on the continent, in touch with the work of the different agencies and affording as well abundant opportunities for the prosecution of the work of emigration in keeping with changing conditions. Since his appointment, Mr. Preston has visited the European agencies and has offered many valuable suggestions for the furthering of emigration to Canada.

## CONCLUSION.

It is worthy of note that the arrivals this year are well up to the mark as a desirable class of settlers. Not only is the poor man looking to Canada, where his condition can be improved, but men of substance are realizing that here an opportunity is offered for increasing that already possessed, under surroundings which are eminently satisfactory from whatever standpoint they may be viewed.

I have the honour to be, sir,

Your obedient servant,

FRANK PEDLEY,

*Superintendent of Immigration.*

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## REPORTS OF HIGH COMMISSIONER AND EUROPEAN AGENTS.

### No. 1.

REPORT OF THE RIGHT HONOURABLE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.  
HIGH COMMISSIONER FOR CANADA.

17 VICTORIA STREET, LONDON, S.W.,  
January 2 1900.

The Honourable  
THE MINISTER OF THE INTERIOR  
Ottawa.

SIR,—I have the honour to transmit, herewith, the reports of the agents of your department, on their work in connection with emigration matters during the last year.

#### AGENTS AND THEIR HEADQUARTERS.

The agents now employed are as follows :—

Mr. A. F. Jury, Liverpool ;  
Mr. G. H. Mitchell, Assistant Gov. Agent, Liverpool ;  
Mr. H. M. Murray, Glasgow ;  
Mr. John Grant, Dumfries, N.B. ;  
Mr. Thomas Duncan, Carnoustie, N.B. ;  
Mr. W. L. Griffith, Cardiff ;  
Mr. C. R. Devlin, Commissioner for Ireland, Dublin ;  
Mr. John Webster, Dublin ;  
Mr. E. O'Kelly, Londonderry ;  
Mr. John Dyke, London ;  
Mr. Bodard, Paris ;  
Mr. Tréau de Cœli, Antwerp.

#### DEATH OF MR. STUART.

During the year, I regret to state that the department lost the services of one of the most energetic of its agents, Mr. W. G. Stuart, whose headquarters were at Elgin. Mr. Stuart was a most painstaking agent, popular and well-known in Scotland, and I believe that he did very useful work for the government during the years in which he was employed in connection with emigration.

#### MR. DYKE.

Dating from November 1, Mr. John Dyke received his re-appointment as a Government Agent in England. His services are being utilised in the west of England at present, and he will be sent to different parts of the country from time to time.

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## MR. PRESTON.

Early in the year Mr. W. T. R. Preston was appointed inspector of emigration agencies in Europe. An appointment somewhat of this nature has been suggested for some years past, and I believe that it is likely to have good results. For a long time we have needed an officer who could visit the agents periodically, investigate and stimulate them in their work, and advise with them as to the best methods of carrying out their duties. This applies with equal force to the agents of the steamship companies, and to the others who are interesting themselves in the work, both in the United Kingdom and on the continent. Mr. Preston's report is inclosed.

## EMIGRATION.

The emigration returns for the year are not yet available. They will probably show a slight falling off in the emigration from Great Britain to Canada, but there is more than a compensating increase in the movement from the continent.

For the last year or two the United Kingdom has been in a very prosperous condition, and the effect of this state of things has been felt by every class of the community. There is always a tendency for emigration to fall off in these circumstances.

Recent events in South Africa, and the large number of men—reservists and others—who have been sent out, has stimulated the demand for all kinds of labour, and prices have gone up in every direction.

I do not think that the decrease in emigration is in any sense due to want of energy, application or effort on the part of your agents and those who are devoting their time and attention to the question of emigration to Canada.

It is very generally recognized in circles in which emigration is the chief subject of interest that no more important matter can attract the attention of Canada and those who are connected with its affairs than that of directing a stream of desirable people to occupy its vacant lands and to develop its enormous latent resources and industries.

## ADVERTISING.

During the season of 1898-99 advertisements appeared in all the leading papers in the United Kingdom for the usual period, and the number of our inquiries has been well maintained. The fairs, shows and markets where agriculturists congregate have been regularly visited by your agents, as far as possible, and every means taken to get into communication with the classes of people so urgently needed in the Dominion.

## CANADA IN THE SCHOOLS.

Schoolmasters have been taking special pains, in the evening continuation schools as well as in the day schools, to make their pupils acquainted with the history, geography and resources of Canada, and the advantages it offers to desirable persons. Indeed, it may be stated that, both in school and out of school, a large number of these gentlemen are interested in Canada and in Canadian development, and are aiding us very materially in bringing the country before the notice of the public of the United Kingdom.

## LECTURES.

A considerable number of lectures on Canada—the larger proportion of them based on information supplied by this office and by the government agents, and illustrated by



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lantern slides—have been delivered all over the United Kingdom in the last twelve months. They have frequently been noticed in the papers, and also afford an excellent channel for the dissemination of our pamphlets in desirable quarters. This method of circulating information is carried out at a minimum cost, and I am glad to say that we have recently been able to considerably improve our sets of lantern slides with the help of your department.

## SAMPLES OF PRODUCTS.

There is one thing, however, in which we have been deficient, not only in the past year but for many years. I refer to the need of samples of the various crops, of which it is most important that a quantity should be forwarded annually to the United Kingdom in good time for exhibition and distribution among the farmers. This class of people is more influenced in this way than in many others, and, if the samples sent over are properly selected, we shall be able to give such persons a practical object lesson of the fertility of the soil and the suitability of the climate of Canada for agricultural purposes which can be afforded in no other way to such advantage. This in itself would be bound to stimulate an interest in and a demand for information about the country which should be attended with the best results.

## ATTITUDE OF STEAMSHIP AND RAILWAY COMPANIES.

It is not only the government and their agents who are devoting their attention to emigration. The steamship companies are equally interested in the matter, because they want passengers and emigrants to fill their steamers.

The Canadian Pacific Railway Company, both in London and at its other agencies, is doing its utmost to attract settlers to the lands of Manitoba and the Northwest.

With the steamship and railway companies we are in the closest accord, and work together, as far as possible, with the idea of achieving the objects we have in view.

## SOCIETIES.

There are also the various societies, religious and philanthropic, which devote themselves to emigration work, and are the means of disseminating much useful information about the Dominion.

## CANADA BETTER KNOWN.

That Canada is much better known among the people of the United Kingdom, even than it was a few years ago, goes without saying. The extent of the exports of Canadian produce to this country, and the way in which they are being advertised, is an important factor in this direction. The preferential tariff and the Imperial postage have also directed attention to Canada, and the same remark applies to her action also in regard to affairs in South Africa. It is not too much to say that for these reasons, and as the consequence of the letters and articles that appear in the press about the Dominion, we now stand, as far as Canada is concerned, in a much better position than has ever been the case before.

This is proved by the fact that by far the largest percentage of inquiries received at the Imperial government emigration office, known as the emigrants' information office, relates to the different provinces of Canada.

## INCREASED EFFORTS.

We have arranged to still further increase our efforts to induce emigration to Canada during the coming year. I am afraid, however, although we may be able to sow useful seed and to attract attention to the country, that our emigration is more

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likely to fall off for a year or two than to increase. This is explained, as already mentioned, by the prosperity which obtains here, by the fact that both capital and labour are fully employed, and that prices of all kinds of produce have had a tendency to rise in consequence of the troubles in South Africa.

#### IMMEDIATE OUTLOOK NOT BRIGHT.

Although from circumstances beyond our control we may not, in the near future, secure as many British settlers as we would like, there is little doubt that when the turn of the wheel comes, as it is sure to do, the majority of those who wish to leave this country for fresh fields will turn their thoughts to Canada.

#### FREE PASSAGES TO QUEENSLAND.

We have had to face the circumstance this year also that the Queensland government have been offering free and assisted passages to agriculturists and others. Every adult passenger who goes to Queensland with a free passage costs that country at least £13. That the colony considers it a desirable investment seems to point to the desirability of considering some scheme by which greater attractions in the way of lower passages could be offered to settlers in Canada than is possible under present arrangements.

I am inclined to the opinion that it would be of advantage to the Dominion to offer some such assistance to farm labourers and domestic servants, and also to farmers who have small means but not enough, to enable them to start immediately they arrive in Canada.

There might be difficulties in the way, but I believe that a scheme of emigration based upon some arrangement of this kind would not only be an excellent investment for the country, in so far that it would attract far greater attention to the Dominion, but that it would be extremely beneficial in keeping up a regular stream of emigration from the United Kingdom to Canada. This applies to the older provinces as well as to Manitoba, the North-west and British Columbia.

#### CONTINENTAL EMIGRATION.

The emigration from the continent to Canada has increased largely in the last three years. This has been owing chiefly to the emigration of the Doukhobors and the Galicians. I am aware that this movement has attracted some adverse criticism in the Dominion, but from what I have been able to gather of these people, and of their life and work in the districts from which they come, I venture to think that they will turn out to be desirable settlers, and a source of strength to the Dominion in many ways.

I need not enter into any details of the work, so far as it relates to the continent, excepting to state that there are restrictive laws against any incitement to emigration in many of the countries from which any movement is likely to take place. Naturally, we do not encourage any activity on behalf of Canada which would be contrary to the laws of the countries in question, but I am hopeful that the increased attention which Canada is attracting on the continent, as well as in Great Britain, will lead to a portion of the emigration which is permitted to and does take place directing itself in the future, more than in the past, to the prairies and other parts of Canada, in preference to other countries, which do not offer anything like the same advantages to settlers.

#### FINLAND.

As you are aware, Canada has been the subject of much discussion in Finland, and it would be a great satisfaction to us should an emigration, to any extent, take place from that country, if it could be directed to Canada, where the people would not only

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meet others of their nationality doing well, but would find opportunities for their advancement, and for that of their families, not to be equalled anywhere else.

**PAMPHLETS.**

The number of pamphlets that have been printed for circulation on the continent in the last fourteen or fifteen years has not, in my judgment, been excessive, and it would have been a matter for gratification if still larger numbers could have been properly utilized. Without going into details, I may state that a portion of each issue has been circulated through the post, and the remainder divided into small quantities, chiefly among the agents, and on their requisitions, to enable them to answer the inquiries they were receiving or expected to receive about Canada. No doubt cases will arise such as have been pointed out by Mr. Preston where proper use has not been made of the pamphlets, and it was to enable me to keep a greater check upon the work that, as already mentioned, the appointment of an inspector was suggested.

Your obedient servant,

STRATHCONA.

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## No. 2.

## REPORT OF W. T. R. PRESTON, INSPECTOR OF AGENCIES IN EUROPE.

OFFICE OF THE HIGH COMMISSIONER FOR CANADA,  
LONDON, December 23, 1899.

To the Right Honourable  
LORD STRATHCONA AND MOUNT ROYAL,  
High Commissioner for Canada,  
London.

MY LORD,—I entered upon my duties as Inspector of European Immigration Agencies early in March of the present year, arriving in London with a letter of introduction to your lordship, and one of instruction from the Department of the Interior, outlining my duties, and being of course subject to the approval of your lordship. It was with not a little trepidation that I assumed the responsibilities marked out in the official letter of instruction, incident, in the first place, to my want of experience in the practical work of the Immigration Department, although like many Canadians in public life, I had made myself acquainted with nearly all the theoretical or academical phases of the immigration question. In the second place, the premonition presented itself to my mind, that sooner or later my views might possibly come into conflict with the official procedure that had existed in the management of this department for many years. My fears, however, were somewhat allayed in the course of a personal interview with the Minister of the Interior at Ottawa, previous to my departure for London, where he expressed the desire that I should carefully study the emigration problem in Europe, entering upon the work, as I was doing, without any settled convictions or partiality for a special policy or system, and his hope that, from my own standpoint, I would feel at perfect liberty to submit for the consideration of your lordship and the department, such recommendations for changes in policy or system as might seem likely to secure the best possible return for the expenditure of public money. Any further hesitancy, however, that I might have entertained on this score was entirely dissipated by my first personal interview with your lordship, the cordial reception given to me, and also the personal assurance, as I had already learned from a perusal of official letters at Ottawa, that the appointment which the Minister had been pleased to honour me with, was the outcome of a formal recommendation to the department by your lordship, that an official charged with the duties of an inspectorship should be appointed.

During the nine months that have elapsed since my arrival in London, I have visited and reported upon the offices and agencies in England, Scotland, Ireland and Wales. I found the officials and agents active and conscientious in the discharge of their responsibilities, presenting Canada in a favourable light as a place for probable prosperous settlement, and all filled with an earnest desire to faithfully perform the duties devolving upon them.

Early, however, I was forced to the conclusion that the people of Canada who, for obvious reasons, naturally look for a large accession to the population of the Dominion from Great Britain, are not likely at present to have their expectations realized. A great deal has been said and written in Canada about the desirability of securing a movement on the part of the so-called tenant farmers towards the North-west Territories. Upon one occasion, at least, representatives of this class of English agriculturists visited Canada for the purpose of personally inquiring

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into its resources, and the most optimistic calculations were indulged in as to the result of the visit in question. But one has only to be thrown into contact with these people here to be assured that they are not likely to leave their positions of ease and comfort upon English farms, and assume cheerfully the alleged responsibilities attached to pioneer life in a new country. I am not prepared to say that a time is not coming when an organization having for its object the presentation of a scheme to induce this class to consider, with some degree of favour, settlement upon cultivated and comfortable homesteads in the older provinces, might not be more successful. But the project to induce them to emigrate to Manitoba and the Northwest might, in my humble opinion, be abandoned.

This naturally forces the question to the front: what class of emigrants may Canada expect from Great Britain? An answer to this enquiry cannot be given in a single sentence. The surrounding conditions in England, Scotland, Ireland and Wales are not identical. From England an occasional agriculturist possessing a fair amount of capital may be had, but the majority of the emigrants will be those who had, formerly, been farm labourers or farmers' sons, and having drifted into the manufacturing centres have been dissatisfied with city life. From Scotland probably there may be secured a greater proportion of the former in comparison to the latter. From the northern province of Ireland prospects are not unfavourable for inducing a reasonable number of farmers possessing ample means to engage in agriculture in Canada on a moderately extensive scale; and from the middle and south of Ireland there will be secured a fair proportion of the restless and hopeful population that emigrate in such large numbers every year. From Wales favourable conditions apparently prevail for a more immediate return for the expense and energy incurred in the emigration propaganda on a moderately extensive scale, of a well-to-do people, who are either agriculturists, or intend eventually following that pursuit, and who will not be deterred by any alleged or impending hardships in a new field from trying to better their condition. In England and Scotland wages for agricultural labourers have reached an exceedingly high figure, while in the manufacturing centres great activity prevails, and consequently the earning power of labour has increased enormously. This state of affairs is likely to be accentuated to a greater degree, not only during the continuance of the war in South Africa, but on its conclusion by the impetus that it is confidently expected will be given to all enterprises in that part of the world. The activity in manufacturing circles may, perhaps, be more readily appreciated with the information that in Scotland, long noted for its strict observance of the Sabbath, industries are now running with hundreds of employees on the Lord's Day. To carry on successfully an immigration propaganda in Great Britain it is now necessary to go beyond the usual advertising, addressing public meetings and attendance at fairs. There must be a policy of personal contact between the government agent and the prospective emigrant,—or in so far as possible, a personal canvass of every probable emigrant, carried on with the same system, but perhaps not with the pertinacity, which characterises life insurance business in our own country. Yet under such circumstances, and with the continuance of the system of a bonus to booking agents, too much must not be expected from Great Britain. It will require every possible effort to prevent a continual annual decrease in the returns from here, on account of the adverse circumstances already referred to.

It is a problem that I am not able to solve satisfactorily in my own mind as to whether I am justified in a wider examination of any possible phase of British emigration than in the foregoing paragraphs. And yet an aspect of the situation has presented itself in such a way that I am satisfied I shall be pressed for directing the attention of your lordship to it. In Great Britain political economists long since solved the problem, and statesmen brought into operation a policy whereby this country has been made a cheap place for a poor man to live. The consequence is that there is a constantly increasing accession to a vast population, who either, under present conditions, have no desire to better their circumstances; or, if they are moved with an ambition to do so, have not the means nor are any opportunities within their reach, of attaining such an end. No one can visit the continent where

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military conscription is in operation without soon arriving at a conclusion where the comparison is most unfavourable to the poorer classes of Great Britain.

Whether enforced military service gives stability of character, or whether military training arouses latent aspirations for bettering one's circumstances, that are not evident when no such moral control and discipline exist, is a question foreign to this report. But the point to which I desire respectfully to direct the attention of your lordship is: amid this vast army of British poor, constantly increased by accessions from various quarters, there are probably tens of thousands of young men who if given a chance in a new country, under proper safeguard, by some form of reasonable assistance, would not only become reputable and prosperous citizens, but their removal from their present surroundings would assist in relieving Great Britain of an unproductive class, and these people in future years, as successful citizens of some one of the great colonies, would be in a position to bear their share of the responsibilities of the empire. I would respectfully submit to your lordship that a solution might be found to this problem in a conference of colonial and imperial representatives, when not philanthropy alone but statesmanship might play a large part, the outcome of which would be a very large accession not only to the agricultural population of Canada, but to that of other colonies as well. There are few localities in Canada, and probably it is more particularly noticeable in connection with the opening of the North-west Territory for settlement, where there cannot be pointed to on every hand, thousands of citizens who are wealthy and prosperous, whose lives read like a romance, and whose only possession when they reached Canada ten, twenty or thirty years ago, were strong arms and the sterling character bred of a determination to succeed honestly in Canadian life. I am inclined to the opinion that with the bonus system for immigrants in operation in Canada, and practically the same on a large scale, but under another form, from one of the Australian colonies, a practical and business-like solution of this question can be had entailing but comparatively slight financial responsibility upon Canada as one of the most largely interested colonies; and the one which amid all the friendly competition for emigration in Great Britain, is not unlikely to be the most favoured through the successful solution of such a problem.

Continental emigration is, as your lordship is fully aware, surrounded with difficulties of a serious character. In several countries active emigration propaganda is distinctly prohibited, although in nearly all, carefully worded advertisements, indicating where intending emigrants may secure information, are allowed. From a number of European countries a steady stream of emigrants flows every year. For one reason or another, notwithstanding the advantages offered, Canada has failed to secure a fair proportion of the people who were then seeking new homes.

With the view of cautiously studying the question in each country, but, necessarily, not with the intention of inciting emigration lest by so doing I should place myself under the notice of the authorities, I have visited Russia, Finland, Norway, Sweden, Denmark, Germany, Austria, Hungary, Holland, Belgium and France; and in a general sense, have made my visits thereto the subject of reports to your lordship. Early in the course of my travels, and in quite an accidental way, I came across information which prompted a careful inquiry as to the mode and manner of the distribution, by the European booking agents, of the enormous quantity of emigration literature that had been sent out under the authority of the Canadian Government officials during the past fifteen or twenty years. I was forced to the undesirable conclusion that the confident expectations of the government had been far from realized, and that a very large part of the emigration literature thus forwarded for foreign circulation had failed to reach the prospective emigrants. In some cases parcels had been allowed to remain in the Customs depots upon the most trifling pretext of trouble and expense; in others the literature had been allowed to accumulate in cellars and attics year after year, the paper mill being at times the final destination. During the ten years between 1888 and 1899 more than (1,300,000) one million three hundred thousand pamphlets and publications were sent to European booking agents, according to a memorandum prepared in the Liverpool office, as a reply to my report to your lordship upon this subject. The statement in question contained extracts from acknowledgments of the receipt of

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parcels of literature and requests for farther supplies to the extent of less than ten per centum of the quantities sent out, although, I have no question but that the Liverpool office can produce acknowledgments for the entire shipments. I will be excused for stating here, as I have already done in my report upon this question to your lordship, that it would be unfair to arrive at the conclusion that the government officials were at fault by those whom they trusted among the foreign booking agents failing to faithfully carry out the distribution of the literature.

This state of affairs was not confined altogether to the foreign department, as a case was recently brought to light in England where one booking agent purchased the business of another and the new man discovered a large quantity of Canadian literature in the cellar.

The literature printed for foreign distribution has entailed upon the Canadian people an enormous expense. And it was the phase of the question regarding its possible non-distribution that prompted an inquiry into the working of the bonus system, whether it ensured faithful service on the part of all the recipients, out of which was finally evolved the recommendation that I had the honour to submit to your lordship in the month of May, suggesting an entire change in respect to the continental system.

The system for the payment of a bonus to booking agents upon each adult immigrant to Canada, which came into operation in 1882, it was wisely thought would secure the active co-operation of every booking agent in Europe, and that there would be a friendly competition among them, not only for the bonus, but in the fields where an emigration movement existed among the population. Perhaps in the early years it had that effect. But work in emigration localities entailed an expenditure of time and money, and certain booking agents apparently learned that it necessitated less expense to try to secure the privilege of booking emigrants at the port of embarkation, and thus secure the bonus, than to work the fields from whence the emigrants hailed. Thus it was that the competition for the *bonus* became more active than the work to secure a movement in favour of Canada at the homes of the prospective emigrants, and the means that were resorted to by some of the runners for booking agents to divert intending emigrants from one office to another were such as booking houses having the largest internal connections in Europe declined to countenance. Then it appeared as if the work was allowed to drift; and work was not done, which had been contemplated, because those incurring the necessary expenditure were not sure that a return would be received by them, or the agents at the shipping port, who were doing much less, or going to no expense whatever. Agents therefore ceased to circulate Canadian literature, and the name of Canada did not appear in their office advertisements; and but little was done in centres where an emigration movement was probable, to introduce Canada as a favourable place for intending emigrants. That aspect of the case was presented most positively on the occasion of inquiring into the probable effect of a temporary suspension of the bonus on emigrants from a certain section of Europe last June. One of the booking houses apparently made out a strong case of injustice in view of the alleged expenditure which he said he had incurred in the expectation that the bonus would not be suspended previous to the embarkation of all the passengers that he had arranged for. In order that justice should be done in this case I investigated the claim, and learned beyond peradventure, that the alleged expenditure had not been made, and that the name of Canada had not even appeared in the office advertisements of the house in question nor had anything been done for four years to further Canadian interests. This phase of the question so impressed itself upon the mind of the managing director of an extensive shipping company, that he endeavoured, more than once to bring about a pooling arrangement of the bonus paid by the Canadian government, in order that there might be cordial co-operation between all the agents, but this he was unable to do. Not only was there want of sympathy between the booking agents, but in one noted case to which the attention of the department had been drawn, an agent who was in receipt of comparatively large amounts of Canadian money under his own name, and very much greater in the name of another firm, was, in answer to

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inquiries, actually sending out letters through his officials warning intending emigrants against going to Canada. Revelations of the character referred to strengthened the conviction that a change could be effected in the continental policy which would, at least, secure activity and sympathy from those receiving Canadian money, instead of indifference or actual opposition.

That the policy of a general distribution of the continental bonus had failed to meet the expectations that were freely indulged in upon the inauguration of the policy is almost evident through the comparatively small number of foreign emigrants from Europe during so many years, when the department was apparently putting forth strenuous efforts with that object in view. It is true that during the past three years the number has considerably increased, but they have been very largely from a certain section in relation to which your lordship effected a special agreement, and by which it was confidently expected at the time that favourable results would ensue. With this acknowledged, as it must inevitably be to a certain extent, it still left the practical results of the bonus policy in operation since 1882 an unknown quantity.

Taking all these phases of the European question into consideration, the conviction was strengthened in my mind that the bonus system, to be effective, should be in a form and under a policy by which self-interest would prompt the utmost unanimity and cordiality among those likely to participate in its receipt, not to say anything about the undesirability of parties receiving Canadian money, who were either personally unfriendly or indifferent to Canadian interests. By the adoption of the policy which I had the honour of recommending to your lordship, I think the influence of the unfriendly and the indifferent will be minimised—they will, at least, not be able to exert an influence under the guise of Canadian agents. The changes suggested were subjects of earnest negotiation and many conferences between your lordship and the Department of the Interior, and the persons with whom the arrangement was finally completed on the continent. One result of the new policy is that at this date advertisements are appearing in nearly one hundred European newspapers regarding the advantages offered by Canada to intending emigrants. In at least eighty per cent of the localities where the newspapers are circulating, no newspaper publication about Canada had previously appeared. This, I am told, is only the beginning of what will be carried out on a larger scale. With the cordial co-operation which I have every reason to believe will continue between London, Ottawa and the syndicate with which the new arrangement has been effected, I am hopeful a policy which finally received the approval of your lordship and the Minister of the Interior will have an important bearing in the diversion of a considerable portion of the restless stream of foreign emigrants, which so far has gone largely to the United States, towards the fertile lands of Manitoba and the North-west Territories.

On the occasion of my late trip to south eastern Europe, I embraced the opportunity, while in that locality, to visit several villages in the province of Galicia, Hungary, for the purpose of inquiring into the manner of life of this people in their native country, in view of the fact that from this province there has been, during the past three or four years, such an extensive movement to Canada. By driving out from such centres as Cracow, Lemberg and Tarnopol, I was given an opportunity of visiting, among other places, the villages of Berozwisca, Ostrow, Bucniow, Zboiska, Gryzbowice, Dublang and Malechoir. To see one such peasant community is practically to understand the mode of living in all. In Galicia, as in peasant life in every country in Europe, and similar conditions appear to prevail all the way through the Caucasian district in Asia, the people gather together in villages or communities separated only by a few kilometres. These communities are very frequently situated along the great thoroughfares. Their agricultural holdings, unless they are unusually prosperous, probably average ten or twelve acres, but it is a rare occurrence for their possession to be in one location; that is, the aggregated area of rentings is in three or more places. Very rarely is a fence seen in hundreds of miles, the holdings being simply staked out at the corners. In the cultivation of their respective locations not even the width necessary for the furrow of a plough is



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wasted, so that a fertile valley looks like a vast farm under one management. The care given the cultivation of each plot may be better understood by the statement that the crops may be seen at any stage of growth, and I had an opportunity of passing through this locality in the summer, and in so far as the most careful observation could reveal, not a sign of a noxious weed met the eye. In the fertile valleys of Galicia land is very valuable and rents are extremely high, therefore the peasant population must be thrifty and careful if they want to eke out more than a bare existence. With good crops and good farming they can manage to make some provision for the future. The peasant houses or huts everywhere are identically the same type. Timber is scarce and costly, and only sufficient is used to support the thatched roof. The walls are made of specially prepared or puddled clay, and built up with as much care as would have to be given to layers of brick and mortar. The roof is the only part of the building where, if it might be termed so, any artistic taste is manifested. One cannot avoid admiring the care and labour expended in that direction to make their habitations attractive. In very few cases did I observe a failure to whiten the outside of the cottages, and in not a single instance did I find cattle or fowl sheds annexed to the living apartments. What might be termed the barnyards were very limited, and the people of the village were, as might be inferred, living closely together. Yet there were evidences of order and cleanliness that could not escape observation. Each community had a common well, and it was invariably placed and guarded against surface drainage. Around the outskirts of many of the communities was to be seen a particularly ramshackle kind of a building, which I found upon entering to be the tavern. Here animals and men were given an opportunity of mingling under the same roof, and in the same compartment. A glance was sufficient to lead to the conclusion that business in such a place was far from prosperous, and that the people in the neighbourhood were not afflicted with appetites for strong drink. These places were invariably in the hands of Polish Jews. In marked contrast with the tavern was the village school-house, which, next to the church, was always the most extensive and best looking building in the community—large, airy, neat and clean. I glanced into one, and, but for the quaintness of the costumes, might have imagined myself looking at the children of a rural school in some newly opened section of my own country. The law is strictly enforced in Galicia in respect to compulsory education, and children from six to fourteen years of age must attend school continuously. The effect of this is seen in the gymnasium or higher schools in the centres of population like Cracow, Lemberg and Tarnopol, where, among the brightest pupils, are the children of the peasants. And it was also pointed out to me, as an evidence that in the peasant life of the country there are latent aspirations, that sons of peasants occupy many positions in official life. In this way they are working themselves above the class to which they belonged in childhood. In respect to the general health of the people there was every evidence of it being good. As to vaccination, it will be satisfactory to your lordship to learn that every year the state or provincial authorities have every community visited officially by medical or health officers, and the additions to the population are vaccinated. This is absolutely compulsory.

I am fully aware that the Galician whom I have seen here, neat and tidy in his attire, although somewhat quaint to the Anglo-Saxon eyes, cheerful in his demeanour, and deferential to a marked degree, does not bear a strong resemblance to the Galician whom I have seen arrive in Canada, haggard and tired after four weeks' travel by land and sea. But I have seen his home, the village whence he has come, the farm land that he has cultivated, and I have had no difficulty in arriving at the conclusion that, given a chance in our country, amid its free institutions, he will quickly become Anglicized, and, through his natural thrift and industry, will develop in a few years into a citizen of whom the most sensitive Canadian will not be ashamed.

One special phase of life in Galicia that presented itself, and one which, I may say, is also common to peasant life in Europe generally, is the probable necessity for legislation to provide for compulsory action in respect to the maintenance of road-

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ways and thoroughfares. The occasion for good roads at all seasons of the year does not appear to have made an impression upon the people, and, I was informed that, except in respect to the great military highways, the roads are practically impassable during the fall and spring months. Inasmuch, then, as these foreign peasants have not, apparently, been called upon to keep their highways in the same state of efficiency as our own people have, there is the danger that they will be equally indifferent on that score amid the larger surroundings in a new country. Where a foreign population settle upon a considerable area in the North-west, having control of their own municipal expenditure, which will naturally take place in the ordinary course of events, they may decline to tax themselves for the general advantage of the community having occasion to travel through the country, and thus allow their own particular highways to become impassable. In order to provide against a contingency of this character it is probably better that provision to deal with such cases, should they arise, be made through legislation, whereby the higher governing body, be it a county council, as in the older provinces, or the North-west Council or Legislative Assembly, shall have the power to levy a rate of taxation for road purposes in municipalities throughout the North-west Territories, where it may be necessary in the public interest, under such conditions and safeguards as may be considered advisable by the body having charge of that subject. I would, therefore, respectfully recommend to your lordship that the special attention of the Department of the Interior might promptly be called to this question.

To the present date I have travelled in the discharge of my official duties about eighteen thousand miles, and it may be interesting to state that though I have visited so many foreign countries, where the diversity of language is even greater than the countries would indicate, I have not had occasion to engage the services of an interpreter. The universality of the use of the English language in every part of Europe is amazing. With one or two exceptions I have always been able to travel with as little inconvenience as in my own country.

In conclusion, I may say that in Great Britain and Europe there are afforded, under certain conditions, great opportunities for promoting immigration to Canada. For many years the stream of emigration from the continent and Scandinavia has been in the direction of the United States; and Brazil, Mexico and the Argentine Republic, whose energy and success might well be envied, have long been competitors of ours. Those who have gone to the country south of Canada have invariably drawn large numbers of their kith and kin to join them. To divert that stream in as great a degree to Canada requires no ordinary effort, but the persistent carrying out of a policy which will require the most thoughtful consideration of Canadian statesmen. Conditions will change necessitating, as a matter of course, amendments to and changes of policy from time to time. Competition has to be met on almost every hand. Prussian colonization agents are endeavouring to persuade the emigrating Finlanders to locate on a strip of country in proximity to the Russian boundary. Agents for Russian landowners are at work among the Galicians trying to induce them to replace the Donkubors and others who have left the Southern Russia and Caucasian districts. South American and Mexican agents are using their influence for their respective countries. Representatives of the great railway corporations in the United States, having land to sell, are entering the field to find purchasers among the better class of emigrants, and one at least of the Australian colonies, is carrying on such a propaganda as the laws of certain European countries allow. All this goes to prove that if Canada expects a fair share of the emigrants leaving Europe annually, it can only be brought about by keeping a careful watch upon the constant changes of the situation. By being fully prepared to enter energetically into friendly competition with others, and being continually alive to the importance of the work, confident expectations may assuredly be indulged in, that a fair proportion of the vast emigrating population of Europe will be diverted to the fertile and unoccupied fields of our own country.

The agency in Belgium, under Mr. Treaux de Coeli, is, I am glad to say, in good shape. I had two or three opportunities of conferring with him, and can bear testimony to the thoughtfulness and energy with which he carries on the campaign.

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Belgian laws are in no sense restrictive to emigration propaganda, but on the contrary the official documents of the government assist in supplying information to intending emigrants. In the pamphlet on that subject Canada has received a very favourable notice. I shall be surprised if a speedy return is not soon had to Mr. De Coeli's efforts, if he continues, as I have no doubt he will, manifesting the wisdom that so far has characterized his efforts.

Your obedient servant,

W. T. R. PRESTON,  
*Inspector European Agencies.*

## No. 3.

## REPORT OF THE CANADIAN GOVERNMENT AGENCY AT LIVERPOOL.

15 WATER STREET, LIVERPOOL, December 8, 1899.

The Right Honourable  
THE HIGH COMMISSIONER FOR CANADA.

MY LORD,—I have the honour to submit the following report for the year 1899, which has been, so far as the office work and routine are concerned, in every way as busy as its predecessor, the correspondence has been fully as great, the calls quite as numerous and the detail as exacting.

At the time of writing no emigration figures later than the end of October are available, but when the total for the year is made up I think it will be found that a decrease in British emigration direct to Canada and an increase in foreign emigration will be recorded. It may be that no theory to account for this possesses much value, but to my mind the decrease referred to is owing to the state of prosperity which has existed in this country for the last year or two; there can at any rate be no doubt of the fact that speaking generally it is not the man who is doing well who emigrates. It is necessary, however, to continue our work in good times as well as in bad in order to keep the matter before men's minds; to educate them in regard to the advantages we have and the opportunities we offer and to familiarise them with the idea of emigration so that when new openings have to be looked for, either for themselves or their connections, they may turn to the country to which their attention has been so often invited. My firm conviction is that on the part of the most desirable people the decision to emigrate is only reached after careful inquiry, anxious thought and long deliberation, and consequently the result of any one year's work cannot be summed up in the total of that year's emigration.

In the early part of the year newspaper advertising was again employed, and rather more extensively than hitherto, as a means to stimulate enquiry, and the response was immediate and satisfactory. I was glad to receive your instructions a few weeks ago to recommence work in this direction on a still larger scale, as all experience proves its value. As in former years, although there has been a fair number of farm hands, most of the inquirers reside in towns, but desire to emigrate with a view to settle on land; many of these have at some time had more or less agricultural experience and are well calculated to make good settlers; to such every encouragement has been offered, and I could assure them without exaggerating their prospects, that with industry, thrift and perseverance, their success was certain. To the young men who have gone out without farming experience, desiring to obtain it before taking up land for themselves the hard work and surroundings incidental to the life have been pointed out, so that they have gone prepared for what was before them, and were therefore all the more likely to be satisfied with the conditions they would experience. Artisans and others who have applied for information have been told of the state of the particular trade to which they belong, so far as it was known to me at the time, but they have been advised that it is only the emigration of men with capital and those willing to take up agricultural employment that is actively encouraged. With regard to female domestic servants nothing can be said that has not been said many times before. I have succeeded in inducing a few to leave, but the home demand is great and the wages good, so that unless employers in Canada are willing to advance the fare, or the government will arrange for free or assisted passages, no appreciable number will ever be obtained. Good girls any-

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where near large centres of population have no difficulty whatever in earning a good living if they wish, so that more than ordinary inducements are necessary to bring about their emigration, while country girls, female farm servants, have not the money with which to pay their fares.

An increase in emigration to Queensland will probably be shown, and this will have been largely brought about by the offer of free passages to agriculturists and their families and to domestic servants. A large sum of money has been spent on this scheme, and elaborate preparations were made for carrying it out. Well known steamship agents were appointed in various parts of the country to act as special agents of the Queensland Government, to advertise, to distribute handbills and literature and to receive and investigate applications. All the expenses connected with such work were defrayed by the Queensland Government and a substantial commission paid on bookings. No doubt in the aggregate considerable numbers of emigrants have been secured in this way, but different steamship agents who have had the matter in hand do not speak enthusiastically of the result of their individual work; no one has any hesitation in saying that a similar propaganda conducted on behalf of Canada would have achieved infinitely greater results, owing in a great measure to the preliminary work which has been carried on for years by the agents of your department. The Queensland Government has not confined its operations to the United Kingdom, but has advertised free passages extensively in the Scandinavian countries as well.

It is not necessary of course for me to refer in any detail to the methods we adopt, but a word in regard to our pamphlets may not be out of place. The present Handbook gives a great deal of general information respecting the whole of Canada, but a book of this kind has to be confined, to a great extent, to generalities which are not calculated to impress an intending emigrant. I would suggest that supplementary pamphlets be issued dealing fully with various districts; say one for the Dauphin district, another Prince Albert; one for Southern Manitoba, one for Assiniboia, one for Northern and another for Southern Alberta and so on. The idea carried further would suggest a pamphlet dealing with ranching; one with fruit growing, etc. If these were got up in attractive form, well and profusely illustrated and accompanied by good maps, we could get that variety which is at present wanting, and substitute satisfying and convincing particulars for the general description which is all that is possible in a book dealing with the whole country and in which a vast tract of country must be dismissed in a few sentences. Something new should be continually appearing, so that the attention of the public may never be allowed to withdraw itself, and we could pursue our advertising with that persistency which is the secret of success.

The lantern slide work has been continued, and the applications for the sets were more numerous even than last year, it being impossible to comply with all the demands. I received 543 letters concerning them during the last lecture season. For the current season a number of new slides have been provided, and there is no sign of any falling off in interest; the results promise to be as good as before. Many expressions of the delight and interest evinced by audiences are received. Some of the Australasian colonies are also being advertised in this way.

There were fewer parties of children inspected, 38 as compared with 45 last year, but the number of children was slightly greater, 1,298 against 1,239.

Owing to the unexpectedly early date at which this report was called for, it has had to be prepared hurriedly, but you are kept so well acquainted with what is done here that in any case it is scarcely necessary to refer to the minutæ of the office work; I will only say that I have done my best to maintain a state of efficiency.

Cordial relations have been maintained with my colleagues, with the steamship agents and railway companies and my special thanks are due to Mr. Jury for the assistance he has given in placing his help and practical knowledge of Canada at my disposal.

I have the honour to be, my lord,  
Your obedient servant,

G. H. MITCHELL.

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## No. 4.

REPORT OF ALFRED F. JURY, CANADIAN EMIGRATION AGENT FOR  
THE NORTH OF ENGLAND.

15 WATER STREET, LIVERPOOL, December 8, 1899.

The Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London.

MY LORD,—In presenting my annual report, I have little to record in the way of work done that is not a repetition of what I did last year, and has been reported to your office month by month.

I have been kept busy during the year, attending agricultural shows, fairs, fat-cattle shows, visiting persons requiring information about Canada, lecturing and perusing Canadian papers to keep myself posted with current events in the Dominion. All I said in my last annual report still holds good in reference to the importance of keeping a good display of Canadian products at the various shows, the necessity of our literature going as much into detail as possible in regard to the method of farming, and the resources of each homesteading district, and as to our having posters and show cards suitable for the purpose for which they are intended in this country.

The work of getting emigrants for Canada is harder than ever before in the history of this country, because the United Kingdom is enjoying a period of unparalleled prosperity, which is noticeable in all kinds of business and industrial life, combined with an intense wave of patriotic sentiment; this makes the task of getting emigrants difficult, and the classes from which they can be got somewhat limited. Under these circumstances the inducement offered will have to be greater, the hardships lightened and the risk of the emigrant being out of employment lessened. During times of commercial and agricultural depression the work of getting emigrants is much easier, and can be left largely to local steamship agents, but in times like the present when they are generally busy with their other affairs and the effort required to book passengers is out of all proportion to the profit, compared with the amount to be made in other directions, they naturally lose interest in their emigration business, the consequence being that with the exception of a few agents who are engaged exclusively in the excursion and emigration business, very few local steamship agents are doing much at present in the way of propaganda work.

There has always been a great desire on the part of the Canadian Government to secure as settlers English tenant farmers, but from my experience among them, and my observation of them at the various agricultural shows, markets and fairs where I have met them in thousands, my opinion is that the ordinary tenant farmer is by no means the most desirable emigrant or the one best adapted for doing pioneer work, either in the older or the newer provinces of Canada. As a rule the English tenant farmer has not been used to the toil and hardship and self sacrifice incident to such a life; judging by their appearance they are as a class better off than the ordinary Canadian farmer. A large number, if not the majority of them, never do any manual labour themselves, and when you talk to them of going to Canada, the first question they ask is if labour is not very hard to get and very dear out there, showing that their idea runs in the direction of employing others. Large numbers of tenant farmers in this country have from one to ten thousand pounds invested in their farms, and are in every sense of the word capitalists.

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With all due respect to one immigration authority in Canada, who has deprecated our sending out men without some capital, I believe they are the only class we can get in any numbers, and the best class we can get to suit all the existing circumstances. On account of the low standard of living they have had to put up with in this country, and the hardships incident to their position here, they are the most likely to be satisfied with and to overcome the preliminary roughing it of pioneer life in the bush, or on the prairie. They have always had to rough it, often on a half filled stomach, and their condition is improved if they still have to do it, but on a full one; with the prospects of making themselves a comfortable home in the near future, they persevere to the end, and in most cases make permanent settlers; but the man with capital which has been furnished by relatives, with whom he has in most cases spent a life of ease and luxury before going to Canada, unless he is possessed of extraordinary moral fibre, or a strong sentiment of adventure, soon tires of life out west, after the first gush of enthusiasm is expended; hence the large number of young Englishmen to be met in this country who have tried Canada and failed, and have come back and given the country a bad name. Canada wants immigrants who will find almost from the start that their condition, in some respect, is much improved, who have little to lose and much to gain, and who are satisfied to plod on and endure now, that the future may be bright; but the average Englishman with capital wants a quicker and easier way of making money than is ordinarily the lot of the successful farmer in Canada. The average British farmer would not improve his lot by becoming an average Canadian farmer, but in most cases rather the reverse, but the average English farm labourer or workman would very much improve his lot, and would most likely make a thriving and in time prosperous settler. The conditions of life will have to be much easier than they ever have been before any large number of middle class English will permanently locate on the land in Canada. The general complaint among the returned middle class Englishmen that I have met, is that the life is too hard and too rough for the reward to be gained, but I have no recollection of meeting a single case of a man who left this country poor and came home for any cause whatsoever, that was not going back or wanted to go back, and who had not a warm spot in his heart for Canada.

Canada should encourage the men who want to improve their condition by labour, because they will soon make openings for those who want to do so by the investment of capital. It is in assisting labour to develop the natural resources of the country that capital finds its profitable investment, and if we can get the former the latter will be sure to follow. These are the lines along which Canada has developed, and must continue to do so.

Keeping these facts steadily in view, I think something might be done in this country to procure a class of people who are most desirable for Canada, and who are in my opinion the only class that can be got in this part of the United Kingdom. While the population of Great Britain has been increasing at an enormous rate during the past fifty years, the number of those employed on the land remains about the same; it follows as a matter of course that the increase of population of the rural districts (where the natural increase has been the greatest), has poured into the cities and towns, to find more profitable employment in the manufacturing, mining, mercantile and transportation industries, in consequence of which it would be safe to say that there are to-day more people who have been born and brought up in the rural districts, and who have had some agricultural experience, working in the urban districts than there are working on the farms; there can be little doubt that a large number of these still retain their love for the land (especially those who have not met with that success which they expected in the cities), and would be glad of an opportunity to return to it under more favourable conditions and with better prospects than they left; this is the class to whom I think a successful appeal might be made. Most of this class of people hold some kind of situation, and some have small savings, neither of which they will give up or risk without a reasonable guarantee of other employment, and a fair chance of ultimately bettering themselves and their condition. As a matter of fact I do not think they would be much good in Canada if they would, because Canada wants the wise, frugal,

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thrifty, industrious man, but if some scheme could be devised whereby members of this class could be guaranteed employment on farms for the first year, so that they would not feel that they were giving up a certain living, though a poor one, for an uncertainty, I think quite a number of good British settlers could be got, both from the urban and rural districts, if the scheme were well advertised. But unless some new method is introduced and some extra effort made, I do not think the prospects for an increase in the number of emigrants in the near future are very bright.

I have the honour to be, my lord,  
Your obedient servant,

ALFRED F. JURY.



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## No. 5.

## REPORT OF W. L. GRIFFITH, AGENT IN WALES.

CANADA GOVERNMENT AGENCY,  
WESTERN MAIL CHAMBERS,  
CARDIFF, December 4, 1899.

To the Right Honourable  
Lord STRATHCONA AND MOUNT ROYAL, G.C.M.G.,  
High Commissioner for Canada.

MY LORD,—I have the honour of submitting my third annual report as to this Agency.

In my monthly reports full details of the work done and of the results directly traceable thereto have been furnished from time to time. The innumerable details which go to make up my duties were performed promptly and according to my best judgment.

Every opportunity offered has been taken to advance Canada's interests in Wales, and every available means has been adopted; the chief of these in order of importance are

- (1) Newspaper advertising.
- (2) Distribution of literature and personal interviews at Shows and Fairs.
- (3) General distribution of literature.
- (4) Lectures illustrated by lantern slides, all leading up to personal inquiry.

During the year over two hundred persons have left Wales for Canada, and I am able to trace a great majority of these to the land—a large number of them married men and tenant farmers, with families and possessing capital. Many of them I am able to say from personal knowledge have started farming in Canada under most hopeful conditions, and from this cause alone there is bound to be a considerable emigration from Wales to Canada. Subsequent to the establishment of this agency, the emigration from Wales to Canada has proceeded from every county in Wales excepting Flintshire. When it is borne in mind that prior to the establishment of this agency, the annual emigration from Wales to Canada never exceeded 15, and most of these from the Town of Cardiff, there is, I submit, cause for satisfaction. That the emigration should show a marked increase in men with families and tenant farmers is very gratifying, as they are far more likely to become permanent and prosperous settlers than single young men, whose movement has been restricted during the past year by a phenomenally active labour market. When the great prosperity which marks all branches of industry, at the present moment in Great Britain, is considered, it is a tribute to the growing popularity of Canada that there is not a larger decrease in her immigration, especially when it is remembered that some of the Australian Colonies were offering free passages. The result of this was that most of the steamship agents were induced to spend money in advertising the free passages. Had they been placed in a position to act similarly for Canada our share of the emigration would have been larger. Free passages to Canada would be far more acceptable in Wales, than those to Australia.

Early in the year, two gentlemen, Mr. Benbon Phillips and Mr. Ap. Iwan, visited Wales on behalf of their fellow colonists in Patagonia, who were and are dissatisfied with their treatment by the Argentine Republic. Interviews were arranged with these gentlemen for the purpose of ascertaining their opinions in regard to a proposed movement of these Welsh settlers to Manitoba or British Columbia.

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The history of the Welsh settlement in Patagonia is most interesting. Founded chiefly by miners and quarrymen, who landed without means in an arid and inhospitable region, remote from civilization, they have in a few years transformed it into a prosperous and well cultivated valley. Amid the conditions which would surround them in Canada their success would have been, without doubt, exceptionally gratifying.

These people have recently been overtaken by a sad disaster: the Chupat Valley having been flooded, their possessions were swept away and they are now in straitened circumstances. These facts, together with certain advances that have been made on their behalf, lead to the conclusion that a large number of them are disposed to emigrate to Canada. It seems quite certain they would be a most desirable acquisition.

Canada has again been kept well and continuously before the Welsh people by numerous and important paragraphs in the Press. The value of these notices is very great indeed, and far exceeds that of any other means employed to further the work.

In a previous report, I have expressed my opinion that a point had about been reached in the history of Wales when the surplus agricultural population, which hitherto had found employment in the industrial centres, would be unable to do so any longer; the great prosperity we are now enjoying here may delay the full effect of this state of affairs, but this is only temporary and the congested population must be relieved by an oversea movement.

The favourable position Canada was increasingly occupying in Wales led me to suggest a delegation of leading Welshmen should visit Canada, and eventually Mr. Lloyd George, M.P., Mr. W. J. Rees and Mr. Llew. Williams, were invited to visit Canada and report thereon as a field for Welsh enterprise. It is too soon to speak of any results of this mission yet. The Transvaal war has had the effect of diverting public attention, and there has consequently not been the amount of attention directed towards the return of these gentlemen that otherwise would have been the case. It is a permanent asset of no small value, that an opinion has been formed on their part, exceedingly favourable to the Dominion. There is evidence that in the future we shall have good cause to regard the result of this tour with much satisfaction.

I believe that the Inspector of Agencies endorses the general statements that have been made in regard to the effectiveness and good prospects of this Agency.

I have been instructed to open an office in a more central part of Cardiff, for the purposes of the work. Cardiff is of growing interest to the commercial classes of Canada, and I shall be glad if it is made known as widely as possible that this office may be utilized by Canadian visitors for their convenience. The Canadian papers are kept on file.

During the year there has been an increasing disposition on the part of the business men of Canada and of Wales, to use this Agency as a medium for inquiries. I have been able to supply information which has resulted in the opening up of business relations between merchants in both countries. I shall deal with these facts in my Commercial Report.

There is every reason to expect again, next season, an increase in the emigration from Wales. As the result of our work there are now many hundreds of Welsh people in Canada, and it is gratifying to know they are sending home for their friends. This added to the greater experience and more perfect organization applied, is, I am happy to report, turning Wales into an emigration area of rapidly increasing importance.

My relations with the Steamship Companies and Agents have been very pleasant and to them my thanks are due, and especially so in connection with the tour of the Welsh Delegation, to Mr. Ennis of the Allan Line and to Mr. Baker of the C.P.R.; in Canada, Mr. L. A. Hamilton and Mr. Marpole extended exceptional kindness, as also did Mr. Webster of the Manitoba and North-western Railway Company.

Your obedient servant,

W. L. GRIFFITH.

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## No. 6.

## REPORT OF H. M. MURRAY, PRINCIPAL AGENT FOR SCOTLAND.

52 ST. ENOCH SQUARE,  
GLASGOW, December 1, 1899.To the Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London, S.W.

MY LORD,—I have the honour to submit to your lordship my annual report on emigration, for the year ending November, 1899.

I am glad to be in a position to state that the total emigration of Scottish agriculturists to Canada shows a slight increase over 1898, and this, as was the case last year, in the face of agricultural prosperity and high wages paid for farm labour both male and female; in fact, farm servants have never been so scarce, and the wages paid have reached a higher level than has been known in Scotland for many years past.

We have also to face the fact of the Queensland Government offering free and assisted passages to all classes of farmers, farm servants and female domestics. Although I cannot get at the exact number who took advantage of the concession, I understand that close on 400 went out from Scotland. In this respect I think the departure taken by the Queensland Government might with advantage be adopted by Canada, in a somewhat modified form. In no case would I advocate free passages; this, in my opinion, tends to pauperise the persons sent out, but I would venture to suggest the working out of some system whereby carefully selected persons might have the whole or part of their passages advanced, as also a little help in the purchase of stock and implements when taking up a homestead, strict guarantees being obtained for the money so advanced being refunded by annual instalments. This in the case of families would, I think, have a very beneficial effect. It takes a long time before a man can save sufficient means to transport himself, wife and family from this country to Western Canada, and I am well assured that were some little temporary assistance offered, many respectable, hard-working farm servants with their families would be induced to settle on the prairie lands of the great North-west.

The same conditions apply to female domestics. I have many applications from respectable girls and young women wishing to be sent out, but want of funds to pay their passage money prevents the majority following the bent of their inclinations. I have sent out about thirty during the year, but I am afraid few, if any of them, went beyond the provinces of Quebec or Ontario, their wish being to live and work so far as is possible in similar conditions to those they have enjoyed at home.

The condition of the emigrants who have gone out this year was most satisfactory, it being a matter of general remark by government officials and others who saw the different vessels off, that a finer or more desirable class of men and women would be hard to obtain, and as the large majority of them were experienced agriculturists, they would, I am certain, be a welcome addition to Canada's population.

The number of Scottish emigrants who sailed direct from the Clyde to Canadian ports was 1,182, as compared with 1,150 during 1898; in addition to this, 543 sailed via Liverpool steamers, and 78 from the Clyde via New York, giving a total of 1,803, as against 1,753 in 1898. The numbers from the northern counties of England, worked from this office, have been considerable, and these people as a matter of course would sail from Liverpool and appear among the English statistics.

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As usual, I have made it a point, in so far as my engagements permit, to see the different vessels off, travelling in many cases down the river with them, thus having a favourable opportunity of conversing with the passengers and affording them any assistance or information that might be required. I must compliment the Allan Line upon the excellent accommodation provided for all classes of passengers, the steerages and second cabins being invariably clean, comfortable and commodious. Cards of introduction to our Government agents at ports of landing, &c., were in many cases given to desirable settlers, more particularly those bound for the North-west. These cards are gratefully accepted, the possession of them appearing to give the holders a feeling of greater security that they will be properly received and dealt with on their arrival in Canada.

During the winter season the work of lecturing with the aid of illustrated views of Canadian scenery and farming operations, was carried out with earnestness and vigour by Messrs. Grant, Duncan, and the late Mr. Stuart, agents of the department in Scotland. Messrs. Duncan and Stuart lectured in the north and Lowlands, and Mr. Grant worked in the south of Scotland and the north of England. Much good was, I am sure, done at those lectures, and seed sown which has already borne and will continue to bear good fruit. Apart from the work done by your agents in this respect, fully 50 lectures, with the aid of our lantern slides, were delivered by clergymen, schoolmasters and other gentlemen interested in Canada, from whom I received many letters of appreciation, stating that in all cases their lectures were listened to with great interest and attention, and that much anxiety was manifested to obtain copies of our pamphlets, which were distributed at all the meetings.

Mrs. Marr, an LL.D. of Aberdeen University, who spent some time in Canada last year, has also been of much service. This lady delivered about thirty lectures on the Dominion during last winter, and is doing the same good work at present. Her lectures are well attended, and the proceeds remitted to the North-west mission.

This work, both by your agents and volunteers, will be continued with activity during the present winter season. As was the case last year, I have sent a circular to the different board schools and passenger agents offering the use of our lantern slides for lecturing purposes, and I am pleased to say with a liberal response; many lectures have already been delivered and future engagements arranged for. I am pleased to say that the new sets of slides provided by your lordship for this special purpose have been reported on in a very satisfactory manner.

Agricultural society shows are a growing quantity in Scotland; every little district appears to be anxious to have its own particular meeting. This in many respects is very advantageous to our work, as we are thus enabled to come into close contact with farmers and their servants from a wider area than has hitherto been the case; as a rule, if not too busily engaged at work on the fields, a holiday is granted to the majority of the employees on these occasions. I am inclined to think that good practical work has been done at the several meetings. Many personal conversations have taken place between the government agents and visitors, with, I know, good results. In this way also thousands of our pamphlets were distributed among the class of people we are most anxious to secure.

The number of principal shows attended during the year was forty-five, of which ten were held in the north of England; at all of these the tent was used. In addition to these Messrs. Duncan and Grant attended markets and minor meetings, distributing literature and having as many personal conversations as possible with those present.

The four days' Highland Society Show held this year at Edinburgh was a magnificent success, the attendance on some days being as high as 60,000. Our stand was a source of much attraction, being visited by many thousands of agriculturists, commercial gentlemen and others, among whom I was pleased to meet many Canadians.

As your lordship is aware, permission was granted me to procure a new stand to be used at the more important shows. This has now been secured, and was used with gratifying success at the stallion show held at Glasgow, on October 12, 13 and 14, and at the fat stock show at Edinburgh on November 29 and 30. In connection

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with this work I am pleased to say that a satisfactory supply of fresh cereals has now been received.

Acting on your suggestion, I was able at the last two meetings to show to the public and give samples of Canadian dairy produce, such as cheese, butter and eggs. This is a step in the right direction and will, I am sure, help in a very marked manner to bring before the people of this country the unbounded resources of the Dominion, and more particularly the splendid quality of its dairy produce. Apart from its commercial aspect, it should encourage emigration by proving in a practical manner the immense capabilities of the country.

Canada continues to hold a good position in the columns of the Scottish press; many interesting articles and editorials have been written, as also cuttings from the Canadian press published advertizing to the present very successful condition of the trade and commerce and agricultural prosperity throughout all parts of the Dominion. In this connection I have again to thank our Scottish newspapers for the freedom with which they have granted us space for the insertion of many paragraphs and notices which might be of interest to the intending settler, and I am certain, from the ensuing correspondence, that much good has resulted from this mode of reaching the farming classes and other desirable settlers.

During the year two of our northern farmers, carrying with them letters of introduction from your lordship, visited the more important points in the North-west. One of the gentlemen remained over the winter, but the other returned, and advises me that he is at present writing a report giving a most favourable account of his visit, and in the strongest manner recommending Manitoba and the North-west as a splendid field for men of energy willing to work steadfastly and faithfully, men who are not afraid of a little hardship and uphill work for a time, but who will steadily devote their ability and energy to the ultimate goal—success.

Advertising in fifty newspapers was continued from March to June, and resulted in a large correspondence and many personal interviews with your different agents. The value of advertising cannot, in my opinion, be overestimated; in many respects the results are an unknown quantity, but from the letters received at this office and the tracing of results to their final issue, i.e., the departure of the emigrant, I am assured that judicious advertising in carefully selected newspapers and magazines, and at proper seasons of the year, is one of the most effective ways of procuring a desirable class of emigrants. In this respect I am glad your lordship has given instructions to continue throughout the year an advertisement in one or two of the more important newspapers circulating among the agricultural population; this apart from our usual local newspaper advertising during spring and mid-summer.

Particular attention has been given to keeping the different institutions, patronized by working men and farm labourers, well supplied with Canadian literature, newspapers, posters, etc., fresh supplies being sent out every month. Posters are also exposed at the different stations on the Scottish Railways, the result of this work being many letters of inquiry leading to emigration.

I was glad to learn through your lordship that the Government of the Dominion had resolved to acquire space at the Glasgow International Exhibition, 1901, and that the Department of Agriculture intend arranging an exhibit on an extensive scale,—at least in so far as the space to be placed at our disposal will allow. The demand for accommodation by the different colonies, our home manufacturers and foreign governments, far exceeds the space at the disposal of the committee, and I was pleased to be able to secure the option of nearly 6,000 feet for a Canadian Court, where all the exhibits from the Dominion would be classed together and not scattered over different parts of the grounds; this space is on one of the best areas in the Exhibition.

I sincerely trust the Canadian people will take full advantage of this opportunity of displaying the products and manufactures of the country; it ought to be, and I am certain that it will be, the means of greatly increasing trade and emigration, not only between Scotland and the Dominion, but from Great Britain and Ireland as a whole.

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My relationship with the different steamship companies and their agencies throughout Scotland and the north of England is of the most friendly nature. I visit the more important of the agents as time and circumstances permit. Parcels of our literature are also sent them during the season. These gentlemen are of much value to Canadian emigration, and their influence with intending emigrants is so great that we cannot be too frequently in friendly touch with them.

I was glad to have a visit during the autumn from Mr. Smart, and had thus an opportunity of learning and discussing his views and ideas of the work of emigration in this country.

To sum up the work of the year: the correspondence received at this office from January up to and including November reached a total of 2,275 letters, and 2,749 letters were sent out; fully two-thirds of these were in the interests of emigration, the balance being in relation to trade and commerce. Close on 50,000 pamphlets were distributed at the different shows and lectures held throughout the country, as also supplies to libraries and passenger agents.

As stated at the beginning of this report, 1,203 Scotch passengers went out, divided over the different provinces of the Dominion. To draw this number of agriculturists from Scotland where men and also women are hard to move, and more especially during the present prosperous times, is, I consider, very fair work.

I am hopeful that the year 1900 will not show any falling off in this respect. The number of farm servants employed throughout Scotland is numerically small. Great numbers are yearly flocking to the cities where work is not so hard, the conditions of labour and living are different, and in many cases wages are higher. Taking into consideration all circumstances, I will be pleased if under similar conditions, the emigration from Scotland to Canada maintains its present position, although every effort on the part of each of your agents will be put forth to show better results as time goes on.

I cannot conclude this report without expressing to your lordship the feeling of regret caused by the death during the year of Mr. W. G. Stuart, the agent of the department in the north of Scotland. Mr. Stuart was a faithful and conscientious officer, whose work met with much success in the Highlands, also in the Orkney and Shetland Islands.

I have again to express my thanks to Mr. McCreary and his staff at Winnipeg, for the care and attention bestowed on newly arrived emigrants from this country, and to Mr. Colmer and the staff of the London Office for their invaluable courtesy shown me in all matters of departmental work.

Your obedient servant,

H. M. MURRAY,  
*Principal Agent for Scotland.*

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## No. 7.

## REPORT OF JOHN GRANT, AGENT IN SCOTLAND.

PARKHURST, DUMFRIES, December 5, 1899.

To the Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London.

MY LORD,—I have the honour to submit the following report of work done in connection with this agency for the year 1899.

This work has been continued on the same lines as last year, with the additional experience of the two previous seasons' work.

The first three months of the year were principally devoted to lecturing. During the winter and early spring I addressed thirty meetings in the following counties:—Dumfries, Kirkcudbright, Wigtown, Ayr, Peebles, Selkirk, Roxburgh, Berwick and Cumberland.

The attendance at these meetings was in most cases very satisfactory, and goes a long way to prove that Canada is becoming more popular, and that the people of this country are desirous of being better acquainted with the Dominion.

The value of this branch of our work can scarcely be overestimated, more especially work done in the rural districts, where it is astonishing to find so many erroneous and deeply rooted ideas existing in the minds of the people regarding Canada. These ideas we can only hope to dispel by the aid of the lantern in winter and our exhibits of Canadian produce in summer. With this object in view, I am arranging my lectures for this winter, so as to embrace the villages and districts lying some distance back from the railways. The new sets of lantern slides I received last winter are a marked improvement on some of the old ones, and have proved of great service in illustrating my lectures. Some of the maps received just recently are especially good.

All my lectures of last season were very favourably and in many cases very fully reported in the local press of the various counties where meetings were held.

Copies of these reports were attached to my monthly reports from time to time.

During the summer and autumn months I was principally engaged in attending the leading agricultural shows in the south of Scotland and the north of England. At 27 of these shows the government tent was used for the purpose of exhibiting Canadian products, embracing cereals, grasses, minerals and woods. I also assisted Mr. Murray at the Highland and Agricultural Society's Show, which was held at Edinburgh, the Glasgow Horse Show, and the National Fat Stock Show, which was held in the Waverley Market, Edinburgh. At these three shows the stand was used and we were enabled to make a most attractive display of many of the products of the Dominion. The two last named exhibits were supplemented by the arrival of fresh supplies from Manitoba, and the addition of samples of Canadian cheese, butter, eggs, canned goods and fruit preserved in clear glass. Our exhibits at these shows were mostly favoured with exceptionally fine weather and were visited by thousands of people during the season, thus affording us a splendid opportunity of saying a word for Canada, and giving our visitors practical evidence of the fertility of her soil and the richness of her resources. Perhaps the best proof of the value of these exhibits may be found in the references made to them in his report, by the Consul General of the United States of America. When not engaged in attending shows with the tent and exhibits, my time has been fully occupied attending shows,

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hiring fairs, markets and other gatherings where the farming classes are to be met with in large numbers. A detailed list of places visited in this way has been given monthly in my reports. At these gatherings many opportunities are afforded of entering into conversation with men who would make desirable settlers, and a good deal of literature can be distributed without doing so indiscriminately. I may say that I always endeavour to take advantage of these opportunities to the best of my ability.

Personal visitation has claimed my time when not attending shows, fairs, &c., in the summer months. I have in this way come in contact with a large number of farmers and farm hands, when visiting the rural districts, and endeavoured to interest them in Canada. I have also visited a good number of these classes by appointment or been visited by them, and I am pleased to say that in the majority of cases these men, several of them with their families, have found their way to Western Canada.

My correspondence continues to receive my best attention. In every case where I find a desire in the writer to go to Canada, I make a point of visiting him, as I find an interview is much more satisfactory than any amount of correspondence; and as a rule the class of men we receive letters from seldom write if they can possibly obtain information in any other way.

I would again venture to draw attention to the question of giving financial assistance to intending settlers with families. There is a large class of married farm hands in this country, many of whom would readily go to Canada but for the cost of transportation, which in the case of a man with a few children is simply prohibitive. These men with their families, born and bred as they are to farm work, would make very desirable settlers, and any scheme which would assist in placing them on the lands of Western Canada, need not be regarded as spoon-fed immigration, for I feel confident that their characteristic energy and independence would soon enable them to repay any financial assistance rendered by the government of the Dominion.

The war in South Africa is bound to have some effect on emigration, but I am not quite prepared to say that this will be prejudicial to the interests of Canada. Already farmers in this country are beginning to talk of the future possibilities of South Africa as a field for the agriculturist, and the close of the war is certain to cause a great feeling of unrest amongst the farming population of this country, many of whom will migrate to the colonies. We must therefore endeavour to take full advantage of this movement by turning it as far as possible in the direction of Canada. This may be done to a great extent by making full use of the press in advertising Canada and keeping our exhibits up to as high a standard of excellence as possible. The mineral exhibits in particular should be more representative as I find much more interest is being evinced in our mineral and metal resources than formerly.

In concluding my report it is satisfactory to think that even under the prosperous conditions existing in this country for the last few years, Scotland is still holding her own in supplying Canada with a very superior class of settlers, and the indications are that this supply will continue.

Your obedient servant,

JOHN GRANT.



## No. 8.

## REPORT OF THOMAS DUNCAN.

CARNOUSTIE, December 1, 1899.

To the Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London.

MY LORD,—I have the honour to lay before you a report on my work since June 1, 1899.

During the six months that I have been in this country I have visited many of the agricultural centres of the following counties:—Moray, Banff, Aberdeen, Kincardine, Forfar, Perth, Fife and Kinross; also part of the Lothians and south as far as Roxburgh.

In the month of June I attended agricultural society shows at the following places:—Cupar, Fife, Dunfermline and Dalkeith. At these shows I had my tent erected on the ground, with a display of the various products supplied to the agents for that purpose, and a good supply of literature, a large quantity of which was distributed to the farmers and farm-servants who were in attendance, and who called at my stand and inspected our exhibits. I also had an opportunity of conversing with a large number of the visitors and giving them information about the country.

From July 1 to 8, I was in Edinburgh, assisting in making ready for, and attending the Highland Agricultural Society show. There our exhibit was under the management of Mr. H. M. Murray, and was a fine one, so far as our supply of material would allow. During the four days of the show we had a very large number of visitors, among them being many Canadians and Americans, and so far as I know one and all of them expressed themselves as being highly pleased with the efforts that were being made to advertise the country and bring it to the notice of the people as a field for immigration.

We had an opportunity of placing our pamphlets in the hands of thousands, and had the pleasure of seeing a number of people after reading our books return for the purpose of receiving more definite information about the country.

I also attended agricultural shows at Brechin, Elgin, Meikle, Keith, Aberdeen, Dums, Kelso and Newcastleton, at all of which I had an opportunity of distributing our pamphlets and conversing with a large number of people about Canada and its resources, the land system and the manner of bringing our wild lands in Manitoba and the North-west under cultivation. That is the part of the country about which the bulk of the inquiries are made. People thinking about going to Canada to make homes for themselves do not think of going to the older provinces. Most of the samples of grain, etc., that we exhibit being marked Manitoba and the different divisions of the North-west the demand for literature dealing with that part of the country is much in excess of that respecting the rest of the Dominion, and it appears to me that part III of the official hand book should be supplied in larger proportion than the other parts, as it contains the information required by far the largest percentage of the people.

I have felt that the proper thing to do in giving information is to supply as far as possible the exact thing wanted, as anything else is disappointing and very often not read, and instead of assisting the people to make up their minds to immigrate

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has the effect of destroying the interest altogether. Of course the agent requires to use his judgment in supplying the right thing to the right people.

In October, I attended the Glasgow horse show, where there was a large attendance of farmers and farm servants. We had a stand on the ground, under the management of Mr. Murray. The stand was a new one, and attracted a great deal of attention. It is so constructed as to show off our exhibits to the very best advantage. A new feature of our exhibit was a display of dairy products that was much admired by the visitors, and here we have ample evidence of the drawback that we have been labouring under in this country, that is of having Canadian produce generally exposed for sale as American. I am glad to say that since I came to this country in 1897, a considerable change has taken place in that direction, and many of the merchants are now having Canadian goods marked as such; but much yet remains to be done.

During November my time has been fully occupied in making arrangements for lectures that I intend giving during the winter and getting instructions in the use of the lantern, of which I had no previous knowledge. I also attended the fat stock show held in Edinburgh; we had a stand in the inclosure and had a good display that attracted much attention. We had for the first time in my experience here a display of roots, and I must say as one who has had many opportunities of seeing collections of field roots in Manitoba and the North-west, that an improvement can be made in this kind of exhibits. If we are to show our products I think that pains should be taken to get the very best that can be produced, and if that were done I am sure that they could be placed in competition with any produced in this country. What the agriculturist here wants in the way of roots is not garden vegetables such as onions, parsnips, garden beets and such, but varieties of field roots, turnips, mangolds and potatoes, that would give him an idea of the capabilities of the country for producing feeding stuff.

It would be very hard at this time to give much of an idea as to the immigration of next spring. The free passage system adopted by Queensland is to some extent injuring us among the farm servant class, and their offer to crofters and small farmers with a small amount of capital to advance them money at a low rate of interest to improve the land, is a great attraction to many.

I find also that the people's minds are very much taken up with the war in South Africa. Many of them think that there will be grand opportunities in that country after the war is over. If anything could be done by the department to increase the inducements to farm servants and outdoor labourers to go to Canada, I think that it would be a step in the right direction. After my experience in immigration work in this country, I am satisfied that that is the only class of men we can secure to any extent, and that on the whole they are the most valuable class of immigrants; those are the men that have made the agricultural districts of Canada, and we want them.

Yours respectfully,

THOS. DUNCAN.

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## No. 9.

## REPORT OF C. R. DEVLIN, CANADIAN COMMISSIONER, IRELAND.

14 WESTMORELAND STREET,

DUBLIN, December 5, 1899.

The Right Honourable LORD STRATHCONA,  
High Commissioner for Canada,  
London.

MY LORD,—During the year which is about closing, much has occurred to give reason for the anticipations formed twelve months ago. Not only is our work firmly established, but the results which we have noticed have been most gratifying. It is pleasing to be able to record that the tone of the Irish press in dealing with matters Canadian has been most courteous. Canada is not unpopular in Ireland, although not as well known as we would wish.

Coming to the business of our agency, I wish to say that statistics prove that we are securing a fairly large number of those who leave Ireland.

Since I first came to Ireland, my object has been to secure for Canada as large a proportion as possible of those who leave Ireland. In one day I sent a party of twenty most desirable settlers, and during the year I advanced to deserving emigrants something like one thousand dollars on my own responsibility to help them in securing passage, and I am happy to say that so far I have suffered no loss. It is impossible to say how many we send out. The way in which the statistics are kept cannot convey an idea of the number of settlers going to Canada. I have already had occasion to point this out when calling attention to the fact that no record is kept of those who travel saloon. And it is noteworthy that many of our young settlers prefer travelling first class.

It has also been pointed out that the great majority sail from Liverpool. I have already explained that Irish emigrants to Canada find it convenient and cheaper to cross from Dublin to Liverpool, than to go to Moville or Queenstown. There is another reason. Many of the steamers sail direct from Liverpool. At all events the fact remains that most of those whom we meet, or with whom we correspond, embark at Liverpool.

Mr. Webster in his report will deal with the work done at fairs and exhibitions. I cannot well absent myself from the office to attend fairs, and with respect to our exhibits of agricultural products at shows, I content myself with giving Mr. Webster what assistance I can. There is perhaps no more valuable medium of imparting knowledge than the exhibit at a county show. It serves a double purpose. First, it draws the attention of the buyers to the quality of our agricultural products, timber, &c., and next the man thinking of a change finds himself naturally attracted by reason of the wealth of the land; as shown in such products.

Our work here is largely of an advertising character.

During the winter months of this year, we have delivered some sixty illustrated lectures on Canada, and we have before us twenty to thirty engagements. Besides we lend slides to many clergymen, teachers and others who have visited Canada, and who give lectures in their districts.

Visitors to the office grow in numbers, and our correspondence is large.

During the year we have posted to farmers throughout Ireland pamphlets dealing with Canada, and we have supplied libraries, reading rooms and literary clubs with the best books and papers sent to us.

Your obedient servant,

C. R. DEVLIN.

## No. 10.

## REPORT OF EDWARD O'KELLY, AGENT IN IRELAND.

HARBOUR BOARD BUILDINGS,  
LONDONDERRY, December 7, 1899.

The Right Honourable LORD STRATHCONA,  
High Commissioner for Canada,  
London.

MY LORD,—As is customary at the close of the year I have pleasure in submitting my report to your lordship.

During the past year I exhibited my specimens of Canadian products at the several Agricultural Shows held throughout Ulster, and at every show I had a large attendance at my stall, of all classes of the community, examining the specimens, and attentive listeners to my descriptions of Canada and life there.

The visitors almost always asked for, and obtained our pamphlets, and in this way thousands of them have been circulated amongst the people likely to emigrate, and most likely to make good settlers, for the shows are numerous, and the prices of admission such, that they are attended by the great bulk of the people.

Your lordship is doubtless aware how much better an agent can bring the capabilities of the country he represents before his audience when he has specimens of the products of the country to refer to, and confirm his statements.

During the year I also attended the local fairs and markets, spending the day amongst the farmers, discussing their prospects here with them, and also the prospects awaiting them in Canada, to which country their attention is first directed by seeing a man distributing pamphlets, the one which I find it advisable to first bring under their notice being 'Canada the Country for farmers.'

The result of my year's work is fairly satisfactory, considering the competition from other colonies, particularly Queensland, where many are going, owing to the free and assisted passages given by that colony. Families settled in Canada through this agency in the past year, with capital varying from one to eleven thousand dollars, are well pleased with the country, and I find their letters which I have had printed and circulated, stating so, very interesting to intending settlers, and I trust a great aid to emigration in the coming season.

My exhibition of our specimens at farming Society Shows, and my attendance at, and distribution of literature at country fairs are always followed by requests for more literature on Canada and in many instances by the emigration of the parties thus inquiring.

I have been particularly careful to have our literature left with each of the four hundred families dispossessed of their farms for the purpose of securing pure water for Belfast, and I can state that in many interviews I have had with the most intelligent amongst them I have got them to look upon Canada as the colony they will most likely decide on for future homes. They are a most intelligent people, and thrifty farmers, and will have an average capital of \$5,000 per family.

As I have always been in favour of assistance to the deserving people of the United Kingdom to enable them to settle in Canada I cannot close this report without stating that I am now even more strongly impressed than ever with the feeling that good results would follow such assistance. Assisted passages for single people would be the greatest inducement for single people, but for families a house to go into at once would prove the greatest inducement, and as a rent for fifteen years for

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a free grant farm of 160 acres with buildings on it costing \$150 would be only about \$17.50 for the first, and \$10.50 for the fifteenth and last year the immigrants accustomed to old country rents in perpetuity would be charmed with the prospect and the Government at such a rent would be paid principal and interest at the rate of 5 per cent at the end of the fifteen years. I give fifteen years as that is the term farmers now hold their farms for in Ireland under the new Land Act. As far back as December 1891, when inspecting the Red Deer District in company with the Rev. Leo Gaetz, for immigration purposes, we both saw the difficulties encountered by families living under canvas or at an hotel at considerable expense to them while the head of the family was trying to put up a dwelling with materials and tools to which he was unaccustomed. We therefore came to the conclusion that no aid to immigration would succeed so well and be so popular in the districts in which it was given as the erection by the Government of houses for settlers. If the Government contemplate assistance to settlers from the United Kingdom, now is the time, before South Africa is settled, for when British rule is established in that country it will be Canada's greatest competitor. Moreover, Canada's magnificent action in connection with the war in South Africa has given her a popularity in Ulster which it would be very shortsighted policy to neglect.

Your obedient servant,

EDWARD O'KELLY.

## No. 11.

## REPORT OF JOHN WEBSTER, AGENT IN IRELAND.

14 WESTMORELAND STREET,  
DUBLIN, December 5, 1899.

The Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London.

MY LORD,—In accordance with instructions received, I beg to submit a report of my work for the year 1899.

My energies have been principally directed towards attending fairs, making agricultural displays at the important shows, lecturing throughout Ireland and attending to correspondence.

I find attending fairs a useful and advantageous method of coming into contact with the farming classes, and have at these places a poster displayed stating that I am in town, and desirous of meeting those who require information regarding Canada. These fairs present a valuable opportunity for the distribution of the government literature.

We take advantage of the annual county agricultural shows to make display of the various products with which we are provided, and our stand attracts very considerable attention, it being arranged as tastefully as possible.

I might suggest to your lordship that a considerable improvement might be made in the quality of the material with which we are provided for exhibition purposes. The farmers naturally take a great interest in the exhibit which we make, and are inclined to judge the country accordingly. The Deputy Minister of the Interior on the occasion of his recent visit to our office, was good enough to promise that he would cause an improvement to be made in this matter; that first-class material would be supplied to us, and that not only should we have cereals, but also samples of the roots and fruits of the Dominion, and samples of the soil from the prairies. I am very anxious to get good exhibits, as when making displays we should be in a position to creditably represent the resources of the great Dominion.

The important work of lecturing on Canada has been carried on with vigour by this office. Since last January we have delivered sixty lectures, and arrangements are in hand for twenty to follow. As we carry round our own acetyline lantern and complete outfit, including portable screen, etc., we are able to accept invitations from remote agricultural districts; the best class of emigrants for Canada being recruited from those accustomed to the farming industry, we think it wise to work in the rural districts as much as possible. I am glad to say that these lectures are well attended and great interest is evinced by the audience, when farming operations, as carried on in Canada, are put before them in a practical manner. This system of lecturing during the winter months is in my estimation a most valuable and useful method of advertising the opportunities which Canada has to offer.

A large number of Irish annually emigrate to the United States. I have made very close inquiries into the matter, and find that about ninety per cent of those leaving, travel on prepaid tickets sent to them by friends or relatives in the country. The Irish peasant is poor, and to enable him to leave, it is most desirable that some scheme for assisted passage should be initiated. If we, government agents, had some assistance to offer, much better results should accrue as the result of our labours.

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When attending shows and fairs or after delivery of a lecture, I am frequently interviewed by desirable young men, who, impressed by what they saw or heard, wish to emigrate, but lacking the necessary money, ask me to send them out, and they would refund the amount from their first season's earnings; of course I have to regretfully tell them that I am not in a position to offer any assistance.

The Dublin office has been a most useful institution for people requiring information regarding Canada, and has also been largely availed of by Canadians visiting this country.

My correspondence during the year has been large, and has considerably increased since your lordship has commenced the winter advertising.

No effort has been spared by our office to make Canada popular in Ireland, and I trust that our work may show satisfactory results.

I have the honour to be, my lord,  
Your obedient servant,

JOHN WEBSTER.

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## No. 12.

## REPORT OF A. BODARD, AGENT IN FRANCE.

PARIS, December 30, 1899.

To The Right Honourable LORD STRATHCONA,  
High Commissioner for Canada,  
London.

MY LORD,—I have the honour to submit the report of my work for 1899.

During the year I have made my propaganda and distributed pamphlets on Canada, principally in the west, north-east, and some central parts of France. Two hundred years ago many settlers went to Canada from Normandy, now practically no emigrants leave that region. By experience I can say the farmers from parts of France, where vines do not grow, furnish good settlers to Canada, but the best come from Brittany, Savoie, Lorraine, Vendée and Auvergne; they succeed well in Canada, principally in Manitoba and the North-west.

The greatest part of the French settlers went this year to Manitoba, and a few to the Saskatchewan district. The fact that last year the bridge at Saskatoon was broken, prevented many families from going there, and they settled elsewhere, principally in Manitoba, and this changed the current of emigration for this year.

I desire to take this opportunity of reviewing the work done by me during the last 12 years.

When in 1887, at the suggestion of Mr. L. O. Armstrong, Canadian Pacific Railway colonization agent, I visited Manitoba for the first time, I found some French families at Ste. Anne des Chênes, Oak Lake and St. Norbert, and a few in Assiniboia, but their number was so small that they could be easily counted; there were no French or Belgian colonies in the west of Canada, but only scattered settlers. Since, and principally by my work, I have succeeded in sending several thousand French and Belgian farmers to Manitoba, Assiniboia and Saskatchewan.

My first pamphlet in French (50,000 copies) was printed by the Canadian Pacific Railway Company, and distributed by me in France in 1890, when I went there with Rev. A. Labelle, then deputy minister of colonization at Quebec, Hon. H. Mercier being the minister. Since that time the Belgian and French colonies of St. Alphonse, Bruxelles, St. Leon, Lourdes, St. Claude, Oak Lake, Grande Clairière, St. Rose, Turtle River, Laurier, St. Laurent, Domremy, Duck Lake, St. Louis, and many other settlements were started, organized and peopled in great part by me, with the help of some agents and friends in Europe, and in Manitoba by the parish priests of St. Alphonse, Grande Clairière and Lourdes, who have received the settlers sent by me.

In the province of Quebec, there is no true French or Belgian colony organized as in Manitoba and the North-west, but many French and Belgian farmers are established around and north of Montreal, and I am starting French settlements at Paspébiac, Augereauville and Port Daniel, in Gaspesia, where some French families who do not like to go to Manitoba will go next spring.

The next census will show certainly a good increase in the people born in France and Belgium, compared to 1891, and I am proud to say it will be due principally to my work. I intend to publish a little pamphlet on the subject to prove this.

During the two last years, the French and Belgian emigration has not been so great as from 1891 to 1896, but it is due to the fact that French settlers, established



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in Canada and doing well, do not, as a rule, write to their friends in Europe to invite them to come, and in some measure also to the Paris exhibition of 1900. I have remarked that the year before, and pending an exhibition at Paris, few emigrants leave France, but many leave the following year, and I hope it will be the same this time. I intend to distribute many pamphlets on Canada at the exhibition, and good results will, I am sure, be obtained.

I must say all the French and Belgian farmers settled in Canada are satisfied with their new country, and happy because the land is good. Nobody can say the contrary; many came very poor and are now well established. They were helped at the beginning by the English farmers of the neighbourhood who gave them work, a proof that English and French live there in good fellowship.

I have collected this year a good number of letters from French settlers in Canada, saying they are happy and satisfied with the country. I think it would be well to have those letters printed in a pamphlet for distribution.

Your obedient servant,

A. BODARD.

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## No. 13.

## REPORT OF D. TREAU DE CÆLI, AGENT IN BELGIUM.

ANTWERP, December 27, 1899.

To the Right Honourable  
THE HIGH COMMISSIONER FOR CANADA,  
London.

MY LORD,—I have the honour to submit the following report of the work done by me during the year 1899. From January to the beginning of May, I gave 19 lectures, illustrated by lantern slides, in the Flanders and the provinces of Antwerp and Liège, and I may say that in every instance they were well attended and fully appreciated; in two different cases the municipal authorities have offered the free use of the town hall; the mayor presided at the lecture. At every one of my meetings, I made it a point to invite the civil authorities, and although I must admit that some parties are systematically opposed to emigration, I have always been able to convince them that it is beneficial to those who have the necessary disposition and means and that instead of being prevented it should be helped and wisely directed, consequently that it is in the interest of every one, that the advantages of Canada should be known.

The friendly controversy which has sometimes taken place has invariably been favourable to my work.

I must state here that it is with the full knowledge and permission of the governmental authorities that my lectures are given, and although the Belgian government does not encourage emigration, it is not at all opposed to it; as a proof thereof I annex hereto an official circular issued by the *Département des affaires étrangères*, for the benefit of those who intend emigrating to Canada. This circular contains some inaccuracies and out of date statistics (which in a future issue shall be corrected as promised me by the *directeur général des consulats*), but the contents as a whole are very favourable to Canada.

With your lordship's approval, I opened an office at Ghent from July to September, near the provincial agricultural and industrial exhibition. A circular issued and extensively distributed, an advertisement in four local papers and a few articles in the press, have caused a continual stream of visitors at the office. The farmers of the country around Ghent attending the exhibition desired information. I have come during these three months in contact with more than 100 farmers, who were anxious to learn all they could about Canada; a few of them will leave next spring, while others are offering their property for sale in order to realise the necessary capital to depart. I am pleased to state that according to the returns hereto annexed of the shipping agents at Antwerp, 405 Belgians have been booked for Canada in 1899, while to my knowledge a few left by Ostende and are not included in said returns. I may add to this the emigrants with whom I corresponded and with whom I generally got personally acquainted, as I visited them in most cases, when I had reason to believe that they really intended to emigrate to Canada; these emigrants were of the most desirable class, farmers or farmers' sons, these last in many instances, going out to choose a home for their parents.

I am confident from correspondence and personal interviews, that a greater number will leave next year. The great outlay for ocean fare and rail is one of the drawbacks to emigration. In 1895 the ocean fare was only \$12, whereas it is now \$30, making a notable difference in cases of large families, and if a scheme could be adopted to advance a certain sum of money to desirable settlers, to enable them to

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build upon their homesteads or to purchase seed or implements for the first year, or if their passage could in any way be assisted, the work of the agent would give better results and could be better followed up; a steady current of emigration might easily be created and the great number of Belgians who go to the United States would certainly prefer Canada.

As expressed in my former report, the advantages offered by Canada are not sufficiently known, and I think that a continuous propaganda by way of lectures with lantern slides and the distribution of literature in winter, attendance at fairs in summer, with a display of our Canadian grain and grasses, together with the articles of the press, is the surest way to awaken an interest in Canada with those who intend emigrating.

Through the summer months I visited part of Holland and distributed a number of Flemish pamphlets, and as a result I received quite a number of letters for more information.

The Atlas of Western Canada has been much appreciated and a few flattering remarks have been made by the French and Flemish press. Annexed hereto I forward a copy of two of our most widely circulated papers at Antwerp and Ghent.

Since October I have delivered ten lectures in the Province of Luxembourg and four in Flanders. Apart from this being the best propaganda, I consider it the easiest way to give the necessary information to the greatest number interested, at once, and whenever I received letters from parties who seemed to intend emigrating I enquired from them the location of a good hall in their village and had the necessary posters and notices given for a lecture. I have continually a number booked and advertised ahead, and have some weeks delivered as many as four lectures. The use and the lighting of the hall have always been free, also the advertisement of the place and date in the local papers.

Allow me to mention a fact showing the importance of Belgium as a field for emigration work. A petition has lately been presented to the Belgian legislature, asking that the parliamentary election should take place in April, for reason: 'That in May of each year from 45,000 to 50,000 electors from the Flanders, all agricultural labourers, emigrate to France to work on the farm lands and remain there until the fall.' Upon further inquiry I learned that the great majority of these people are proprietors of small parcels of land, from a half to two acres, that they put in their little crop at the end of April or beginning of May, and then depart, leaving to their wife or young members of the family the work to be performed afterwards, and coming home in the fall to live for winter on their summer's earnings, without any prospect of bettering their condition. An earnest propaganda amongst this class of people, who prefer farm labour in a strange country to industrial labour in their own, will certainly give good results, especially if any assistance as referred to above could be given them. The sale of these small properties would enable them in many instances to settle comfortably in western Canada, the average price of farm lands in the Flanders being from \$350 to \$450 an acre.

As you are aware, I have together with my other duties continually given all possible attention to trade matters, and I hope in the near future to see the best results of the numerous inquiries made, which, thanks to the kind attention given to them in the London office, are always promptly and satisfactorily answered.

In conclusion allow me to tender my earnest thanks for the ready assistance and encouragement given me in every instance by your lordship and Mr. J. G. Colmer. I must also thank Mr. James A. Smart, the Deputy Minister of the Interior, for his visit to my office, and the interest he showed in my work, and Mr. W. T. R. Preston for his repeated visits.

Your obedient servant,

D. TREAU DE CŒLI.

# REPORTS OF AGENTS IN EASTERN CANADA.

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## No. 1.

### REPORT OF THE IMMIGRATION AGENT AT ST. JOHN, N.B. (S. GARDNER.)

ST. JOHN, N.B., December 30, 1899.

FRANK PEDLEY, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit a report showing the operations of this agency during the year just ended.

I have to report quite an increase of arrivals over last year, and a good class of people.

All the agriculturists are pleased with their position; many have bought properties and others took up lots from the Crown.

As usual, I have received many applications from Europe, West and East Indies, United States and elsewhere, for particulars of the province as to climate, nature of the soil and water supply. These have received prompt attention.

Many former New Brunswickers have returned during the year to farm life in the province, bringing their all with them. These people mostly are from the United States.

The immigrants passing through this agency and other inlets the past year and not reported at Halifax or Quebec, were 3,021, bringing cash \$53,533 and effects \$70,389. The customs entries at this port show 232 entries; these, at the lowest estimate, would represent 700 souls, and their effects \$168,463.

Your obedient servant,

S. GARDNER,  
*Dominion Government Immigration Agent.*

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STATEMENT of Immigrant arrivals at St. John, N.B.  
STEERAGE PASSENGERS FOR CANADA AT ST. JOHN, N.B.

Months.	SEXES.				NATIONALITIES.										OCCUPATIONS.					DESTINATIONS.														
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.	English.	Scotch.	Irish.	Austrian.	(German.) Russian.	Doukhobors.	Fins.	Swedes.	U.S.A.	Other Countries.	Returned Canadians.	Tourists.	Total.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Female Servants.	Not Classified.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canad'ns	Tourists.	Total.
January	644	669	378	376	2067	33	1	2	7	8	2016	2	3	3	3	2067	629	12	3	3	1423	2047	10	7	17	7	2028	3	..	..	..	2067		
February	650	631	323	357	1961	30	2	2	7	1914	2	3	3	3	1961	622	20	20	20	1319	1961	16	15	7	4	1916	3	..	..	..	1961			
March	55	14	8	8	85	35	5	7	4	9	15	5	1	4	85	41	4	4	10	22	85	25	14	13	16	5	12	..	..	..	85			
April	179	20	125	7	331	245	5	1	1	28	16	3	2	2	331	17	93	20	18	4	179	331	46	7	8	169	12	1	11	19	331			
May	7	..	..	..	11	11	..	..	..	..	..	..	..	..	11	11	..	7	..	..	..	..	..	11	..	..	..	..	..	..	..	11		
July	26	8	2	4	37	16	5	..	..	..	..	..	..	..	37	13	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	
August	24	2	18	6	50	50	..	..	..	..	..	..	..	..	50	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	50
September	17	..	..	..	17	1	..	..	..	..	..	..	..	..	17	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17
October	4	..	..	..	4	4	..	..	..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
November	4	1	1	4	10	9	..	..	..	..	..	..	..	..	10	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	
Totals	1610	1345	855	763	4573	422	19	8	5	12	3030	42	11	1	13	41	4573	1350	101	73	31	11	3007	188	44	47	92	4113	30	1	17	41	4573	

S. GARDNER,  
Dominion Government Immigration Agent.

St. JOHN, N.B., December 30, 1899.

STATEMENT at Immigrant arrivals at St. John, N. B.  
CABIN PASSENGERS FOR CANADA AT ST. JOHN, N. B.

Months.	SEXES.				NATIONALITIES.								OCCUPATIONS.							DESTINATIONS.							Total.				
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.	Total.	English.	Welsh.	Scotch.	Irish.	German.	Swedes.	Other countries.	Returned Canadians.	Tourists.	Total.	Agriculturalists.	Mechanics.	Miners.	Clerks and Traders.	Female Servants.	Not Classified.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.		North-west Territories.	British Columbia.	Returned Canadians.	Tourists.
January.....	22	15	3	1	41	27	2	1	1	4	1	2	7	41	3	6	9	23	41	19	7	6	7	19	6	7	9	2	7	7	41
February.....	29	16	6	1	52	38	2	3	1	2	1	5	52	4	3	21	24	24	52	24	8	5	8	24	6	8	5	1	8	9	52
March.....	90	29	6	8	133	77	4	5	3	6	4	13	133	22	6	29	65	133	41	41	16	16	16	41	8	16	14	16	13	25	133
April.....	29	8	5	4	46	33	1	1	3	2	2	2	46	8	8	16	1	16	1	9	1	3	9	9	5	3	15	6	4	4	46
May.....	16	9	3	28	8	28	1	8	28	1	19	8	28	1	8	28	8	28	1	8	28	1	8	28	1	8	28	1	8	28	8
June.....	13	22	8	5	48	35	48	13	35	48	16	24	48	16	24	8	16	24	48	16	24	8	16	24	48	16	24	8	16	24	48
July.....	8	11	1	4	24	17	10	5	17	10	5	17	17	1	6	5	5	17	1	6	5	5	17	6	1	2	1	6	6	8	20
August.....	12	2	1	1	17	10	7	7	10	7	7	7	17	1	6	7	7	15	8	8	7	15	8	8	1	2	1	6	6	4	20
September.....	7	3	3	2	15	8	5	4	8	5	4	2	15	1	1	7	7	11	4	11	4	7	11	8	1	4	1	4	4	2	17
October.....	7	3	1	1	11	8	5	4	8	5	4	2	11	1	1	7	7	11	4	11	4	7	11	8	1	4	1	4	4	2	11
November.....	3	1	1	1	6	4	4	4	4	4	4	4	6	4	4	3	1	3	1	4	1	3	4	4	4	4	4	4	4	4	6
December.....	296	119	33	31	419	193	3	10	7	14	4	10	68	110	39	22	11	124	1	222	419	111	13	23	43	21	30	68	110	419	
Totals.....	296	119	33	31	419	193	3	10	7	14	4	10	68	110	39	22	11	124	1	222	419	111	13	23	43	21	30	68	110	419	

S. GARDNER,  
Dominion Government Immigration Agent.

St. John, N. B., December 30, 1899.

SESSIONAL PAPER No. 13

STATEMENT of Immigrant arrivals at St. John, N.B.  
STORAGE PASSENGERS FOR UNITED STATES.

Date.	SEXES.				NATIONALITIES.											OCCUPATIONS.					Total.						
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.	Total.	English.	Scotch.	Irish.	Austrians.	German.	Russians.	Poles.	Fins.	Danes.	Swedes.	Norwegian.	U. S. Citizens.	Other Countries.	Total.	Agriculturalists.		General Labourers.	Mechanics.	Clerks and Traders.	Female Servants.	Not Classified.	
January	52	7	2	..	61	5	..	..	1	..	50	..	2	1	1	..	..	1	61	6	24	17	1	1	3	10	61
February	259	84	77	61	481	15	..	..	17	58	296	63	2	9	7	1	4	9	481	28	53	168	11	..	221	481	
March	254	60	29	42	385	2	..	3	19	53	228	24	20	..	14	12	2	8	385	48	34	156	16	..	131	385	
April	31	12	4	3	50	13	..	..	2	3	26	..	..	1	1	..	..	3	50	8	16	..	3	7	19	50	
May	3	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	..	3	
November	8	3	1	..	12	..	..	..	..	8	..	..	1	1	2	..	..	9	12	1	..	3	..	4	4	12	
December	225	68	42	37	372	8	..	..	34	302	9	25	10	12	14	..	10	9	372	8	215	8	2	..	147	372	
Totals	832	234	154	144	1,364	43	..	3	73	114	910	96	25	12	25	14	16	33	1,364	91	135	559	33	14	532	1,364	

S. GARDNER,  
Dominion Government Immigration Agent.

St. John, N. B., December 30, 1899.

STATEMENT of Immigrant arrivals at St. John, N.B.  
CABIN PASSENGERS FOR THE UNITED STATES.

Date.	SEXES.				NATIONALITIES.								OCCUPATIONS.						
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.	Total.	English.	Irish.	German.	Poles.	Hebrews.	Danes.	Swedes.	West Indian.	Total.	Farmers.	Mechanics.	Clerks and Traders.	Not classified.	Total.
January.....	3	1			4	1				3				4		3	1		4
February.....	3	3			6	2		3	1					6		1	3	2	6
March.....	10	1	1		12	3		1		1	7			12		7	3	2	12
April.....	3				3	2	1							3			3		3
May.....	3				3								3	3	1		2		3
Totals.....	22	5	1		28	8	1	4	1	3	1	7	3	28	1	11	12	4	28

S. GARDNER,  
Dominion Government Immigration Agent.

St. JOHN, N.B., December 30, 1899.



No. 2.

REPORT OF THE HALIFAX AGENT.

(F. W. ANNAND.)

HALIFAX, N.S., December 30, 1899.

FRANK PEDLEY, ESQ.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit for your information a report of the arrival of passengers at this agency for the year 1899.

The total number arriving has been:—

Cabin.....	7,006
Steerage.....	11,284
<b>Total.....</b>	<b>18,290</b>

their destinations being as follows:—

Cabin: Canada.....	6,954
do United States.....	52
<b>Steerage: Canada.....</b>	<b>9,043</b>
do United States.....	2,241

while they were divided as to sexes as shown below:—

Cabin: Canada: Males.....	3,383
do Females.....	3,134
do Children.....	437
<b>Cabin: United States: Males.....</b>	<b>26</b>
do do Females.....	21
do do Children.....	5
<b>Steerage: Canada: Males.....</b>	<b>3,760</b>
do do Females.....	2,218
do do Children.....	3,065
<b>do United States: Males.....</b>	<b>1,340</b>
do do Females.....	563
do do Children.....	338

Compared with the arrivals of 1898, the arrivals for 1899 show a total increase of 5,089 as shown in the following table:—

	1898.	1899.	Increase.	Decrease.
Cabin, Canada.....	3,353	6,954	3,601	
do United States.....	145	52		93
Steerage, Canada.....	8,149	9,043	894	
do United States.....	1,554	2,241	687	

a net increase in cabin of 3,508 and in steerage of 1,581.

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The increase in cabin arrivals is due largely to the great increase in tourist travel over the previous year; the increase in steerage for the United States is made up of Scandinavians, Russians, Russian Finns and Hebrews, while the increase in steerage for Canada is due to the large number of Galicians arriving. It might be noticed in passing, in this connection, that while there has been this increase in the above named classes, there has been a considerable falling off in the arrival of English both for Canada and the United States, there being some 418 less for the former, and 332 less for the latter, during 1899 from the year previous.

The comparative arrivals by nationalities are given in statement I.

The passengers arriving at this agency during 1899 were landed from 257 steamers, representing twelve different steamship lines.

Of the 257 steamers arriving, 103 arrived during the hours between 6 p.m. and 6 a.m. requiring immediate attention, or a very early morning call.

As a class, the arrivals of 1899 compare favourably with previous years, and the results should be equally as satisfactory.

Though a much larger number of Galicians came, and in much larger parties than in any former year, we experienced no trouble on account of sickness, and only a very few were detained here owing to some minor complaints.

Though the first two parties of Doukhobors made Halifax the first port of call, they were subsequently taken to St. John for disembarkation, and only those detained by sickness passed through this agency, three from the first and eighteen from the second.

The latter were detained here for some time, and the members of the staff here became very much attached to them, highly appreciating their many good qualities, as did all who had the pleasure of meeting them.

During their stay here the members of the staff carried out two very successful concerts in their behalf, and had the pleasure of presenting them with something like \$120 as the result.

The arrival of immigrants at this port destined for the United States continues large, there being as above shown a considerable increase for this year over 1898.

This increase has been largely made up by the Hebrews going into the United States, while the falling off in the English destined there has been made up for by the increase in Scandinavians, Russians and Russian Finns, people who had every appearance of making good settlers, and I am of the opinion that as these people appear likely to continue arriving, a judicious distribution of descriptive Canadian literature among them, as they pass through, would bear good results in the future.

There has been a very small immigration of juveniles during the year, there having been only 188 as compared with 327 for 1898.

The falling off was of course largely due to the Barnardo boys going to St. John.

Mr. Middlemore seems to be meeting with a fair degree of success in connection with his work in these provinces, and the children he is placing seem to be giving general satisfaction.

Besides receiving a large number of letters making general inquiries relative to Canada as a whole as a field for immigration, there has been an extensive correspondence from parties seeking information with reference to Nova Scotia in particular, asking to be furnished with fullest particulars possible of location of Crown Lands and improved farms for sale, &c.

Supplying such information calls for considerable labour, owing to the lack of printed matter necessitating the writing of it all, and it is to be hoped that either the province or the Dominion will take action in the matter at an early date.

The number locating in this province was not as large as in former years, but a few have been very successfully placed with good prospects of doing well.

The province as a whole has been richly blessed during the year; not only the agriculturist but people of all classes sharing in the not usual prosperity, while many districts appear to have taken on entirely new life.

## SESSIONAL PAPER No. 13

The usual statements are attached as follows :—

- Statement A.—Monthly arrivals of cabin passengers for Canada.  
do B.—Monthly arrivals of cabin passengers for United States.  
do C.—Monthly arrivals of steerage passengers for Canada.  
do D.—Monthly arrivals of steerage passengers for United States.  
do E.—Sexes, occupations and destinations of nationalities for Canada.  
do F.—Sexes, occupations and destinations of nationalities for United States.  
do G.—Sexes, nationalities and destinations by steerage by different lines.  
do H.—Comparative statement of monthly arrivals 1898 and 1899.  
do I.—Comparative statement of nationalities 1898 and 1899.  
do J.—Juvenile immigration.

The usual kindly treatment as in the past has been given the newly arrived immigrants, and I have much pleasure in assuring you that I shall do all in my power to have the same continue.

Your obedient servant,

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

STATEMENT A.  
SHOWING monthly arrivals of Cabin Passengers for Canada and Sexes of Nationalities.

Nationalities.	SEXES.						Months.	SEXES.						NATIONALITIES.										DESTINATIONS.														
	Adults.			Children				Totals.	Adults.			Children			Totals.	NATIONALITIES.										DESTINATIONS.												
	Males.	Females.	Totals.	Males.	Females.	Totals.			Males.	Females.	Totals.	Males.	Females.	Totals.		English.	Welsh.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	U. S. Citizens.	Returned Canadians.	Tourists.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.		
English.....	334	152	24	17	527	101	39	9	6	155	34	1	1	1	1	1	1	1	1	1	1	1	1	13	7	10	3	1	2	95	24	155						
Welsh.....	1	1	4	4	5	87	48	4	5	144	65	1	1	1	1	1	1	1	1	1	1	1	1	35	8	10	4	3	7	57	20	144						
Irish.....	8	7	16	15	31	178	59	10	12	259	116	4	1	1	1	1	1	1	1	1	1	1	1	41	34	19	9	6	13	94	43	259						
Scotch.....	11	5	16	16	32	177	89	7	14	287	134	2	1	1	1	1	1	1	1	1	1	1	1	92	15	6	11	4	10	110	37	287						
German.....	4	5	9	9	18	87	116	11	9	223	11	1	1	1	1	1	1	1	1	1	1	1	1	116	92	223	15	2	1	116	92	223						
French.....	21	7	1	1	28	352	463	34	34	883	18	2	1	5	1	1	1	1	1	1	1	1	1	25	1	2	1	1	1	579	275	883						
Belgian.....	1	1	1	1	2	713	1029	62	60	1870	13	3	1	1	1	1	1	1	1	1	1	1	1	25	1	1	1	1	1	214	1631	1,870						
Norwegian.....	1	1	1	1	2	733	616	41	27	1417	7	1	1	1	1	1	1	1	1	1	1	1	1	11	1	1	1	1	1	284	1121	1,417						
U. S. Citizens.....	5	6	13	13	26	604	408	20	26	1058	29	2	1	1	1	1	1	1	1	1	1	1	1	450	562	1058	41	2	1	450	562	1,058						
Returned Canadians.....	1112	1119	87	109	2427	1,20	102	7	13	242	26	1	1	1	1	1	1	1	1	1	1	1	1	156	52	242	34	1	1	156	52	242						
Tourists.....	1885	1833	103	93	3014	79	59	3	1	142	24	1	4	1	1	1	1	1	1	1	1	1	1	101	11	142	7	1	1	101	11	142						
Totals.....	3883	3134	217	220	6954	146	106	9	13	274	50	1	6	1	6	1	6	1	6	1	6	1	171	46	274	43	9	1	395	78	57	29	14	38	2	2427	3914	6,954

F. W. ANNAND,  
Dominion Government Immigration Agent.

HALIFAX, N. S., December 30, 1899.

SESSIONAL PAPER No. 13

STATEMENT B.—Showing monthly arrivals of Cabin Passengers for the United States, and Sexes of Nationalities.

Months.	English.				French.				Canadian.				U.S. Citizens.			
	Adults.		Children		Adults.		Children		Adults.		Children		Adults.		Children	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
January .....									1	2	1	1				
February .....	1	1											1			
March .....	3	4														
April .....	4	2														
May .....	1			2												
June .....		1											1			
July .....					2	2							2			
August .....		1											3	4		
September .....	2	1											1			1
October .....	3	3														
November .....	1															
December .....																
Totals .....	15	13		2	2	2			1	2	1	1	8	4		1

F. W. ANNAND,

*Dominion Government Immigration Agent.*

HALIFAX, N.S.,  
December 30, 1899.

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STATE

SHOWING monthly arrivals of

Months.	SEXES.				Totals.	NATIONALITIES.												
	Adults.		Children.			English.	Welsh.	Irish.	Scotch.	German and Dutch.	French and Belgian.	Scandinavian.	Russian, Finnish and Doukhobors.	Hebrews.	Galician.	Returned Canadians.	Tourists.	Other Countries.
	Males.	Females.	Males.	Females.														
January....	102	51	20	24	197	96	..	9	11	17	2	6	16	11	7	18	..	4
February...	247	63	27	32	369	222	4	14	48	25	3	6	33	3	..	20	1	13
March.....	594	151	58	64	867	510	8	59	117	5	28	30	66	1	1	33	3	6
April.....	902	471	334	326	2,033	609	3	45	19	24	23	25	17	2	1,195	30	..	41
May.....	965	751	630	654	3,000	226	..	..	2	4	..	..	69	..	2,676	13	..	10
June.....	420	357	303	292	1,372	196	..	..	1	5	..	..	4	37	1,114	9	2	4
July.....	145	121	75	83	424	45	..	..	1	2	16	..	63	..	269	18	..	12
August.....	45	45	9	10	109	90	..	1	2	..	..	..	1	..	..	11	1	3
September..	20	21	5	5	51	42	..	..	..	..	..	..	2	..	..	10	..	2
October....	41	47	7	13	108	94	..	..	..	..	..	..	..	..	4	1	..	4
November..	130	54	17	26	227	86	..	3	15	5	8	6	48	2	..	28	1	25
December..	149	86	27	24	286	129	..	5	13	3	14	3	27	16	12	16	21	27
Totals....	3,760	2,218	1,512	1,553	9,043	2,345	15	136	229	81	79	76	345	72	5,278	207	29	151

HALIFAX, N.S., December 30, 1899.

## SESSIONAL PAPER No. 13

## MENT C.

## Steerage Passengers for Canada

Totals.	OCCUPATIONS.							DESTINATIONS.										Totals.	
	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Miners.	Female Servants.	Not Classed.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.		Tourists.
197	11	7	50	6	19	3	16	92	197	24	39	43	46	8	17	2	18	..	197
369	64	7	79	29	43	10	17	120	369	26	38	92	119	17	56	..	20	1	369
867	153	1	262	45	88	16	49	253	867	47	85	192	337	104	61	5	33	3	867
2,033	421	39	299	48	62	11	50	1,103	2,033	85	126	151	956	623	62	..	30	..	2,033
3,000	633	..	300	16	11	..	31	2,009	3,000	223	3	2	1,738	1,021	..	..	13	..	3,000
1,372	269	..	135	6	3	..	24	935	1,372	195	7	3	460	696	..	..	9	2	1,372
424	78	..	46	3	3	..	4	290	424	50	3	3	234	116	..	..	18	..	424
109	..	..	29	6	2	1	18	53	109	92	3	2	..	..	..	..	11	1	109
51	..	..	17	2	..	..	8	24	51	37	..	6	6	..	1	..	1	..	51
108	1	..	21	6	6	..	16	58	108	94	3	..	..	1	..	..	10	..	108
227	6	..	81	10	13	..	10	107	227	35	29	64	54	6	10	..	28	1	227
286	25	..	76	16	16	3	26	124	286	47	76	41	41	13	28	3	16	21	286
9,043	1,661	47	1,895	193	266	44	269	5,168	9,043	955	412	599	3,991	2,605	235	10	207	29	9,043

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

**STATEMENT D.**  
**Showing monthly arrivals of Steerage Passengers for United States with Sexes, Nationalities and Occupations.**

Months.	SEXES.				NATIONALITIES.												OCCUPATIONS.											
	Adults.		Children		Totals.	English.	Irish.	Scotch.	German and Dutch.	French and Belgian.	Scandinavian.	Russian, Finnish and Doukhobors.	Hebrews.	Galician.	Canadian.	U. S. Citizens.	Other Countries.	Totals.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Miners.	Female Servants.	Not Classed.	Totals.	
	Males.	Females.	Males.	Females.																								Males.
January	219	91	49	49	408	19		2	2	25	28	317				4	13	408	24		65	74	56			22	157	408
February	113	29	11	10	163	13	7	3	3	1	49	64	3		2	10	9	163	10		89	6	8		12	38	163	
March	480	125	48	31	684	64	13	2	25	150	97	277				20	36	684	32	12	329	31	76		44	160	684	
April	253	75	15	18	361	41	5	5	5	185	111			2	8	4	4	361	8	4	230	5	6		24	84	361	
May	8	16		1	25	25												25			8	1	2		12	5	25	
June	11	12		2	25	25												25			6	2	2		8	6	25	
July	9	9		3	23	21												22			5	2	2		6	8	23	
August	15	18		4	37	29												37			7	2	2		5	17	37	
September	25	36		6	78	73		2	16		3							78			16	8	1		18	35	78	
October	16	19		1	36	33			7									36			6	8	2		14	6	36	
November	97	67		16	199	42		3	7	34	105	2						199			92	1	2		38	64	199	
December	94	66		16	202	36		20	2	16	102	5						202	10		62	13	9		20	88	202	
Totals	1,340	563	174	164	2,241	421	25	4	60	10	459	510	604	3	2	62	81	2,241	84	16	916	156	166		223	678	2,241	

F. W. ANNAND,  
 Dominion Government Immigration Agent.

HALIFAX, N.S., December 30, 1900.



## SESSIONAL PAPER No. 13

## STATEMENT F.—Showing Sexes and Occupations of the different Nationalities for the United States.

Nationalities.	SEXES.				OCCUPATIONS.									
	Adults.		Children.		Total.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Miners.	Female Servants.	Not Classed.	Total.
	Males.	Females.	Males.	Females.										
English.....	197	168	22	34	421	12	134	36	13	2	82	142	421	
Scotch.....	4				4		3		1				4	
Irish.....	10	10	3	2	25	2	4	3	1		4	11	25	
Swedish.....	138	57	10	8	213	14	116	2	4		26	49	213	
Norwegian.....	145	31	8	3	187	9	120	4	2		14	28	187	
Danish.....	40	15	1	3	59	1	32	2	1		10	9	59	
German.....	22	19	8	7	56	5	15	1	1		7	27	56	
Dutch.....	2	2			4		2				1	1	4	
French.....	2	3	1	2	8		1		1			6	8	
Russian.....	61	33	28	20	142	3	49	5	4		8	73	142	
Finnish.....	253	80	17	15	368	20	229	2	2		49	66	368	
Austrian.....	15	2			17		11	1	3		1	1	17	
Galician.....	3				3		2	1					3	
Bohemian.....	2				2		2						2	
Hungarian.....	4				4		4						4	
Polish.....	30	7	2	2	41		27	2	1			11	41	
Hebrew.....	353	123	68	60	604	7	137	90	119		21	230	604	
Italian.....	4				4		2	1	1				4	
Spanish.....	4				4		4						4	
Belgian.....		1	1		2								2	
Syrian.....	3				3	3							3	
Turks.....	1				1			1					1	
Roumanian.....	3	1		1	5		3					2	5	
Canadian.....	2				2		2						2	
U. S. Citizens.....	42	11	5	4	62	8	17	5	12			20	62	
Totals.....	1,340	563	174	164	2,241	84	16	916	156	166	2	223	678	2,241

F. W. ANNAND,  
 *Dominion Government Immigration Agent.*

HALIFAX, N.S., December 30, 1899.

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STATE

SHOWING Sexes, Occupations and Destinations of

Nationalities.	SEXES.				Totals.	OCCUPATIONS.				
	Adults.		Children.			Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.
	Males.	Females.	Males.	Females.						
English.....	1,446	526	208	165	2,345	309	43	708	148	210
Welsh.....	15				15	6		3	1	2
Scotch.....	125	53	29	22	229	31		53	17	12
Irish.....	82	32	7	15	136	22	3	43	4	10
Swedish.....	29	10	4	1	44	5		22	1	1
Norwegian.....	17	2			19	2		15		
Danish.....	9	2	1	1	13			9		
French.....	33	8			41	1		22	2	8
Belgian.....	16	9	5	8	38	6		9		1
German.....	37	19	6	11	73	9	1	17	2	8
Dutch.....	6	2			8	4		1	1	
Russian.....	74	55	36	41	206	15		51	6	2
Finnish.....	83	19	6	9	117	1		82		
Doukhobors.....	7	5	3	7	22	1		2	4	
Austrian.....	15	2	3	2	22	2		9		4
Galician.....	1,518	1,362	1,175	1,223	5,278	1,217		294	4	3
Bohemian.....	2	1	1	2	6	2				
Roumanian.....	4	3	2	4	13	2		2		
Hungarian.....	28	19	4	9	60	17		10		1
Syrian.....	6	3	2	3	14	2		4		
Polish.....	2	1			3			2		
Hebrew.....	29	21	8	14	72	6		20	2	1
Italian.....	3	1			4			3		
Spanish.....	5				5			5		
Swiss.....	4	1			5	1		1		2
Chinese.....	3				3			3		
Bulgarian.....	3	2	1	2	8			3		
U. S. Citizens.....	5	3			8			2	1	1
Returned Canadians.....	141	47	10	9	207					
Tourists.....	13	10	1	5	29					
Totals.....	3,760	2,218	1,512	1,553	9,043	1,661	47	1,395	193	266

HALIFAX, N.S., December 30, 1899.

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MENT E.

the different Nationalities remaining in Canada.

			DESTINATIONS.										
Miners.	Female Servants.	Not Classed.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.
28	199	700	2,345	888	246	377	486	174	173	1			2,345
3			15		1		11	2	1				15
12	17	87	229	21	21	60	62	35	28	2			229
	15	39	136	1	21	55	39	8	12				136
	4	11	44	1	4	14	20	3	2				44
	1	1	19			9	9		1				19
		4	13				4	3	3				13
	1	7	41	11	23	2	3			2			41
	2	20	38				23	14	1				38
	9	27	73	7	5	3	58						73
	1	1	8				8						8
	5	127	206		14	6	147	39					206
	10	24	117		5	63	32	2	12	3			117
		15	22				22						22
		7	22		18		3	1					22
		3,760	5,278		5	1	3,018	2,254					5,278
		4	6				6						6
		9	13		5		8						13
	1	31	60	2		4	20	34					60
	1	7	14		14								14
		1	3		1	2							3
	3	40	72	6	20	5	6	35					72
		1	4	2	1			1					4
			5	5									5
		1	5			3			2				5
			3	2		1							3
		5	8			2							8
	1	3	8	5	1		6			2			8
		207	207								207		207
		29	29									29	29
44	269	5,168	9,043	955	412	599	3,991	2,605	235	10	207	29	9,043

F. W. ANNAND,  
Dominion Government Immigration Agent.

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## STATEMENT G.—Showing Sexes, Nationalities and

Lines.	SEXES.					NATION				
	Adults.		Children.		Totals.	English.	Welsh.	Irish.	Scotch.	German & Dutch.
	Males.	Females.	Males.	Females.						
Allan .....	1,693	598	262	238	2,791	1,136	12	111	167	46
Dominion .....	780	240	103	98	1,221	704	3	47	65	33
Beaver .....	207	96	53	58	414	7	...	1	...	7
Hamburg-American .....	1,576	1,401	1,188	1,247	5,412	...	...	...	...	22
Elder-Dempster .....	64	39	16	10	129	17	...	1	1	22
Canada S.S. Co .....	227	49	27	14	317	4	...	...	...	9
Other Lines .....	553	358	37	52	1,000	898	...	1	...	2
Totals .....	5,100	2,781	1,686	1,717	11,284	2,766	15	161	233	141

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## Destinations of Steerage Passengers via Different Lines.

ORIGINS.										DESTINATIONS.										
French & Belgian.	Scandinavian.	Russian, Finns and Donkhobors.	Hebrews.	Galician.	Returned Canadians.	Tourists.	U.S. Citizens.	Other Countries.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	United States.	Totals.
41	407	598	..	38	112	7	39	77	2,791	306	210	336	594	136	128	7	112	7	955	2,791
27	104	96	14	21	35	22	3	47	1,221	45	158	247	316	115	100	3	35	22	180	1,221
..	15	36	328	.....	9	..	3	8	414	1	3	4	36	2	1	..	9	..	358	414
..	..	84	39	5,221	..	..	..	46	5,412	..	11	6	3,043	2,352	..	..	..	..	..	5,412
2	7	41	19	1	2	..	3	13	129	6	21	5	2	..	3	..	2	..	90	129
..	..	..	276	.....	..	..	..	28	317	1	4	..	..	..	..	..	..	..	312	317
19	2	..	..	..	51	..	22	5	1,000	596	5	1	..	..	3	..	49	..	346	1,000
89	535	855	676	5,281	209	29	70	224	11,284	955	412	599	3,991	2,605	235	10	207	29	2,241	11,284

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

63 VICTORIA, A. 1900

## STATEMENT H—Comparative Statement of monthly arrivals 1898 and 1899.

Months.	Canada.		Increase.	Decrease.	States.		Increase.	Decrease.	Totals.		Increase.	Decrease.
	1898.	1899.			1898.	1899.			1898.	1899.		
January	154	197	43		65	408	343		219	605	386	
February	376	369		7	101	163	62		477	532	55	
March	1,115	867		248	272	684	412		1,387	1,551	164	
April	2,302	2,033		269	412	361		51	2,714	2,394		320
May	1,721	3,000	1,279		70	25		45	1,791	3,025	1,234	
June	803	1,372	569		96	25		71	899	1,397	498	
July	1,001	424		577	51	23		28	1,052	447		605
August	107	109	2		20	37	17		127	146	19	
September	75	51		24	77	78	1		152	129		23
October	117	108		9	101	36		65	218	144		74
November	133	227	94		124	199	75		257	426	169	
December	245	286	41		165	202	37		410	488	78	
Totals	8,149	9,043	2,028	1,134	1,554	2,241	947	260	9,703	11,284	2,603	1,022

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

HALIFAX, N.S., December 30, 1899.

## STATEMENT I.—Comparative Statement of Nationalities, 1898 and 1899.

Nationalities.	1898.	1899.	Increase.	Decrease.
English	2,763	2,345		418
Welsh	9	15	6	
Irish	118	136	18	
Scotch	289	229		60
German and Dutch	176	81		95
Scandinavian	161	76		85
French and Belgian	81	79		2
Russian, Finnish and Doukhobors.	338	345	7	
Hebrews	20	72	52	
Galician	3,928	5,278	1,350	
U. S. Citizens	8	8		
Other Countries	124	143	19	
Returned Canadians	120	207	87	
Tourists	14	29	15	

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

HALIFAX, N. S., December 30, 1899.

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STATEMENT J —Statement showing Juvenile Immigration and the Societies connected.

Steamers.	DATE.	BY WHOM SENT.	SEXES.				DESTINATIONS.	
			Over 18.		Under 18			
			M.	F.	M.	F.		Totals.
Scotsman.....	Feb. 16..	Church Em. Soc.....			1		1	Walsingham, Ontario.
Dominion.....	Marc. 20..	Dr. Stephenson.....	2		26		38	Hamilton "
Carthaginian.....	April 12.	Mrs. Birt.....	1	2	27	21	51	Knowlton, Quebec.
Siberian.....	June 17..	Mr. Middlemore.....			70	28	98	Lower Provinces.
		Totals.....	3	2	134	49	188	

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

HALIFAX, N.S., December 30, 1899.

STATEMENT K.—Showing the number of arrivals according to Ports of Departure.

	1898.	1899.
England, Liverpool.....	4,917	5,317
" London.....	256	324
Ireland, Londonderry.....	49	95
Scotland, Glasgow.....	61	84
Germany, Hamburg.....	4,136	5,412
Newfoundland, St. John's.....	1,452	1,070
United States, Boston.....	1,803	4,925
" New York.....	288	722
St. Pierre.....	43	84
West Indies and Bermuda.....	196	257
	13,201	18,290

NOTE.—The numbers shown in this statement as coming from Glasgow and Londonderry do not show the total Immigration from either Scotland or Ireland, as many who come from both Countries took their passage as a matter of fact from Liverpool, having gone there for embarkation.

F. W. ANNAND,  
*Dominion Government Immigration Agent.*

HALIFAX, N. S., December 30, 1899.

## No. 3.

## REPORT OF QUEBEC AGENT.

(P. DOYLE.)

DOMINION GOVERNMENT IMMIGRATION OFFICE,  
QUEBEC, December 30, 1899.FRANK PEDLEY, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit to you herewith my annual report for the calendar year ending December 31, 1899, with tables giving the number of cabin and steerage passengers brought out by each line of steamers; their nationalities, trades and callings, number of children, &c., assisted out by charitable institutions, and the general destinations of the passengers.

The arrivals for the year compared with those of the same period in 1898, were as follows:—

	1898.		1899.		Increase.	Decrease.
	Cabin.	Steerage	Cabin.	Steerage		
England.....	4,432	14,998	4,095	20,541	5,206	
Ireland.....	80	322	46	301		55
Scotland.....	30	980	52	1,040	82	
Russia.....				2,311	2,311	
Cyprus.....			5	1,031	1,036	
	4,542	16,900	4,198	25,224	8,635	55
		4,542		4,198	55	
Grand total.....		20,842		29,422	8,580	

showing an increase of 8,580.

The total number of steamships arrived with passengers was 94; tonnage, 299,873.

The average passage of the Allan Line was: Weekly steamers from Liverpool, 10 days; Londonderry, 9 days. Glasgow steamers from Glasgow, 12 days.

Dominion Line: Weekly steamers from Liverpool, 9 days; Londonderry, 8½ days.

Beaver Line (Elder, Dempster & Co.): Weekly steamers from Liverpool, 11 days; London, 11 days; Cyprus, 21 days; Batoum, 25 days.

Elder, Dempster & Co.: Weekly steamers from Bristol, 10 days; London, 13½ days.

Beaver Line (McIver's): Weekly steamers from Liverpool, 10 days.



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The number of Cabin and Steerage by each line was as follows:—

	Cabin.	Steerage.	Total.
ALLAN LINE.			
Weekly steamers from Liverpool .....	1 730	8,282	10,012
" " Londonderry .....	39	281	320
" " Glasgow .....	52	1,040	1,092
	1,821	9,603	11,424
DOMINION LINE.			
Weekly steamers from Liverpool .....	1,773	4,782	6,555
" " Londonderry .....	7	20	27
	1,780	4,802	6,582
BEAVER LINE (ELDER, DEMPSTER & Co.).			
Weekly steamers from Liverpool .....	422	5,562	5,984
" " London .....	1	50	51
" " Batoum .....		2,311	2,311
" " Cyprus .....	5	1,031	1,036
	428	8,954	9,382
ELDER, DEMPSTER & Co.			
Weekly steamers from Bristol .....	123	1,007	1,130
" " London .....	8	7	15
	131	1,014	1,145
BEAVER LINE (McIVER'S).			
Weekly steamers from Liverpool .....	38	851	889
Grand total .....	4,198	25,224	29,422

The Nationalities of the Passengers brought out by each Line were as follows:—

	Returned Canadians.	Tourists.	Arabs.	Armenian.	Australian.	Austrian.	Belgian.	Bohemian and Moravian.	Bukowinian.	Croatian and Slovenian.	Dalmatian, Bosnian, Herzegovinian.	Doukhobors.	Dutch.	Egyptian.	Finnish.	French.	Galician.	German.	Greek.
<i>Allan Line.</i>																			
Weekly, Liverpool.....	484	476	17	8	1	55	19	6	113		41		10		1,542	48	461	262	4
" Londonderry.....	3	11	3			2							1						
" Glasgow.....	59																		
<i>Dominion Line.</i>																			
Weekly, Liverpool.....	209	16	41	22		29	16			1			10	1	655	93	11	129	
" Londonderry.....													10	1	655	93	11	129	
<i>Beaver Line.</i>																			
(Elder, Dempster and Coy.)	209	16	41	22		29	16			1									
<i>Elder, Dempster and Coy.</i>																			
Weekly, Liverpool.....	184	96		35		16	1					56	8		66	33		77	
" London.....						3						2,311							
" Batoven.....												1,081							
" Cyprus.....																			1
Weekly, Liverpool.....	184	96		35		19	1					3,308	8		66	33		77	1
<i>Elder, Dempster and Coy.</i>																			
Weekly, Bristol.....	48			5															
" London.....	4	4																	
<i>Beaver Line.</i>																			
(McIver's.)	52	4		5															
Weekly, Liverpool.....	38	7				6									56	4		64	
Totals.....	1,029	610	61	70	1	111	36	6	113	1	41	3,398	29	1	2,319	178	472	532	5

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The Nationalities of the Passengers brought out by each Line were as follows—Continued.

	GREAT BRITAIN.				Hebrew.	Hungarian.	Italian.	Persian.	Polish.	Rumanian.	Russian.	Spanish.	Swiss.	Syrian.	SCANDINAVIAN.				Turkish.	United States Citizens.	Total.
	English.	Welsh.	Scotch.	Irish.											Danish.	Icelandic.	Swedish.	Norwegian.			
<i>Altan Line.</i>																					
Weekly, Liverpool.....	3,325	68	265	202	55	70			87	6	597	4	7	68	119	41	554	917		80	10,012
" Londonderry.....	23			274												160				9	320
" Glasgow.....	3		845	14									2							3	1,092
<i>Dominion Line.</i>																					
Weekly, Liverpool.....	3,351	68	1,110	490	55	70			87	6	597	4	9	68	119	201	554	917		92	11,424
" Londonderry.....	3,954	13	132	94	123	5	7		7	9	234		1	68	23		488	101		63	6,555
" .....	5			22																	27
<i>Beaver Line.</i>																					
(Elder, Dempster and Coy.)	3,959	13	132	116	123	5	7		7	9	234		1	68	23		488	101		63	6,582
Weekly, Liverpool.....	861	8	15	36	4,244	2	14		3	1	10	2	1	59	12		35	37		57	5,984
" London.....	2			44		1															51
" Batoum.....											3										2,311
" Cyprus.....	1																				1,036
<i>Elder, Dempster and Coy.</i>	864	8	15	36	4,288	3	14		3	1	13	2	1	59	12		35	37		57	9,382
Weekly, Bristol.....	358		3	8	688		3						2				3	4		7	1,130
" London.....	7																				15
<i>Beaver Line.</i>																					
(McIver's.)	365		3	8	688		3						2				3	4		7	1,145
Weekly, Liverpool.....	113	5	14	9	485	1	10				51						17	8		1	839
" .....	113	5	14	9	485	1	10				51						17	8		1	889
Totals.....	8,652	94	1,274	659	5,639	79	34	1	97	16	895	6	13	195	154	201	1,097	1,067	16	220	29,422

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The following tables give the number of male and female adults, and the sexes of Children and Infants of each nationality arrived in 1899.

Nationality.	ADULTS.		CHILDREN.		Infants.	Total.
	Male.	Female.	Male.	Female.		
Returned Canadians.....	525	377	58	49	20	1,029
Tourists.....	378	209	13	8	2	610
Immigrants.....						
Arabs.....	41	10	5	5		61
Armenian.....	50	14	3	3		70
Australian.....	1					1
Austrian.....	61	20	10	14	6	111
Belgian.....	24	5	6	1		36
Bohemian and Moravian.....	2	1	2	1		6
Bukowinian.....	37	26	21	25	4	113
Croatian and Slovenian.....	1					1
Dalmatian, Bosnian and Herzegovinian.....	10	9	9	8	5	41
Doukhobors.....	1,057	1,092	593	616	40	3,398
Dutch.....	16	8	3	2		29
Egyptian.....	1					1
Finnish.....	1,318	645	144	158	54	2,319
French.....	104	52	14	7	1	178
Galician.....	150	118	95	68	41	472
German.....	224	134	61	79	34	532
Greek.....	5					5
Great Britain, English.....	4,205	2,775	883	662	127	8,652
"    Welsh.....	45	33	6	9	1	94
"    Scotch.....	646	444	84	79	21	1,274
"    Irish.....	334	275	26	19	5	659
Hebrew.....	3,223	1,148	558	526	184	5,639
Hungarian.....	29	18	8	20	4	79
Italian.....	32	1			1	34
Persian.....	1					1
Poles.....	54	20	10	9	4	97
Roumanian.....	8	2	5	1		16
Russian.....	326	225	129	132	83	895
Spanish.....	4	1	1			6
Swiss.....	5	3	4	1		13
Syrian.....	99	49	20	19	8	195
Scandinavian, Danish.....	86	39	13	12	4	154
"    Icelandic.....	65	72	25	23	16	201
"    Swedish.....	487	435	79	83	13	1,097
"    Norwegian.....	597	350	58	48	14	1,067
Turkish.....	11	1	3	2		16
United States Citizens.....	124	63	16	15	2	220
Totals.....	14,385	8,674	2,965	2,704	694	29,422

The trades and callings of the male steerage passengers, as per passenger lists were as follows:—

Farmers.....	2,054
Farm labourers and labourers.....	7,604
Mechanics.....	2,045
Gold miners.....	51
Clerks and traders.....	246

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12,000

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TABLE showing the number of Immigrants landed at Quebec, assisted to emigrate by various societies, during the year 1899.

By whom sent.	Adults.		Children		Infants.		Total.	Destinations.
	Male.	Female.	Male.	Female.	Male.	Female.		
Dr. Barnardo, London.....			270	200			470	Peterboro', Tor- onto & Manit.
Canadian Catholic Emigration Society, London. Father St. John.....			116	27			143	Montre., Ottawa Manitoba.
United British Woman's Emigration Association, London. Honorable Mrs. Joyce.....	10	115	4	4	1	1	135	General.
Church of England Waifs and Strays Association, London.....			35	45			80	Sherbr'k & Niag.
Manchester and Salford Boys' and Girls' Refuges, Strangway, Manchester.....			30	28			58	Belleville.
Home of Industry, 29 Bethnal Green Road, London.....			35	14			49	Stratford.
J. W. C. Fegan's Home, 95 Southwark St., London.....			48				48	Toronto.
Liverpool Catholic Children's Protective Society.....			19	19			38	Montreal.
Sheltering Home, Myrtle St., Liverpool. Mrs. Birt. Self Help Emigration Society, Farringdon St., Lon- don.....			21	16			37	Knowlton, P.Q.
Children's Aid Society, 32 Charing Cross, London.....			19	1			20	Montreal.
Wellington Farm School, Penicwick, Scotland.....			18				18	Winnipeg.
Homes of Refuge and Industrial School, 69 Buchanan St., Glasgow, Scotland.....			4				4	St. John, N.B.
Kibble Reformatory Farm School, Paisley, Scotland.....			3				3	St. John, N.B.
Northamptonshire Church Education Society.....			3				3	St. John, N.B.
News Boys' Home, 126 Everton Road, Liverpool.....			2				3	Richmond.
Working Boys' Home, 9 Great George Square, Liverpool.....			2				2	Montreal.
Church Emigration Society, 34 Newark St., London.....			1				2	Lennoxville, Q.
							1	Dauphin, Man.
	10	115	633	354	1	1	1,114	

STATEMENT of the number of Immigrants arrived at the Port of Quebec, distinguishing the countries from whence they sailed, up to December 31, 1898 and 1899.

	1898.	1899.
England—		
Liverpool.....	19,430	23,440
Bristol.....		1,130
London.....		66
Ireland—		
Londonderry.....	402	347
Scotland—		
Glasgow.....	1,010	1,092
Russia—		
Batoum.....		2,311
Cyprus—		
Larnaca.....		1,036
	20,842	29,422

63 VICTORIA, A. 1900

The immigrants of 1899, particularly those destined for Manitoba and the Northwest, were of a very superior class of farmers, and others who, though not practical farmers, had grown up healthy families, and apparent means to purchase improved farms. Many were families going to join friends who came out last season, selected homesteads and prepared houses for their reception.

Of Scandinavians and Finlanders, as will be seen from the table of nationalities, quite a number have this year settled in Canada. It would be desirable to encourage this class of thrifty settlers, whose report of their success will do much to determine the movements of those of their countrymen who contemplate emigrating.

The Germans, French and Belgians were chiefly agriculturists, the very classes much needed in Canada; in them we have a source of supply from these countries which in a few years will likely assume large dimensions. Their steady and industrial habits will essentially aid in developing the resources of the country, and at the same time their own future interests will be served.

The Doukhobors are men of a fine class, robust people, and resemble the average Scandinavian immigrants. Their clothing was well adapted for the climate of Manitoba, consisting for the most part of home made heavy cloth, and many were supplied with fur coats and caps. Such people cannot fail to make good settlers.

There is always in Canada a demand for industrious farm labourers and female domestic servants, and all of these classes are sure to find employment on arrival. If their passage is paid only to Quebec, they should have on landing sufficient means to pay railway fares to places inland where employment can be found for them.

The yearly increasing difficulty of obtaining a supply of good domestic servants is felt by most householders in town and country. This no doubt to some extent is caused by the large numbers of young women and female children of the working classes who of late years seem to prefer the hum and bustle of the factory to the quiet routine life of domestic servants in private families. The numbers of single women who arrived this year, and classed as domestic servants, were considerable, but the majority were either members of families or held through railway tickets to various parts of the country where they had friends, and therefore insufficient for the general requirements of the country. Very few arrived who paid their passage only to Quebec, so that only very limited numbers of the applications for female servants at this Agency could be supplied. Good cooks, general servants, table and housemaids having a thorough knowledge of their business are the most in demand.

Clerks, shopmen, and others of such classes, are not in demand here, and should be advised not to emigrate.

The whole respectfully submitted.

Your obedient servant,

P. DOYLE,  
*Dominion Government Immigration Agent.*

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STEERAGE PASSENGERS.

STATEMENT of Immigrant Arrivals and Departures at Quebec Immigration Agency for the Year ending December 31, 1899.

Month.	SEXES.				DESTINATIONS.										NATIONALITIES.																				
	Adults.		Children		Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	United States.	Totals.	Returned Canadians.	Tourists.	Arab.	Armenian.	Austrian.	Belgian.	Bohemian & Moravian.	Bukowinian.	Croatian & Slovenian.	Dalmatian, Bosnian and Herzegovinian.	Dutch.	Egyptian.	Finnish.	French.	Galician.	German.	Greek.			
	Male.	Female.	Male.	Female.																													Male.	Female.	Male.
January.....	976	589	197	110	80	976	2	208	203	165	69	44	278	976	7	12	9	11	2	11	2	6	53	1031	6	76	7	380	203	109	104	104	3	80	
February.....	5152	2707	1294	577	574	5152	49	1220	571	588	649	1307	153	4	1829	49	12	9	11	9	6	53	41	1031	6	348	20	208	109	104	104	3	80		
March.....	3169	1656	846	356	311	3169	47	916	392	304	695	104	75	1327	47	9	11	30	8	30	8	48	41	2367	13	313	15	164	104	104	3	80			
April.....	5943	2475	1508	957	913	5943	19	719	439	471	2660	337	88	1903	3943	19	7	11	34	9	2	7	7	2367	13	361	27	51	35	35	35	35	35		
May.....	2760	1384	813	274	289	2760	3	3	423	402	204	111	75	1462	2760	17	3	3	9	2	18	13	5	7	1	240	24	16	48	48	48	48	48		
June.....	3114	1430	928	399	357	3114	78	64	8	418	532	176	101	1632	3114	78	64	9	10	13	3	5	5	3	268	15	6	67	67	67	67	67	67		
July.....	1745	868	555	179	143	1745	50	15	14	286	283	126	47	844	1745	50	15	20	2	5	10	2	2	3	380	19	8	48	48	48	48	48	48		
August.....	2365	1136	667	294	268	2365	45	16	8	275	165	274	24	1515	2365	45	16	12	17	13	2	2	2	2	391	13	21	26	26	26	26	26	26		
September.....	25224	12245	6808	3146	2935	25224	372	126	90	3012	2918	4949	2100	633	41020	25224	372	126	61	65	110	36	6	113	41	3398	29	1	2319	140	472	517	4		
October.....																																			
November.....																																			
December.....																																			
Totals.....	25224	12245	6808	3146	2935	25224	372	126	90	3012	2918	4949	2100	633	41020	25224	372	126	61	65	110	36	6	113	41	3398	29	1	2319	140	472	517	4		





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STEERAGE PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending December 31, 1899.

Months.	SEXES.				DESTINATIONS.									NATIONALITIES.																		
	Adults.		Children		Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.	Returned Canadians.	Tourists.	Arab.	American.	Austrian.	Belgian.	Bohemian & Moravian.	Bukowinian.	Croatian and Slovenian.	Dalmatian, Bosnian and Herzegovinian.	Dunkhobor.	Dutch.	Egyptian.	Finnish.	French.			
	Male.	Female.	Male.	Female.																												
	Arrived via Ocean Travel.	Male.	Female.	Male.	Female.	Total Number of Souls.																										
January.	698	403	146	91	58	7	2	208	203	165	69	44	698	7	7			1	2							6						
February.	3323	1580	891	425	427	47	12	20	571	558	64	1307	153	4	49	12		1	11	4	1	53				6				36	6	
March.	1642	765	464	223	190	1642	916	392	304	695	104	75	3323	47	49	9		1	11	4	1	53		41		6				83	20	
April.	4040	1442	1130	753	715	4040	719	439	471	2956	337	88	4040	19	19	7	11	34	3	2	7	48	1							76	15	
May.	1298	606	4	130	124	1298	3	423	402	204	111	75	1298	77	77	3		9	8											44	25	
June.	1432	595	464	215	178	1432	64	418	532	176	101	75	1432	78	78	61	4	2	13	3	5									12	24	
July.	901	436	284	102	79	901	15	14	286	283	126	47	80	50	50	15	18	2	1	10										22	13	
August.	850	354	270	120	106	850	16	8	275	165	274	24	43	45	45	16	8	3	5	2										56	19	
September.																															61	13
October.																																
November.																																
December.																																
Totals.	14204	6181	4087	2059	1877	14204	126	90	3012	2918	4940	2100	633	4	372	126	90	41	69	31	113	1	41	3398	16	1				370	137	

STORAGE PASSENGERS REMAINING IN CANADA.—Continued.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending December 31, 1899.—Continued.

Months.	NATIONALITIES.														Total.																				
	Galician.	German.	Great Britain.				Hebrew.	Hungarian.	Italian.	Persian.	Roumanian.	Russian.	Spanish.	Swiss.		Syrian.	Scandinavian.					Total.													
			Greek.	English.	Welsh.	Scotch.											Irish.	Danish.	Icelandic.	Swedish.	Norwegian.		Turkish.	United States Citizens.											
																									OCCUPATIONS.										
January.....	25	515	5	6	9	5	5	3	49	19	3	1	638	67	54	229	38	15	54	241	698														
February.....	73	1169	25	268	103	27	1	3	43	30	38	11	3323	597	228	579	121	9	37	162	1390	3323													
March.....	164	78	539	12	289	57	16	20	7	105	3	11	1642	159	132	308	169	2	28	100	804	1642													
April.....	51	22	863	2	135	50	22	8	7	5	9	11	4040	692	231	369	81	10	39	124	2494	4040													
May.....	16	43	730	16	118	110	21	2	64	7	20	18	1298	70	86	308	70	11	18	104	631	1298													
June.....	4	40	866	11	110	56	48	31	13	3	1	1	1452	61	64	269	93	4	26	145	790	1452													
July.....	8	18	489	7	69	74	19	1	5	1	12	17	301	63	66	179	48	9	37	94	405	301													
August.....	16	13	308	2	36	43	39	6	2	191	2	5	850	67	64	124	44	6	15	94	436	850													
September.....	462	312	3,547	80	1031	502	197	66	10	14	12	535	5	10	153	31	189	205	129	10	1	14204	925	2365	604	51	215	877	7391	14204					
October.....																																			
November.....																																			
December.....																																			
Totals.....																																			

P. DOYLE,  
*Dominion Government Immigration Agent.*

QUEBEC, December 30, 1899.



STEEERAGE PASSENGERS DESTINED FOR THE UNITED STATES—Continued.

STATEMENT of Arrivals and Departures at Quebec Immigration Agency, for the twelve months ending December 31, 1899—Continued.

Months.	NATIONALITIES.														OCCUPATIONS.						Total.									
	Great Britain.				Scandinavian.										United States Citizens.		Farmers.	Farm Labourers.	Labourers.	Mechanics.		Clerks and Traders.	Female Domestics.	Not Classified.						
	English.	Welsh.	Scotch.	Irish.	Hebrew.	Hungarian.	Italian.	Persian.	Polish.	Roumanian.	Russian.	Spanish.	Swiss.	Syrian.	Danish.	Icelandic.									Swedish.	Norwegian.	Turkish.	Total.		
January.....	18				73	2	1										57	9		278	22	17	119	26	2	11	81	278		
February.....	63	718			745	3	10						41				167	273	6	1,829	68	53	715	282	7	131	571	1,829		
March.....	38	215			757	3	8						19				138	197	6	1,527	43	39	596	210	3	96	540	1,527		
April.....	52	521			1,166	2							10				117	101		1,963	31	26	690	281	5	117	753	1,963		
May.....	118	6			717								20				122	113		1,462	14	15	549	197	3	95	589	1,462		
June.....	144	3	8	12	945	4							8				76	109		1,662	19	11	584	217	4	97	730	1,662		
July.....	55	12	8		181								23				111	82		1,844	48	35	273	170	6	117	235	1,844		
August.....	47	2	1		855	5							16				163	54		1,515	33	51	539	158	1	95	636	1,515		
September.....	535	3	42	81	5,442	13	24	1	83	4	357	1	3	42	122	7	891	938	6	11,020	278	249	4,065	1,441	31	759	4,197	11,020		
October.....																														
November.....																														
December.....																														

QUEBEC, December 30, 1899.

P. DOYLE,  
Dominion Government Immigration Agent.



CABIN PASSENGERS FOR UNITED STATES.  
 STATEMENT of Arrivals and Departures at Quebec Agency for the twelve Months ending December 31, 1899.

Months.	SEXES.				Total Number of Souls.	NATIONALITIES.					OCCUPATIONS.					Total.				
	Adults.		Children.			German.	English.	Welsh.	Scotch.	Irish.	United States Citizens.	Total.	Farmers.	Farm Labourers.	Labourers.		Mechanics.	Clerks and Traders.	Female Servants.	Not Classified.
	Male.	Female.	Male.	Female.																
January	3	3	2	6							6								6	
February	17	2	2	19							19								19	
March	12	7	5	19							19								19	
April	25	2	3	28							25								25	
May	25	24	3	49							56								56	
June	19	38	2	56							56								56	
July	25	24	3	49							56								56	
August	44	38	2	82							7								87	
September	33	19	1	51							31								87	
October	19	11	2	30							5								33	
November	4	4	3	11							9								11	
December	124	89	11	237	9	160	7			61	237							237		

P. DOYLE,  
 Dominion Government Immigration Agent.

QUEBEC, December 30, 1899.

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## No. 4.

## REPORT OF THE MONTREAL AGENT.

(JOHN HOOLAHAN.)

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.FRANK PEDLEY, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit to you herewith the annual report of this agency for the year ending December 31, 1899, together with the statistical information in connection with immigration.

Statement A. shows the number of immigrant arrivals at Montreal, per Ocean travel, via the United States ports of New York, Boston and Portland, their nationalities, occupations and destinations.

Statement B. shows the number of immigrant arrivals at Montreal from the United States, their nationalities, occupations and destinations.

Statement C. shows the number of juvenile immigrant arrivals at Montreal, their destinations, person in charge, and by whom sent.

Statement D. shows the number of applications for help received at this agency.

Statement E. gives the retail prices of food, fuel, etc., for the working classes in Montreal.

Statement F. gives the retail prices of clothing, etc., for the working classes in Montreal.

Statement G. gives the average rate of wages for mechanics, labourers and domestic servants.

## IMMIGRATION STATISTICS.

The return at this agency of the number of immigrant arrivals at Montreal from the United States, will be found in the statements A. and B. with full particulars.

Those steerage passengers who arrive from Europe by the various steamships at the ports of Quebec, Halifax, N.S., and St. John, N. B., and who are compelled to disembark there, are accounted for at those ports, being transferred to the different railways there.

The first and second class passengers, as a general rule, during the season of the St. Lawrence River navigation, remain on board until the steamships reach Montreal and disembark here.

During the current year this agency has followed the system of checking immigrant arrivals and departures at this port, which has had very satisfactory results. It is applied only to those immigrants that come from Europe via ports in the United States and bound for Canadian western points. Our officers go through the trains and take down name, sex, age, occupation, nationality and destination of the newly arrived immigrants. A monthly list of the names and other particulars thus obtained is prepared and in due course forwarded to the department at Ottawa.

I also notify Mr. W. F. McCreary, Commissioner of Immigration at Winnipeg, by wire, of the number and nationality of the immigrants going forward, as well as the time of departure of train from Montreal :

The total number of immigrant arrivals at Montreal per ocean travel via ports of New York, Boston and Portland, as per Statement A. during the year 1899, was....	2,682
The total number of immigrant arrivals at Montreal as per statement B. for the year 1899, was.....	2,059
	4,741
Grand total.....	4,741
The total number of immigrant arrivals at Montreal from United States and per ocean travel via ports in United States during the year 1898 was.....	3,637
	1,104
An increase in 1899 of.....	1,104

as compared with the year 1898.

#### IMMIGRANTS' CERTIFICATES.

In the course of the present year I have issued to immigrants going to Manitoba, the North-west Territories and British Columbia ninety-five certificates.

These certificates are exchanged for immigrant tickets, issued by the Canadian Pacific Railway officials, and are of the greatest possible advantage to intending settlers, enabling them to transport themselves and their families to their future homes at a cost much below the regular second class railway fare.

#### THE LABOUR MARKET.

Employment for general labourers in the city and district of Montreal during the open season was good, especially on canal construction, the wharfs and shipping, street railway construction, buildings, &c. There was a large amount of railway construction work in Western Canada, and also in other parts of the Dominion. Railway contractors experienced considerable difficulty in securing sufficient men to fill the demand.

The abundant harvest in Manitoba called for over 6,000 men from the eastern provinces, to whom the Canadian Pacific Railway gave a special rate from Montreal to Winnipeg of \$10 in order to secure harvest labourers.

#### MÉCHANICS AND BOOK-KEEPERS.

In the matter of mechanics and book-keepers, clerks and others whose habits unfit them for manual labour, I wish to say that there was no demand for those people, the local supply being more than sufficient to meet the requirements. People of these vocations desiring to emigrate to Canada should ascertain that a position has been secured for them on their arrival, or else have with them sufficient funds to enable them to await a suitable opportunity of securing employment at their special trade or calling.

#### FEMALE EMPLOYMENT.

The difficulty of obtaining well trained, respectable domestics in sufficient numbers to meet the demand remains as hard to solve as ever, and the scarcity of this class of help continues on the increase. This is owing, no doubt, to the numerous commercial and industrial establishments which furnish employment for young women and girls which they prefer to that of domestic service.



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There was no difficulty experienced by the new arrivals in obtaining situations with respectable citizens as servants. These emigrants should bring with them testimonials as to character from former employers.

There is little or no demand for governesses, milliners or dressmakers. These latter should be careful about emigrating to Canada, unless they come to join friends or to fill positions already secured for them.

## AGRICULTURAL SERVANTS.

The demand for farm servants, both male and female, continues to increase, as I pointed out last year. This class of labour can always meet with employment in the district of Montreal and other parts of Canada. I have experienced no difficulty in securing positions for men and women anxious to hire and work in the country. These should arrive in the spring and early summer months.

## GARDENERS AND FLORISTS.

Gardeners and florists can secure work in the city and district of Montreal, provided they come in the spring and are capable, sober and not afraid to work.

## A SUITABLE CLASS OF IMMIGRANTS.

I am pleased to be able to state that the immigrants of the present year are of a suitable class, just the kind the country needed. All, or nearly all, had sufficient money with them to settle themselves comfortably in the land of their adoption. They were principally of the farming class. The large majority went west to Manitoba, North-west Territories and British Columbia. The remainder were distributed throughout the provinces of Ontario and Quebec. Those remaining in this province went to the eastern or northern townships and the Lake St. John district.

To bear out my own observations as to the status of the immigrants of the present year, I have had interviews with prominent officials of the different national and benevolent societies of Montreal, and I append their views on the subject as follows :—

Mr. Joseph Richards, chairman of the Charitable Committee of the St. George's Society, said :—'The total number of English and Welsh immigrants received into the society's home for the current year was 1,200—about the same number as in 1898. The total expenditure for immigration this year was \$1,300, or \$100 more than last year, when there was spent for a similar purpose \$1,200.

'The immigration was entirely satisfactory, the people being a desirable class for Canada. The large majority were of the agricultural class, for whom there was a good demand during the season. Most of them went forward to Manitoba and British Columbia, and those who remained in Montreal found employment with the farmers in the Eastern Townships and surrounding districts.

'They stayed at the home for a day or two for rest and recuperation before resuming the journey to their respective destinations.'

Mr. Richards also said that certain classes of people should not be encouraged to come here, such as professional men, clerks and mechanics, for whose services there is no demand, there being a superabundant supply of such people on the spot.

Mr. B. Campbell, chairman of the charitable committee of the St. Patrick's Society, said :—

'There have been very few applications made by Irish Catholic immigrants during the present year for money from the society. This fact clearly demonstrates the good quality of the year's immigration. Employment was provided for some of those people who settled and became citizens of this city. The railway fares of others were paid to places in the country where work was obtainable, and the committee paid the board and lodging for a short time of a few others.

'The amount of money paid out for immigration purposes was a small sum. This is good proof that the Irish Catholic immigrants are a suitable class for Canada.

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'I think we have been getting a better class of immigrants during the past few years, than was the case formerly, and those who came to us this year were self-reliant, intelligent, and well able to look after their own interests. They had with them sufficient means to keep themselves and families until they could secure work, asking no help from us, except in the cases above referred to.'

Mr. James Wright, chairman of the charitable committee of the St. Andrew's Society, said:—

'There was a decrease in the number of immigrants admitted into the St. Andrew's Home compared with 1898, and also a decrease in expenses on immigration account. The immigrants were a thrifty, intelligent people, staying at the Home for a day or two prior to resuming the journey to their destinations. We paid the railway fares of a few of those people to the country where they could obtain work.'

Mr. William Seale, chairman of the charitable committee of the Irish Protestant Benevolent Society, said:—

'The immigrants with whom the society has had dealings, during the year now drawing to a close, were a most desirable class for this country. They were principally practical mechanics who came here seeking employment to better their condition in life, and work was promptly procured for them through the influence of the society.'

'The disbursements on account of immigration amounted to a small sum only, and I think we should be well pleased with the immigration of the year.'

Mr. W. D. McMillan, superintendent of the Protestant House of Industry and Refuge, said:—

'All I can say is, that while last year, 1898, our expenditure on immigration account was small, this year it has been still smaller. It is really a matter of congratulation to us to see that the government has been so successful in bringing to Canada people who can support themselves, instead of becoming public charges.'

The Home of 'L'Union Nationale Française de Montréal, Société de bienfaisance,' is situated at No. 42 Cadieux Street, Montreal.

Mr. E. Boudet, one of the members of the committee of management of the above society, said:—

'The number of French immigrants admitted into the Home during the year 1899, was about the same as the preceding year, and the expenses for immigration work would also be about a similar amount as in the year 1898.'

'The immigrants were mostly agriculturists for whose services there was a good demand and employment was readily procured for them. Many of the immigrants went to the northern districts of the province of Quebec and settled on land there, whilst others were destined for Manitoba and the North-west Territories.'

Mr. Boudet would like to see a larger number of his compatriots remain in this province, rather than go to the Western country.

#### REPATRIATION.

I am glad to be able to state that there has been an increase in the number of both French and English speaking Canadians arriving at Montreal from the United States during the present year, they having declared their intention of becoming permanent settlers in Canada.

The total number for 1899, as per statement B. annexed was...	1,317
The total number for 1898 was. ....	912
Being an increase of. ....	405

The repatriation movement has now strongly set in and there is good reason for believing that next year a much larger number than in 1899 will return to Canada and become Canadian citizens.

#### THE HEALTH OF IMMIGRANTS.

It is with great satisfaction that I am able to report that the immigrant arrivals here have been exceptionally healthy, and there have been no instances where conta-

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gious disease had broken out among them. This no doubt is due in great part to the excellent work of the medical staff at Grosse Isle Quarantine Station.

I have, however, to report one birth and two deaths, the particulars of which are as follows:

Birth: On May 25, Mrs. Hjoter Gudmundson, Icelandic immigrant *ex ss. Pomeranian*, who gave birth to a son on May 20, was admitted to the Montreal Maternity Hospital, and in due course discharged convalescent.

Deaths: On March 5, Mrs Spokeman and child, Marie Josephine, aged 3 years, English immigrants, *ex ss. Vancouver*, for Toronto, Ont., were sent to the Civic Hospital, the child having chickenpox. The child died on the 17th idem of scarlatina.

On April 16, Marja, daughter of Pykola Szelefonzuk, aged 4 months, Galician immigrants, *ex ss. Graf Waldsee*, via New York, died in the Windsor station of infantile debility, and was buried in the Roman Catholic cemetery.

## DEPORTED IMMIGRANTS.

The following is a list of immigrants deported to their respective countries during the year on account of physical and mental debility:

Percy Hampton, deported from Winnipeg, left Montreal by *ss. Californian*, on August 17, for England.

Carl Otto Johansson, deported from Winnipeg, left Montreal by *ss. Arawa*, on September 28, for Sweden.

Johan Wilhelm Latt, deported from Winnipeg, left Montreal by *ss. Vancouver*, on October 7, for Sweden.

François Guyot, deported from St. Alphonse, Manitoba, left Montreal by *ss. Lake Ontario*, on November 22, for Belgium.

## MONTREAL HOSPITALS.

The three large hospitals of the city of Montreal, namely, the General Hospital, the Notre-Dame Hospital and the Royal Victoria Hospital, are prepared to take charge of and give necessary treatment to any sick or injured immigrant whose condition necessitates medical assistance and proper care.

## OFFICIAL VISITS.

I had the honour of receiving official visits from Mr. James A. Smart, the Deputy Minister, and yourself.

## REV. ABBE MORIN.

The retirement of the Rev. Jean B. Morin, whose headquarters were at this agency, from the work of Canadian repatriation and colonization is announced. He was a most energetic worker and most remarkably successful in inducing hundreds of his fellow countrymen to settle in the district of Edmonton, Alberta, where he has established flourishing colonies, at Edmonton, Morinville, &c., with a total population of about 2,600 souls.

## THE GALICIAN IMMIGRANTS.

Several parties of Galician immigrants to the number of 953 persons, passed through the city during the present year as per statement A. annexed, via the United States. They were en route to Manitoba and the North-west to join the colony of their compatriots already settled there. They were from the Austro-Hungarian monarchy. Almost all are farmers, and there is good reason to expect that they will prove a desirable addition to the population of the country of their adoption.

## THE DOUKHOBOERS.

About 7,400 Doukhobor immigrants passed through here from Russia, etc., during the early months of the year, by Canadian Pacific Railway special trains.

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They were bound for Manitoba and the North-west Territories. Specially appointed Government agents and interpreters accompanied the immigrants on the trains from the ports of landing to their destinations in the West. They seemed to be an intelligent, self-reliant people and a most desirable class of settlers.

#### TRANSPORTATION.

The steamship and railway companies deserve credit for their handling and treatment of immigrant passengers. There have been no complaints under this head and I can only say that all the immigrants I have met have spoken in the highest terms of the treatment they have received both while on shipboard and on the railways. The food was satisfactory, and the sleeping accommodation equally so. On the cars the same story was told; the Canadian Pacific, Grand Trunk and Government Railway systems doing everything in their power to satisfy the new arrivals and see them safely landed at their respective destinations.

#### JUVENILE IMMIGRANTS.

In this connection I may say that there is an unfair and uncharitable prejudice and opposition among certain people in regard to the juvenile immigrants who come to this country to get a start in life. Because one or two make a slip or misconduct themselves is no reason why the whole should be condemned, and while newspapers enlarge upon the misdeeds of one or two, they should not forget the small but sturdy army of little toilers who, far from the land of their birth, are trying silently but pluckily to build for themselves homes among us.

Mr. Regimbal, of this agency, has made special visits to 52 juvenile immigrants sent out by the various philanthropic societies in the British Isles. He found all, with few exceptions, pleased with the treatment received at the hands of their employers, and the employers expressed satisfaction at the progress of the children in the various duties in which they are engaged.

#### IMMIGRATION LITERATURE.

In the matter of immigration literature care has been taken to supply the immigrants arriving in Montreal, whether remaining in Canada or passing through to the United States, with the pamphlets and maps, issued by the Department of the Interior, descriptive of the lands open for settlement in the Dominion, and calling attention to the advantages of Manitoba and the North-west Territories for intending settlers.

In addition to this, all persons applying at this office for such pamphlets have been supplied either personally or by mail.

#### THE WOMEN'S NATIONAL IMMIGRATION SOCIETY.

I append hereto the eighteenth annual report of the Women's National Immigration Society of Montreal.

It contains valuable information in connection with the work of the society for the current year.

The society's Home, which is situated at No. 89 Osborne Street, Montreal, is well adapted for the purpose for which it is intended, being in close proximity to the principal railway stations of the Canadian Pacific, Grand Trunk and Government Railway systems. The Home is always open for the reception of respectable female immigrants, irrespective of creed, race or nationality. There is ample accommodation for fifty boarders exclusive of the apartments of the staff.

Mrs. Cox, the president, and her colleagues on the board of management, do all in their power to promote the objects for which the society was founded.

The staff, composed of Mrs Vosburgh, the secretary, and Mrs Mahoney, the matron, faithfully discharge the duties of their respective positions.

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## THE ANDREWS HOME.

Appended hereto is a synopsis of the annual report of the Andrews Home and Church of England Immigration Bureau, situated at No. 46 Belmont Park, Montreal.

It contains a concise statement of the work of the institution during the current year.

Those immigrants who had availed themselves of the privileges of the Home, expressed themselves as being well pleased with the treatment accorded them.

The Rev. J. Frederick Renaud, immigration chaplain, who has charge of the institution, is indefatigable in performing the duties of his office, and the report above referred to shows how well he and his subordinates carry out their work.

## CORRESPONDENCE.

During the present year I have received and answered 272 letters of inquiry from prospective emigrants in the United Kingdom, the continent of Europe and the United States, regarding the government free grant lands in Manitoba and the North-west Territories, the price of farm properties in the provinces of Quebec and Ontario, the cost of transportation by steamships and railways, the rate of wages paid mechanics and labourers, etc., and letters of application for help from farmers and contractors. Answers have been duly mailed to my correspondents, together with government pamphlets, etc.; also 238 official letters received and 213 official letters answered; 221 telegrams received and 310 telegrams transmitted.

## APPENDED REPORTS.

I append hereto for your information the following reports:—

Rev. Frederick Renaud, chaplain and secretary of the Andrews Home, 46 Belmont Park, Montreal.

Mrs. Eva Vosburgh, hon. secretary treasurer of the Women's National Immigration Society of Montreal.

Mr. A. B. Owen, agent of Dr. Barnardo's Homes, Toronto, Ont.

Mrs. Louisa Birt, agent Distributing Home, Knowlton, Que.

Rev. Robert Wallace, agent Marchmont Home, Belleville, Ont.

Miss A. F. Proctor, superintendent of the Canadian Catholic Emigration Society, St. Ann's Home, 149 Berri Street, Montreal.

Robert A. Dawson, special conductor and interpreter, Dominion ss. Line, Quebec.

Ignatius Roth, travelling passenger agent, Canadian Pacific Railway Co., Montreal.

Miss Agnes Brennan, agent for the Catholic Children's Protective Society of Liverpool, England, St. Vincent Rescue Home, 11 St. Thomas Street, Montreal.

Mr. Ivar Sherman, corresponding secretary of the Scandinavian National Society of Montreal.

## CONCLUSION.

In conclusion, I desire to express my thanks to the officials of the department at headquarters for the many acts of courtesy and assistance extended to me, also to my confreres in the Dominion, to the staffs of the different railway and steamship companies, to the clergy of all denominations, to the local provincial immigration agent, and to the officials of the various national and charitable societies for the help they have rendered me and the staff of my agency, and for the ever ready kindness they have displayed; also to the city press, both English and French for the valuable support it has invariably extended.

The whole respectfully submitted.

Your obedient servant,

JOHN HOOLAHAN,  
Dominion Immigration Agent.

63 VICTORIA, A. 1900

STATE

Immigrant Arrivals and Departures at the Montreal Agency by Ocean

MONTHS.	SOULS.				NATIONALITIES.																	
	Adults.		Children		Arab.	Austrian.	Belgian.	Finnish.	French.	Galician.	German.	Greek.	Great Britain.			Hebrew.	Hungarian.	Italian.	Maltese.	New Finlanders.	Polish.	Russian.
	Males.	Females.	Males.	Females.									English.	Irish.	Scotch.							
January	38	17	11	14	6	1	1	3	7	41	4	13	1	4	1	1	1	1	1	1	1	1
February	59	16	3	3	9	1	3	4	33	3	11	1	3	3	11	2	1	1	1	1	1	1
March	173	55	41	36	7	2	5	21	50	101	13	5	12	53	27	7	1	1	1	1	1	1
April	221	77	62	54	3	7	2	19	33	169	33	17	5	7	23	61	1	1	1	1	1	18
May	312	93	75	72	8	8	8	55	123	151	2	2	1	24	145	9	1	1	1	1	1	2
June	135	53	27	29	4	1	15	3	101	16	3	1	1	7	62	12	1	1	1	1	1	1
July	100	57	39	37	2	1	4	2	147	3	48	2	1	1	20	2	1	1	1	1	1	1
August	51	25	16	13	1	1	1	8	51	2	1	1	1	6	1	25	1	1	1	1	1	4
September	40	30	20	18	1	1	1	4	63	5	1	1	1	1	14	4	1	1	1	1	1	6
October	50	39	20	22	4	1	4	11	80	7	2	1	1	10	6	1	1	1	1	1	1	1
November	90	36	11	11	2	1	6	6	31	7	6	1	1	12	1	1	1	1	1	1	1	1
December	139	74	33	30	4	1	75	64	32	1	29	1	5	9	5	10	1	1	1	1	1	1
Total	1408	577	358	339	28	30	6	140	154	953	357	3	153	14	30	24	142	384	2	22	24	33

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.

STATEMENT B.—Immigrant Arrivals and Departures at the Montreal

Months.	SOULS.				NATIONALITIES.																	
	Adults.		Children.		Returned Canadians.	Arab.	Armenian.	Austrian.	Finnish.	French.	German.	Great Britain.			Hebrew.	Hungarian.	Italian.	Polish.				
	Males.	Females.	Males.	Females.								English.	Irish.	Scotch.								
January	27	14	17	11	48	1	1	1	1	1	1	12	2	3	1	1	1	1	1	1	1	1
February	63	33	28	25	89	1	1	1	1	1	4	10	11	7	6	1	4	1	1	1	1	3
March	122	45	41	33	169	1	1	1	1	1	7	15	5	11	1	43	1	1	1	1	1	1
April	203	60	49	44	187	1	1	1	1	1	10	2	12	2	11	92	1	1	1	1	1	6
May	127	61	64	66	246	1	1	1	1	1	5	2	14	8	4	34	1	1	1	1	1	1
June	81	49	38	37	111	1	1	1	1	1	9	7	13	3	7	40	1	1	1	1	1	1
July	46	28	23	25	80	1	1	4	1	1	1	2	2	1	17	1	1	1	1	1	1	1
August	56	33	10	20	64	4	5	1	9	1	1	5	2	9	17	1	1	1	1	1	1	1
September	50	30	39	40	118	1	1	1	13	1	4	4	2	5	6	1	1	1	1	1	1	1
October	47	32	17	19	71	5	1	1	2	1	5	3	2	4	1	5	1	1	1	1	1	1
November	47	31	26	20	79	1	7	1	10	3	1	3	6	5	13	1	1	1	1	1	1	3
December	38	25	9	10	55	1	1	1	5	1	1	1	1	4	2	15	1	1	1	1	1	1
Totals	907	441	361	350	1,317	9	12	5	63	4	33	93	39	28	39	16	271	12	1	1	1	1

DOMINION GOVERNMENT IMMIGRATION AGENCY.  
MONTREAL, December 30, 1899.

SESSIONAL PAPER No. 13

MENT A.

Travel via United States, for the year ended December 31, 1899.

Scandinavian.								OCCUPATIONS.										DESTINATIONS.					Total Number of Souls.
Danish.	Icelandic.	Norwegian.	Swedish.	Slavonian.	Swiss.	Syrian.	Mulattoes.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks, Traders, &c.	Miners.	Female Servants.	Not classified.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.		
1		1						15	4	5	2	5	6	4	39		13	7	47	9	4	80	
2								27	17	38	6	5	1	3	14		9	7	39	13	13	81	
2								66	38	53	3	5	8	13	114		30	27	130	74	44	306	
1		3	6	1	1			67	59	82	4	6	3	22	171		55	48	256	26	29	414	
1		6	14	8		1	4	74	73	151	10	2	2	23	212		134	30	326	33	29	552	
1		2	11	6				35	26	56	4	2	12	24	90		57	16	121	18	37	249	
			1					45	28	19		3	5	19	114	15	43	13	120	33	9	233	
			1		2			23	4	22		2		8	46		29	3	53	18	2	106	
	1		3					18	11	8		3		12	56		7	3	70	25	3	108	
		10	3					25	14	10				11	71		5	11	95	8	12	131	
			2			50		12	13	57	3	3	2	17	41		67	14	50	4	13	148	
4		1				30		29	10	79	4	11	6	33	104		64	65	97	28	22	276	
14	1	23	42	17	1	81	4	436	297	548	36	44	45	204	1072	15	513	244	1404	289	217	2682	

JOHN HOOLAHAN,  
Dominion Government Immigration Agent.

Agency from United States for the year ended December 31, 1899.

Scandinavian.				OCCUPATIONS.										DESTINATIONS.					Total number of Souls.	
Danish.	Swedish.	Syrian.	United States Citizens.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks, Traders, &c.	Miners.	Female Servants.	Not classified.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.		
	4			7	8				6		42		2	13				6	48	69
1	3	9		18	5	26	5	8		8	81		31	25				2	89	149
1				41	6	71	4	4		3	116		45	23				2	169	241
	29	1		42	33	118					132		89	26	4	19	31		187	356
	3	5		43	24	51	5	5		3	183	19	33	12	1	6			246	318
				2	1	37	6	3		1	116		50	36			8		111	206
	18			10	2	11			1	3	95		17	3	4	17	1		80	122
	2			2		28		2	1	9	74		24	16	7	4	4		64	119
	7			2		16		2	1	4	135		15	15	4		7		118	159
	21		3	12	1	5	2		2	2	84		10	9	2	17	6		71	115
	2		1	2	2	16	2			8	94		21	20	3	1	1		79	124
	3					14	2	3		6	57		15	9	1	1	1		55	82
3	92	18	5	182	75	401	46	11	19	86	1,239	19	352	207	28	63	73	1,317	2,059	

JOHN HOOLAHAN,  
Dominion Government Immigration Agent.

63 VICTORIA, A. 1900

STATEMENT C—Showing the number of Children received at this Agency, whom in charge of, and destination, for the year ending December 31, 1899.

Date.	Name of Person in Charge.	Number of Children.	Destination.	By whom Sent.
1899.				
March 22...	Mr. R. Horner.....	39	Hamilton, Ont.....	Rev. T. B. Stephenson.
" 22...	Mr. R. Horner.....	1	Portage la Prairie, Man	" " "
April 4...	Mr. A. B. Owen.....	2	St. John, N. B.....	Dr. Barnardo. "
" 4...	Mr. A. B. Owen.....	82	Toronto, Ont.....	" "
" 4...	Mr. D. White.....	44	Winnipeg, Man.....	" "
" 4...	Mr. E. A. Struthers.....	39	Russell, Man.....	" "
" 13...	Mr. A. Drummond.....	33	Knowlton, Que.....	Mrs. L. Birt.
" 24...	Mr. Letheran.....	52	Toronto, Ont.....	Mr. Fegan.
" 24...	Rev. R. Wallace.....	31	Belleville, Ont.....	Rev. R. Wallace.
May 2...	Miss Francis.....	23	Niagara on the Lake, O.	Ch. of England Waifs & Strays So.
" 2...	Miss Francis.....	9	Montreal, Que.....	" "
" 14...	Miss Yates.....	39	Montreal, Que.....	Liverpool Catholic Protective So.
" 14...	Mr. Merry.....	55	Stratford, Ont.....	Miss McPherson.
" 14...	Miss Proctor.....	15	Montreal, Que.....	Canadian Cath. Emig. Committee
" 14...	Miss Proctor.....	7	Toronto, Ont.....	" "
" 14...	Miss Proctor.....	38	Ottawa, Ont.....	" "
" 14...	Rev. Hole.....	16	Winnipeg, Man.....	Rev. Hole.
" 14...	Rev. Hole.....	2	Harrisburg, Ont.....	" "
" 28...	.....	8	Montreal, Que.....	Self Help Society.
" 28...	Miss Smithers.....	14	Belleville, Ont.....	Rev. R. Wallace.
July 2...	Mr. A. Drummond.....	40	Knowlton, Que.....	Mrs. L. Birt.
" 10...	Mrs. M. Forster.....	15	St. John, N. B.....	Bristol Emigration Society.
" 30...	Mr. E. A. Struthers.....	59	Russell, Man.....	Dr. Barnardo.
" 30...	Mr. D. White.....	48	Winnipeg, Man.....	" "
" 30...	Mr. A. B. Owen.....	102	Peterborough, Ont.....	" "
" 30...	Mr. A. B. Owen.....	94	Toronto, Ont.....	" "
August 1...	Miss Francis.....	22	Niagara on the Lake, O.	Ch. of England Waifs & Strays So.
" 6...	Miss Proctor.....	43	Ottawa, Ont.....	Canadian Cath. Emig. Committee
" 6...	Miss Proctor.....	5	Montreal, Que.....	" "
" 22...	Mr. A. B. Owen.....	79	Toronto, Ont.....	Dr. Barnardo. "
" 22...	Mr. A. B. Owen.....	101	Peterborough, Ont.....	" "
" 22...	Mr. D. White.....	40	Winnipeg, Man.....	" "
" 22...	Mr. D. White.....	9	Russell, Man.....	" "
Oct. 3...	Miss Loftus.....	26	Ottawa, Ont.....	Canadian Cath. Emig. Committee
Nov. 6...	Miss Malloch.....	2	Ottawa, Ont.....	" "
	Total.....	1,234		

JOHN HOOLAHAN,  
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.



## SESSIONAL PAPER No. 13

STATEMENT D.—Annual Report of Immigrants wanted at the Montreal Agency for the year ending December 31, 1899.

Class of Labour.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	Remarks.
Blacksmiths.....														No demand.
Butchers.....														"
Carpenters.....	1	3	5	4	5	4	3	4	6	8	5	3	51	Local supply sufficient.
Clerks.....														No demand.
Express drivers.....	1	1				1								3 Local supply sufficient.
Farm hands.....	4	6	12	15	12	25	29	22	17	14	10		166	Good demand.
Females—Cooks.....	7	8	9	11	9	2	11	12	8	6	7	5	95	"
" General servants.....	12	13	17	21	17	21	18	20	18	14	16	13	200	"
" Housemaids.....	4	5	7	12	10	8	9	7	10	8	4	6	90	"
" Waitresses.....						5	2	1	2	3	2	1	16	Fair demand.
" Laundresses.....							4						4	Local supply sufficient.
Gardeners.....							2						2	"
General Labourers.....	4	6	9	18	14	28	72	65	150	60	25	10	461	Good demand.
Grooms and coachmen.....	1	2	3	5	3	2	3	1	2				22	Fair demand.
Night Watchmen.....														No demand.
Plumbers.....							1						1	"
Printers.....														"
Storemen.....														"
Tinsmiths.....	1												1	"
Upholsters.....						3							3	"
Waiters.....							4	2					6	"
Boys—Bell.....	1	2	3	4	3	1	5	3	2	3	2		29	Fair demand.
" Care of horses.....	1	3	5	6	5	3	3	5	4	5	4	5	49	"
" Messenger.....	2	1		5	2	4	2						16	"
" Office.....						2	1			1			4	Local supply sufficient.

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.

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STATEMENT E.—List of retail prices of ordinary articles of food required by the working classes of Montreal for 1899.

Provisions.	Prices.		Provisions.	Prices.	
	From.	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon, per lb. ....	0 12	0 15	Mutton, per lb. ....	0 10	0 15
Bread, best white, 4 lbs. loaf .....	0 14	0 16	Milk, per qt. ....	0 05	0 08
" brown, 6 lbs. loaf. ....	0 14	0 16	Oatmeal, per 100 lbs. ....	2 00	2 50
Butter, salt, per lb. ....	0 18	0 25	Pepper, per lb. ....	0 20	0 40
" fresh " ....	0 20	0 30	Pork, per lb. ....	0 10	0 12
Beef, per lb. ....	0 04	0 15	Potatoes, per bush. ....	0 50	0 60
Beer, per qt. ....		0 10	Rice, per lb. ....		0 05
Cheese, per lb. ....	0 12	0 15	Sugar, white, per lb. ....		0 05
Coffee " ....	0 20	0 40	" brown " ....	0 03½	0 04
Cornmeal, per 100 lbs. ....	2 00	3 00	Salt, per lb. ....		0 01
Eggs, per doz. ....	0 12	0 25	Tea, black, per lb. ....	0 20	0 40
Flour, per brl., 1st quality .....	5 00	6 00	" green " ....	0 20	0 40
" " 2nd " ....	4 00	5 00	Veal, per lb. ....	0 10	0 15
" buckwheat, per 100 lbs. ....	2 50	2 75	Candles, per lb. ....		0 20
Fish, dry or green cod, per cwt. ....	2 50	5 00	Coal, per ton. ....	5 75	6 00
Ham, per lb. ....	0 11	0 15	Coal oil, per gall. ....	0 20	0 30
" shoulder, per lb. ....	0 08	0 10	Firewood, per cord. ....	4 00	6 00
Herrings, per brl. ....	5 00	6 00	Soap, yellow, per lb. ....	0 03	0 08
Mustard, per lb. ....	0 30	0 50	Tobacco, per lb. ....	0 15	0 50

JOHN HOOLAHAN,  
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.

STATEMENT F.—List of retail prices of the ordinary articles of raiment required by the working classes of Montreal for 1899.

Clothing, &c.	Prices.		Clothing, &c.	Prices.	
	From	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Coats, under, tweed. ....	4 00	6 00	Rugs .....	0 75	1 50
" over " ....	8 00	12 50	Flannel, per yd. ....	0 20	0 35
Trousers " ....	2 00	3 50	Cotton, shirting, per yd. ....	0 08	0 10
Vests " ....	1 00	1 50	Sheeting, per yd. ....	0 08	0 15
Shirts, flannel .....	0 75	1 00	Cloth, Canadian, per yd. ....	0 40	0 75
" cotton .....	0 50	0 75	" " 1 50	1 50	2 50
" under, wove .....	0 40	0 75	" women's .....	1 00	2 00
Drawers, woollen wove. ....	0 40	0 75	Boots, men's. ....	2 00	3 50
Hats, felt .....	1 00	2 00	" women's. ....	1 50	2 50
Socks, worsted. ....	0 15	0 40	India rubber overshoes, men's. ....	0 60	1 00
" cotton .....	0 10	0 25	" " women's. ....	0 50	1 00
Blankets .....	2 00	4 00			

JOHN HOOLAHAN,  
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.

## SESSIONAL PAPER No. 13

## STATEMENT G.—Average rate of wages at Montreal for 1899.

Employments.	Wages.		Remarks.
	From	To	
	\$ cts.	\$ cts.	
Farm labourers, per month and board.....	10 00	15 00	The average cost of board and lodging for workingmen is from \$3 to \$3.50 per week.
Female farm servants, per month and board.	6 00	9 00	
" cooks                   "           "	8 00	15 00	
" domestics           "           "	6 00	12 00	
Gardeners                   "           "	12 00	20 00	
Lumbermen                   "           "	20 00	30 00	
Blacksmiths, per day.....	1 50	2 00	The rent of workingmen's dwellings, say three or four rooms, is from \$6 to \$8 per month. In the suburbs cheaper rent can be had.
Bricklayers                   "           "	2 50	3 50	
Carpenters                   "           "	1 50	2 00	
Electricians                   "           "	2 00	2 50	
Engine drivers                   "           "	2 00	2 50	
Laundresses                   "           "	0 75	1 00	
General labourers                   "           "	1 00	1 50	
Masons                       "           "	2 00	2 50	
Mechanics                   "           "	1 50	2 00	
Mill hands                   "           "	1 00	1 50	
Miners                       "           "	1 25	1 75	
Plumbers                   "           "	1 50	2 00	
Saddlers                   "           "	1 00	1 50	
Shoemakers                   "           "	1 00	2 00	
Shipwrights                   "           "	2 00	2 50	
Tailors                       "           "	1 50	2 00	
Tinsmiths                   "           "	1 50	2 00	
Wheelwrights                   "           "	2 00	2 50	

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, December 30, 1899.

## REPORT ON THE ANDREWS HOME, MONTREAL.

*(Appended to Agent Hoolahan's report).*

The Andrews Home, 46 Belmont Park, is established for the purpose of welcoming, assisting to obtain employment and caring for all English speaking immigrants who may desire to benefit by such an institution.

The work is directed by governors and a house committee, composed of clergy and laity, gentlemen of the city, with lady visitors, who are appointed by the Bishop of Montreal.

The Rev. J. Frederick Renaud is the chaplain and secretary, as he is also the duly appointed chaplain respectively of the Society for the Propagation of Christian Knowledge, London, Eng., the Church Emigration Society and the Liverpool Self Help Society, Liverpool. The whole work of the Andrews Home is personally supervised by the Lord Bishop of Montreal, who is president of the corporation of the Home.

The Home is comfortably and substantially furnished, having two distinct and separated departments for men and women, with separate entrances, and it is within 4 minutes walk of both railway stations.

63 VICTORIA, A. 1900

The rooms are large and airy, and hot and cold water baths, which are greatly appreciated, are at the disposal of the immigrants.

The janitor meets all immigrant trains and steamers. All English speaking immigrants en route to the west coming into the city, can obtain suitable accommodation at the Home at a small cost, and will be assisted, advised and furthered on their way.

A room is devoted to the members of the Girls' Friendly Society, which is greatly appreciated by them on their first arrival, and subsequently is of much benefit upon changing their situations and where rest is required.

Our matron being from Bavaria, speaks German, and is conversant also with French and English. From her knowledge of her people (the Germans) she is certain that many a German girl would be glad of the opportunity of coming to Canada to enter into domestic service if they were assisted to emigrate.

We would be very glad to co-operate with the Government in this matter, look after and meet them on their arrival and secure situations for them.

Tourist cars can be secured for a party, and berths for individuals upon notification. And here I would note the benefit conferred on the immigrant by the inauguration of the Imperial Limited Express of the Canadian Pacific Railway, which shortens the immigrant's journey and saves his money.

The Grand Trunk system and the Canadian Pacific Railway authorities are most courteous and energetic in assisting us in our work. The cheerful attention paid our immigrants by the officials of these companies is worthy of note. We also reiterate the valuable help that has been rendered us by the Dominion Government Immigration Agent, Mr. John Hoolahan, and his assistant, Mr. Alphonse Regimbal. If it were not for the government's officers here and at Quebec our work would be multiplied and not nearly as satisfactory as it is.

We are sure that such testimony to the good immigration work accomplished will be acceptable to those controlling immigration.

Our corporation are careful to protect the class of immigrants whom we desire to assist. The Andrews Home is not intended to be what is known in Canada as a 'House of Refuge'—we do not admit the tramp element.

We do not receive, nor have we asked for public subscriptions; neither have we desired a government grant to assist our work. Our revenue is derived from a private endowment, supplemented by the small receipts for board of inmates. This year we have expended on this charitable work about \$3,000. Every inmate of the Andrews Home has cost us during the year a loss of fifteen cents per day. Our ordinary charge for the week is \$3, lads from \$2 to \$2.50, children half price, babies in arms free. There is many a case where the committee has made a reduction even of these rates, and instances where, for cause, no charge has been made. When immigrants can afford it, staying for a day, the charge is fifty cents; this includes the time and care in securing or exchanging tickets, looking after baggage, besides food, bed, hot and cold water baths, etc.

We interfere or compete with no association or society, but we are prepared to assist all Church of England and English speaking immigrants, who may desire to benefit by the establishment of the Andrews Home.

Subjoined please find our statistics for the past year.

J. FREDERICK RENAUD,  
*Chaplain and Secretary.*

## SESSIONAL PAPER No. 13

Andrews Home Chaplain's statistics for 1899 :—

Individual visits to office.....	1,838
Total visits to office .....	2,408
Newly arrived.....	1,056
English letters received.....	136
Canadian letters received.....	486
English letters written.....	105
Canadian letters written.....	517
Letters received for immigrants.....	653
Situations obtained.....	377

## WOMEN'S DEPARTMENT.

Visits to matron's office.....	1,653
Applications for girls .....	593
Girls applying for situations.....	111
Situations obtained for girls.....	98
Newly arrived women.....	177
Newly arrived children and girls.....	70
Women passed through Home.....	413
Total No. of visits to both offices.....	3,993
Total No. of situations obtained.....	406

## REPORT OF THE WOMEN'S NATIONAL IMMIGRATION SOCIETY.

(Appended to Agent Hoolahan's Report.)

The Committee of the Women's National Immigration Society have much pleasure in presenting to their friends and the public their eighteenth annual report.

Two hundred and twelve immigrants have passed through the Home during the past year.

One hundred and thirty-nine English, 36 Irish, 20 Scotch, 3 Welsh, 5 Swedes, 1 Belgian, 1 German, 1 Austrian, 3 from Newfoundland, 2 French, 1 Norwegian.

One hundred and sixteen Church of England, 36 Roman Catholic, 25 Presbyterians, 10 Church of Ireland, 3 Baptists, 3 Methodists, 5 Wesleyans, 4 Congregationalists, 7 Lutherans, 1 Unitarian, 1 Jewess, 1 Christadelphian.

Forty girls of former years returned to the Home to board until re-placed.

Eight parties under the care of a travelling matron, were sent out by the Hon. Mrs. Joyce, St. John's Croft, Winchester, through the auspices of the United British Women's Emigration Association, comprising in all 121 young women:—41 for Montreal, 80 for situations in Western Canada.

Nine girls returned to England, 5 to the United States.

Mrs. Sandford, of Winnipeg, brought out a party of 18 girls on June 14, from Ireland, all provided with situations in the West.

The total number of immigrants is less than last year, but it maintains the average. The prosperous condition of England at the present time makes it easy to get good wages, and an attractive life. But it is well to bear in mind that the African war will still further reduce the proportion of men to women and so accentuate the difference already existing between this country and the motherland in respect to the balance of the sexes.

We have again to note the large number of women going direct to the Northwest. While this is in many ways desirable, we again point out that skilled servants

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are most in demand in Eastern Canada, and especially in Montreal: that the highest wages are given in the large eastern cities or in the cities of British Columbia, and that the North-west needs a rougher kind of labour for the most part, though the increasing prosperity of the farmers is now causing a demand for a certain number of capable lady helps and governesses.

Of the parties sent out by the United British Women's Emigration Society, a larger number than usual remained in Montreal; though some of these were families, there were many excellent servants, and the usual sprinkling of girls who had not qualified in self control before leaving England. Experience has gradually improved some, and others continue to make demands on the good offices of the Home as mediator.

It is not to be expected that we could obtain only perfect specimens of any class.

We are glad to notice an increased regularity in the repayments of loans, a great test of the solidity of the immigrants.

All the arrangements in connection with these parties are well conceived, and equally well carried out under the care of their excellent and experienced matrons, who earn the gratitude and affection of those whom they escort.

The immigrants who returned to England did so principally for family reasons.

The Canadian Government did not continue its experiment of last year, when Mrs. Livingston was sent to Scotland to collect women emigrants for domestic service; the immigrants are believed to have given satisfaction but the experiment was considered too costly. This year, Mrs. Sandford, of Winnipeg, undertook a similar expedition at her own expense, but with the countenance of the government. She showed much enterprise and brought over a very good set of girls, and it is to be hoped that the government will realize that a personal expedition of this kind is the most effective way of persuading women to emigrate. To be personally conducted to a country by one of its women who has gained your confidence, is a wonderful help to the would-be emigrant.

In regard to foreign immigration, letters were exchanged with Sweden and Finland; in both cases the ladies wrote that they were most unwilling to persuade their countrywomen to emigrate, but that they were glad to know of our society in case they should hear of any proposing to do so.

In the case of Finland, the writer expressed the foreboding that owing to the changed political situation, emigration on a large scale might be forced on the nation, when they might be glad to avail themselves of all the facilities we could offer.

At present it does not seem possible to take any further active steps.

The joint sub-committee of the Montreal Local Council and the Women's National Immigration Society undertook last spring to show its practical sympathy with the persecuted Russian Doukhobors, and \$500 were collected from Montreal citizens, and quantities of warm clothing. The money was spent in buying milk cows for the women and children, and the clothing proved most useful for a certain section of the exiles who had suffered most persecution and loss. This committee is again occupied with an effort to raise a loan fund to provide material, spinning wheels and looms to give occupation to the women through the long winter months, and to enable them to do something towards the support of the families during this year, which is likely to be the most trying time they will pass through.

We are glad to acknowledge the help afforded by the co-operation of the Local Councils in our immigration work.

The other councils from time to time enable us to realize that we are justified in promising our immigrants friendly counsel and aid in any part of Canada.

Miss Fowler's Home at Winnipeg, is now a recognized institution. It has received a promise of a yearly Government grant of \$500, and a large contribution from the Dominion and provincial governments towards the building fund. It is hoped that a permanent building will be erected during the coming year.

The matron continues to be informed by telegram from the Dominion Government Agent at the ports of landing of the departure by train of single women for Montreal and the West who require help, and is thus enabled to meet the train and

## SESSIONAL PAPER No. 13

render them assistance or bring them to the Home. This is the share we feel able to contribute towards the work of a Travellers Aid Society, which is so much needed in our city, but which does not yet exist.

Our plan of work continues the same. The girls on being first placed in service are introduced to the clergyman of the denomination to which they belong. The Rev. James Patterson, Presbyterian City Missionary, frequently visits the Home, interviews the Scotch immigrants or receives the address of girls placed in Montreal.

We have great pleasure in again thanking Miss Laidlaw, who in company with other kind friends visits the Home every Sunday evening during the winter, after church, to have a pleasant hour with the girls. We feel that this homely and friendly gathering does much to brighten our girls and to keep them in touch with the influence of the Home.

The Christmas party of February last, was well attended by the girls of some years past, and it is interesting to learn from them, of their successful and independent lives.

We are glad to have been of service to one of the women immigrants saved from the wreck of the Scotsman, who spent some days at the Home recovering strength before she was transferred to Miss Brennan, to whom she was recommended. But we regret deeply the loss of a poor girl, Rose Weavers, who was drowned by the capsizing of the first life-boat that was launched. She was recommended to the Home, and her friends in England were communicated with and all possible details of the voyage were sent to them. She was a good girl and a promising emigrant.

In conclusion, we wish to express our thanks to Dr. Grace Ritch, England, our honorary physician, for her kind attention to our girls, and to Mr. Hoolahan, Mr. Marquette and the sub-agents, who afford us all possible help and co-operation in our work; and we would acknowledge with many thanks many substantial gifts to the Home, especially that of Mr. Hector MacKenzie, a most generous donation of household linen; Mrs. Hugh Allan, quilts and linen; Mrs. A. A. Allan, rocker; Mrs. Gillespie, vegetables during the summer.

The whole respectfully submitted,

EVA VOSBURGH,  
*Secretary.*

## REPORT CONCERNING DR. BARNARDO'S HOMES.

*(Appended to Agent Hoolahan's Report.)*

214 FARLEY AVENUE, TORONTO, December 14, 1899.

JOHN HOOLAHAN, ESQ.,  
Dominion Immigration Agent,  
Montreal, P. Q.

SIR,—I have the honour to report that the number of children emigrated to Canada under Dr. Barnardo's auspices during the past year reaches a total of 656, including 451 boys and 205 girls. The young people crossed the Atlantic in three detachments; the first, consisting of 167 boys, sailed from Liverpool by the Dominion Liner *Scotsman* on March 23, and disembarked at St. John on April 3. The second, a mixed party of 100 girls and 156 boys, left Liverpool by Messrs. Elder, Dempster and Co.'s ss. *Lake Huron* on July 17, and landed at Quebec, after an unusually long passage, on the 29th, while the third contingent, composed of 105 girls and

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128 boys, sailed from Bristol (Avonmouth) in Messrs. Elder, Dempster and Co.'s ss. *Arawa* on September 11, and reached Quebec on the 21st. This being our first experience with the firm of Elder, Dempster and Co., it is due to that enterprising corporation to state that every possible desire was shown by the management to provide suitably and on a generous scale for our young travellers, and, judging from our own experience during the past season, we expect to see the company receiving a fair share of Canadian emigration business. The arrangements for the embarking of the party at Avonmouth were most admirable, the train provided by the Great Western Railway making the run from London in a little over two hours, and landing the passengers within half a dozen yards of the ship's gangway.

On this side satisfactory facilities have been afforded by the railway companies for the transportation of the parties from St. John and Quebec respectively, to their destinations at the different distributing Homes, special trains being provided whenever required to enable us to make important connections. The girls have in each case proceeded direct to Peterborough, while the boys have been divided between the different institutions maintained in connection with Dr. Barnardo's work at Toronto, Winnipeg and Russell, Man. We record, with much thankfulness, that our parties have travelled both by sea and land without serious accident, mishap or detention. Good discipline has been maintained on board ship and during the railway journeys, and the usual strict and careful attention has been given to the health and personal cleanliness of the young emigrants. In each case we have landed our parties with a clean bill of health, and their appearance and general physique have been the subject of flattering comment by their fellow passengers and others.

The past season has been again a 'record' year for us in the magnitude and, I may add, the importunity of the demand both for boys and girls, which has enormously exceeded the supply. Long before the despatch of the first party from England every boy had been bespoken, and applications had been entered on our books for the second and third detachments; while, as I write, we have already received as many applications for boys old enough to be useful as we shall be able to supply from the first party of next year. This demand is confined almost exclusively to farmers, and no effort is made to find openings for boys in the cities and towns, it being recognized by the managers of the Homes that Canada has no need at the present time of any increase in her urban population, and that the prospects for the boys, as future colonists are infinitely more satisfactory by their attaching themselves to the land than would be the case if they were left to make their living in the cities or towns.

The rate of wages paid to the boys has shown a very decided increase during the past year, and this increase is likely to be fully maintained during the coming season. Boys from seventeen upwards who have served an apprenticeship on the farms and can handle horses and make themselves generally useful, are able to command from \$100 to \$150 a year in addition to board and lodging, while in Manitoba and the North-west a number of older boys have been earning during the summer and autumn months as high as \$1.75 and \$2.00 a day with board and lodging. All boys when first placed out in situations are indentured under articles of agreement between their employers and the managers of the Homes, covering terms of from one to five years, in accordance with their age, size and general capability. The majority of those placed during the past season have been lads between twelve and fourteen years of age. In the case of the younger boys, the engagement is for a term of five years, and in accordance with the provisions of the agreement, the employer is required to furnish board, lodging, washing, sufficient and proper clothing, and all necessaries; to send the boy to school for a stipulated period during the first year or two of the term, and to pay to him at the expiration of his period of service the sum of \$100.

These conditions secure for the boy a settled and permanent home during the first years in the country, while he is being taught his business, and is learning to adapt himself to the altered conditions of life, and at the end of his term of service he receives a substantial sum of money to serve as a nest egg for future savings. We think it must be admitted that a boy of seventeen or eighteen years of age, who has learned how to work on a farm, has become familiar with country life and ways,



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has acquired habits of industry and application, and has got \$100 in the bank as a provision for the future, has received an excellent start in life. We have now under our charge many hundreds of lads in this position, and who are making admirable use of the opportunities that have been placed within their reach. In the majority of cases the boys, after completing their terms of apprenticeship, remain on with the same people, hiring for monthly or yearly wages. In other cases they prefer a change, and in a good many instances boys who have been living in Ontario migrate to the North-west, attracted by the prospect of higher wages and of being able to take up homesteads of their own. It is customary for us to leave them at liberty to settle their destinations for themselves, as we consider that they have earned the right to this privilege by having faithfully fulfilled their original terms of service. The westward migration is a movement that we are always ready to encourage, and we have now a very considerable number of young settlers in different parts of Manitoba and the western provinces, who have gone there after learning their business on farms in Ontario. In fact, the prospect that we hold out as the object of ambition to all the boys and young men under our charge, is to have farms of their own, availing themselves of the liberal conditions offered by the Dominion Government to settlers on the vacant lands in the west. There is, of course, a small number who find farming thoroughly distasteful, and who, as they grow up and take the independent management of their affairs, find their way into other occupations. We have several lads who are making courageous and praiseworthy efforts to acquire an education, and a small number who are working their way towards the professions. Others are established in business in a small way, and many of these enterprises are highly creditable to their energy and perseverance, but in future years the great bulk of our boys will be found making their living on the land, and assisting in the development of the agricultural resources of the country.

Our boarding out system has developed considerably during the past year. This system may be considered as an alternative method for the training and education of little boys, to their being kept in English institutions up to the time of their reaching the age when they become self-supporting. Every year a number of little boys between five and ten years of age are sent out from our English homes and placed in farm households in Ontario, where a stated sum per month is paid for their maintenance. Their guardians or foster parents undertake, in consideration of the amounts paid to them, to provide food, clothing and education for their little charges, and to look after and care for them as their own. It is, of course, required that the boys boarded out shall regularly attend school, and certified reports from the school teachers showing that they have thus attended, are regularly furnished to us. The placing out, under these conditions, of children of tender years necessarily involves the exercise of very close supervision, and each boy placed in a foster home is regularly and frequently visited by a special representative of the institutions. The boarding out system has been in operation in Canada, in connection with Dr. Barnardo's work, for the past eight years, and the results have been in the highest degree satisfactory, and fully justify the opinion that the younger the boys and girls can begin life in Canada, the better are their prospects of success, and that for a boy who has to make his living in Canada, and who aspires to become a Canadian farmer, no training could be better than that of a Canadian farm household, and an education in a Canadian country school.

The visitation and personal inspection of the boys placed in situations, have been in full and active operation during the past season, and at the present time a staff of five gentlemen is regularly and exclusively employed in this branch of the work. Each individual visit is the subject of a full and detailed report that is kept on file at the offices of the different centres, and which furnishes complete information as to the health, conduct and progress of each boy, and gives particulars as to his surroundings and the character of the situation in which he is placed. In addition to the persons engaged in visitation, a considerable clerical staff is employed to deal with the very large and growing correspondence that arises in connection with the boys and their affairs, and in maintaining the full and elaborate records of every individual boy that is a special feature of our work. Every boy is encouraged to

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write to us often and regularly, and to look to the representatives of the homes for aid and counsel in any occasion of difficulty, or in connection with any circumstances affecting his position or future prospects. Our aim, in fact, is to keep ourselves in the closest possible touch with all the boys who have passed through our hands, to enlist their confidence, to promote their interests whenever the opportunity offers, and, to the fullest extent in our power, to supply to them the place of parents or natural guardians.

I must be permitted once again to express our grateful acknowledgment of the ever ready assistance and co-operation that have been extended to us by yourself and the members of your staff as often as the occasion has arisen. It can easily be imagined that in the convoy and general supervision of the large number of young people who pass through our hands, a great deal of anxious responsibility is involved, and we gratefully realize how often our responsibilities have been relieved and trouble saved us by the help and kindness that have always been forthcoming from yourself. Whether we required provisions to be ordered in advance of our arrival, or a small party of boys to be met and transferred, or an advertisement inserted, or a piece of baggage traced, we have always been able to rely on your valued and efficient services, and I gladly avail myself of the present opportunity of offering you the sincere and very hearty thanks of myself personally, and those whom I represent.

Your obedient servant,

ALFRED B. OWEN,  
*Canadian Agent Dr. Barnardo's Homes.*

## REPORT OF CHILDREN'S DISTRIBUTING HOME AT KNOWLTON, P. Q.

*(Appended to Agent Hoolahan's Report.)*

J. HOOLAHAN, Esq.,  
Dominion Immigration Agent,  
Montreal.

DEAR SIR,—Since April, 1899, we have received from Liverpool into this Home 101 children and young people. All of these have been placed in Homes, the younger ones, for clothes and school, those over 14 for what wages they can earn. Besides these we have had 56 returned for one reason or another, and every one placed again in other positions.

At present there are only five small girls, 8 and 7, in the Institution. We have received over 600 applications since January 1, 1899, showing that people need them. All have been placed in our own province of Quebec.

I remain,  
Yours truly,

Mrs. BIRT,  
per E.M.

P.S.—Four paid visitors are kept constantly in the field watching over them, and seeing they are properly cared for.  
E.M.

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## REPORT OF THE MARCHMONT HOME, BELLEVILLE, ONT.

*(Appended to Agent Hoolahan's Report.)*MARCHMONT HOME,  
BELLEVILLE, ONT., December 11, 1899.JOHN HOOLAHAN, ESQ.,  
Dominion Immigration Agent,  
Montreal.

DEAR SIR,—In reply to your request for a report of the immigration work of this Home for the current year, I beg to state that we have brought out 60 children, 31 boys and 29 girls, of the average age of 12 or 13.

The demand for the services of these young people has been very largely in excess of the supply. Our applications for boys this year to date have been 320, and for girls 513.

This large choice enables us to select only the best homes, and the result has been very satisfactory for the welfare and comfort of the children. A number of our boys took advantage of the harvest excursions to the North-west and will doubtless mostly settle down there and take up land. Our two visitors have been out all summer and have brought back on the whole very encouraging reports.

Yours truly,

ROBERT WALLACE.

## REPORT OF THE CANADIAN CATHOLIC EMIGRATION SOCIETY.

*(Appended to Agent Hoolahan's Report.)*149 BERRI STREET,  
MONTREAL, November 26, 1899.J. HOOLAHAN, ESQ.,  
Dominion Immigration Agent,  
Montreal.

SIR,—In answer to your letter asking for the usual account of our work for the current year, we have to report that during the immigration season we received 105 boys and 31 girls. Of these only one girl has been returned, as though no serious complaint was made of her we considered her not yet fit for life outside an institution; she was thereupon sent to a convent in England. Our boys have been placed in the usual districts, except that new districts have been opened in the neighbourhood of Arthur and Coaticook.

Our girl immigration has been less this year, principally because our executive has been too much occupied with introducing a new method into the boys' department to go over to England and bring the girls.

The new arrangement for boys consists in a written agreement between the society and the farmer on the lines of Dr. Barnardo's method. We find that the best farmers are pleased to give wages from the beginning, however small. The boys under this régime understand that they are bread-earners, and grow up self-

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respecting good citizens. We have, we hope, eliminated the idea of these boys being 'charity boys,' which idea the old method encouraged.

We have wished to take a permanent position in the country and have therefore incorporated the society.

We wish to convey to you and your staff our very real gratitude for the uniform courtesy and abundant kindness which our society has received at your hands. We have to thank the Allan Line and the officials of the railways for the kindness shown our children, the boys often going long distances, passed on with encouraging kindness by the railway officials.

I am, yours faithfully,

A. F. PROCTOR,  
*Superintendent Canadian Catholic Emigration Society.*

LETTER FROM ROBERT A. DAWSON, DOMINION S.S. LINE INTERPRETER.

(Appended to Agent Hoolahan's Report.)

QUEBEC, December 13, 1899.

JOHN HOOLAHAN, Esq.,  
Dominion Immigration Agent,  
Montreal, Que.

DEAR SIR,—At your request I beg to inclose a short report of the immigrants who arrived by Dominion Line, for Canadian points, during the year of 1899. I have been at the landing of all passengers who arrived by Dominion Line, both at Quebec and Halifax during the year, and have travelled with them on the railway, and beg to inform you that in my opinion the immigrants for the North-west and other points, have been of a superior class, young, healthy and desirable in every way, a large portion of them having good outfits, and means to provide homes in their new country.

I must also remark that they have been well received by the immigration officers at the seaports, and every train was met by yourself or staff at Montreal, day and night, which is a great help to strangers, and is much appreciated by them.

Yours faithfully,

ROBERT A. DAWSON,  
*Special conductor and interpreter Dominion Line.*

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## LETTER FROM IGNATIUS ROTH.

*(Appended to Agent Hoolahan's Report.)*CANADIAN PACIFIC RAILWAY COMPANY,  
HALIFAX, N.S., December 14, 1899.JOHN HOOLAHAN, ESQ.,  
Dominion Immigration Agent,  
Montreal, Que.

DEAR SIR,—In reply to yours of 5th inst., I may say that in my capacity of interpreter and travelling passenger agent for Canadian Pacific Railway, and having had to meet all incoming steamers, both at Quebec and Halifax, I have had every opportunity of obtaining the information you seek.

I can conscientiously state that, with very few exceptions, the immigrants arriving in Canada during the past twelve months, have been of a most desirable class, being able bodied, healthy, and intelligent, with ample means to enable them to make a good start as agriculturists in a new country. I also noticed that nearly all of them were destined to friends, who had already made homes for themselves, and wrote encouragingly to relatives in their motherland.

Regarding nationalities, there arrived a much larger number of Hungarians, Russians, Germans, and a better class of Galicians, than in previous years.

The Galicians, I am pleased to say, have turned out as I expected, good farmers, honest and peace loving people, and I have received letters from some of those passing through my hands, which lead me to expect a larger number than ever before.

We also handled a large number of stalwart Finns, destined to Copper Cliff, Fort William and Sudbury, Ont. In conclusion, I may say that I note with regret, the almost entire absence of immigrants from the German Empire.

I have the honour to remain,  
Yours sincerely,

IGNATIUS ROTH.

REPORT OF THE LIVERPOOL CATHOLIC CHILDREN'S PROTECTIVE  
AND RESCUE HOME.*(Appended to Agent Hoolahan's Report.)*11, ST. THOMAS STREET,  
MONTREAL, December 29, 1899.To Mr. JOHN HOOLAHAN,  
Dominion Immigration Agent,  
Montreal.

DEAR SIR,—In placing my report for the last year before you, I regret to say that I have had only one consignment of children. In the month of May, I received thirty-nine children, twenty girls and nineteen boys. They were all placed in a few days. They ranged in age from eight years to seventeen.

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I should have had a large party this last season, but owing to sickness in the Liverpool Home, they were obliged to remain over until spring next year. The want of girls is very much felt. The demand is still on the increase for both boys and girls.

During the year we have received back into the Home from fifteen to twenty girls and about fifteen boys, to be placed in better positions. Several come to be prepared for their first communion and confirmation by the Rev. F. Sebard, C.S.S.R., who so willingly looks after their spiritual welfare.

It only remains for me to thank all those who so kindly assist me in my work.

Please accept for yourself my most grateful thanks for all the patience and kindness conferred on me during the year.

I remain, yours very respectfully,

AGNES BRENNAN,  
*Superintendent.*

LETTER FROM IVAR SHERMAN, CORRESPONDING SECRETARY OF THE  
SCANDINAVIAN NATIONAL SOCIETY OF MONTREAL.

(Appended to Agent Hoolahan's Report.)

MONTREAL, January 2, 1900.

Mr. JOHN HOOLAHAN,  
Dominion Government Immigration Agent,  
Montreal.

DEAR SIR.—In answer to your letter to the Scandinavian National Society of Montreal, I am directed to say that the society during the past year has given some pecuniary assistance to immigrants, and has given advice regarding work, land, &c. The Scandinavian immigrants during the year have been of the best class, and it is only to be regretted that so few have come to settle in Canada, instead of going to the United States. Of course, there is only a limited demand for labourers in the city of Montreal, and almost none during the winter months; so that we have to advise our compatriots, who are in quest of land to proceed to Manitoba and the North-west. It is a pleasure for the society to acknowledge the good work done for our Scandinavian immigrants by yourself and office staff. Especially has the work done by the Scandinavian interpreter, Mr. H. Lennquist, been highly appreciated by ourselves and by the immigrants. The energetic Scandinavian colonization work carried on by Mr. C. O. Swanson is already bearing good fruits, and we would like to see more of our countrymen from the Scandinavian Kingdoms settle in the Scandinavian colonies in the North-west of Canada. The Scandinavian female servants, who have arrived at Montreal, have promptly obtained good situations and there is a large demand here for servants, a demand far exceeding the number arriving.

Your obedient servant,

IVAR SHERMAN,  
*Corresponding Secretary.*

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MEMORANDUM ON THE IMMIGRATION OF AUSTRO-HUNGARIANS  
INTO CANADA DURING THE YEAR OF 1899.

BY THE AUSTRIAN CONSUL-GENERAL IN CANADA.

*(Appended to Agent Hoolahan's Report.)*

The influx of Austro-Hungarians into Canada during the last year has again been very large, consisting mostly of Galician and Buckowinian farmers, who went to swell the existing colonies of these people in Manitoba and the North-west Territories.

Very few complaints have come from the North-west, showing that the colonies there must be in a fair state of content and comfort, while some of the older settlers on account of their industrious and frugal habits have already risen to a comparatively high level of prosperity, although they arrived in Canada originally with very limited means, thus proving the desirability of their further influx for the benefit of the development of the Canadian North-west.

The fact that an official of the Dominion Immigration Department during the course of the year has had the opportunity of visiting Galicians and Buckowinians in their old country homes will certainly help to dispel the totally mistaken idea of considering these people below the average level of humanity, and almost on a par with the Chinese, necessitating special legislative measures for regulating their further influx into Canada, which measures in view of the attained results would certainly appear an unfriendly act.

It is noteworthy that the cry of pauperism with which these people have been received in the past is gradually dying out, since it is a fact that not only the majority of them must have been possessed of what would be considered a small fortune in their circumstances in order to pay for the transportation of themselves and their large families from their old homes to Canada, but besides it appears now that a large number of those who arrived with rather limited means, after deciding definitely to settle in Canada, are and have been selling their properties in the old country, and received that money after having been in Canada for some length of time, thus having meanwhile learned by experience how to properly invest such money in their new farms. The number of such cases which have gone directly through this office has been very large during the past year, and shows that a vast amount of ready cash is being brought into this country by this class of immigrants.

Nearly 1,200 immigrants passed through Montreal from Austria-Hungary via New York, and nearly all of them went to settle in the North-west, where most of them went to join their friends and relations. They were all a fine, healthy looking lot and with few exceptions were fully able to pay their way. The few exceptions consisted of several families who came via an Italian port and had been deceived by the booking agents giving them tickets to Montreal only, instead of, as they imagined they had, tickets to Winnipeg. As, however, most of these had friends in the North-west, the necessary money for their further transportation was forthcoming after they had stopped off here for a little while.

Great credit is due to Mr. Hoolahan, the local Dominion Immigration Agent here, for the efficient way in which he and his capable staff looked after the comfort and welfare of these immigrants.

SCHULTZ,  
*Consul General.*Imperial and Royal Austro-Hungarian Consulate,  
Montreal, January 16, 1900.

No. 5.

REPORT OF G. BOGUE SMART, TRAVELLING IMMIGRATION AGENT.

OTTAWA, December 30, 1899.

FRANK PEDLEY, Esq.,  
 Superintendent of Immigration,  
 Ottawa.

SIR,—I have the honour to submit my report for the year 1899.  
 Acting under your instructions I took charge of and accompanied the following parties of immigrants, on the dates undermentioned, to Manitoba.

May 11, from Ottawa to East Selkirk, Manitoba,	481	Galicians
do 29, from Halifax	do	do 632 do
June 19 do	do	do 391 do
July 2 do	do	do 343 do & others
do 2, from North Bay	do	do 60 mixed
Total.....		1,907

These parties were healthy, no disease appearing en route, except that in the first party three infants developed a mild type of measles after reaching Rat Portage, Ontario, and I reported these cases immediately to the commissioner of immigration.

I found the majority of the immigrants clean and tidy. They appeared to be very anxious to acquire the English language and customs, and many occupied their time en route in studying English. After a close study of the Galicians, I am of opinion that they are well adapted for the North-west, and will make thrifty settlers. With few exceptions they were farmers.

From July 13 to 24, I assisted in the general work of the Halifax Office. On July 24, as instructed by you, I proceeded to Winnipeg, and remained there from July 28 until November 7, during which time I acted as chief accountant and assistant to the chief accountant respectively.

On November 15, I started on a tour of inspection of British workhouse children, in the counties of Carleton, Russell, Leeds and Grenville, Lanark, Renfrew, Northumberland and Durham, and Victoria, Ontario, and Ottawa County, Que. I desire to say that the lads I inspected, with few exceptions, were found to be healthy and contented in their places, and their employers expressed themselves as being satisfied with them.

It is worthy of observation that the applications for children during the past year have been largely in excess of the number that were brought out.

I made inspections of the following Homes in Ontario:—

St. Patrick's Asylum.....	Ottawa.
Orphans' Home.....	do
New Orpington Lodge.....	Hintonburgh.
St. Vincent de Paul Hospital .....	Brockville.
The Fairknowe Home .....	do
The Marchmont Home.....	Belleville.
The Barnardo Girls' Home.....	Peterborough.



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Girls' Home.....	Toronto.
Girls' Industrial Home..	do
St. Nicholas Home.....	do
The Fegan Home..	do
The Barnardo Boys' Home .....	do
Dr. Stephenson's Home.....	Hamilton.
Miss Rye's House.....	Niagara-on-the-Lake.
Miss MacPherson's House.....	Stratford.

My inspection of these Homes satisfied me that the health and comfort of the children receive particular attention from those in charge, and that personal cleanliness and neatness are encouraged.

I am, moreover, of opinion, after looking into the manner of the examination that the children are subjected to prior to their embarking for Canada, that reasonable precaution is exercised to guard against sending to this country any children of whose health and character there exists any doubt. These Homes are all situated in healthy locations. The ventilation, heating and other sanitary arrangements appeared to be good.

I was cordially received by those having charge of these Homes, and all information was readily afforded me.

G. BOGUE SMART.

## REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA

## No. 1.

## REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, December 31, 1899.

FRANK PEDLEY, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I beg leave respectfully to submit a report of the operations of my office for the current year, together with the reports of other officials connected with the work of immigration in Western Canada.

It will be seen by the tables submitted herewith that the arrivals at this point sprang from a total of 4,196 in 1896 to 27,857 in 1898, supplemented by large incomings by wagons and lines of rail west of Winnipeg, amounting, on a fair estimate, to 5,571, the deductions being departures to Yukon, Western Ontario and Western and Pacific States, amounting to 3,155.

The table showing arrivals during the year 1899 exhibits a satisfactory advance upon those of the previous year, the total immigration at this port alone amounting to 36,175, augmented to 43,410 by a reasonable allowance of twenty per cent for arrivals at points west of Winnipeg by rail and wagon, and for harvest excursionists who remained in the country.

From this must be deducted 104 departures to Western Ontario, 251 to Yukon and 10 to the United States—in all 365—leaving a grand total of 43,045 souls.

For purposes of comparison, I have brought together in Table No. 1 the total immigration returns at Winnipeg from the years 1886 to 1896, inclusive. There was little system in the management of immigration until the year 1892, at which date the business was transferred to the Department of the Interior, not as yet under separate jurisdiction, but down to the year 1897 under the control of the Commissioner of Dominion Lands in Winnipeg, when its management passed to myself, and the methods of administration assumed their present form.

The figures are given as they appear in the yearly returns of the officials here, and are trustworthy so far, at all events, as foreign immigration at this port is concerned.

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TABLE No. 1.—Showing the number and nationality of arrivals accommodated at Winnipeg Immigration Buildings during the years 1886 to 1896, inclusive.

NATIONALITY.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
English and Welsh	1,142	771	1,026	651	336	636	928	1,170	786	619	632
Irish	203	67	34	36	27	30	44	30	44	59	13
Scotch	398	110	168	102	40	153	143	177	133	138	105
German	312	356	458	1,043	894	1,362	2,764	2,626	1,904	869	1,112
Scandinavian	129	332	518	356	228	300	1,066	1,374	856	669	515
French and Belgian	71	24	191	223	145	218	842	1,205	571	476	389
United States	55	17	9	.....	6	201	56	234	148	76	49
Canadians	857	29	58	49	118	166	490	513	589	335	375
Icelanders	446	1,688	739	624	163	218	255	816	40	39	.....
Austrians, including Galicians	.....	.....	.....	.....	32	237	185	849	177	129	904
Others	517	118	186	.....	.....	.....	.....	.....	.....	.....	102
Total	4,130	3,512	3,387	3,084	1,989	3,471	6,773	8,994	5,248	3,409	4,196

TABLE No. 2.—Showing the Number and Sexes of arrivals at Winnipeg during the years ending December 31, 1897, 1898 and 1899.

Port.	1897.			1898.			1899.		
	Males.	Females	Total.	Males.	Females	Total.	Males.	Females	Total.
Winnipeg	6,705	4,159	10,864	19,015	8,842	27,857	21,496	14,679	36,175

TABLE No. 3.—Showing the Nativity of arrivals at Winnipeg during the year ending December 31, 1897.

England.	Ireland.	Scotland.	Germany.	Scandinavian.	French and Belgian.	United States.	Canadians.	Galician.	Russian.	Other Countries.	Total.
1,519	69	205	520	474	383	712	2,373	4,363	28	218	10,864

TABLE No. 4.—Showing the Nativity of arrivals at Winnipeg during the year ending December 31, 1898.

England and Wales.	Ireland.	Scotland.	Canada, including all the Provinces.	United States.	Scandinavia viz., Norway, Sweden and Denmark.	Germans from Germany, Austria and Russia.	France and Belgium.	Galicia and Buckowina.	Other Countries.	Total.
3,203	266	701	13,112	2,643	532	998	368	5,509	525	27,857

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TABLE No. 5.—Showing total Number and Nationality of arrivals at Winnipeg during the year 1899.

English and Welsh.	Irish.	Scot. h.	German.	Scandinavians.	French and Belgian.	United States.	Canadians.	Galicians.	Doukhobors.	Russians.	Icelanders.	Austrians.	Other Countries.	Total.
2,833	270	613	1,405	769	274	2,233	11,591	6,914	7,427	288	364	86	1,108	36,175

TABLE No. 6.—Showing the declared destination of arrivals at Winnipeg during the year ending December 31, 1899.

Declared Destination.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Manitoba . . . . .	223	272	2,371	2,855	5,006	2,238	3,766	693	450	643	689	251	*19,457
North-west Territories. . . . .	2,187	2,089	1,123	2,274	2,100	527	436	298	375	428	383	164	12,384
British Columbia . . . . .	77	190	439	614	636	425	265	200	265	329	301	228	3,969
Yukon . . . . .	5	11	74	26	47	19	38	17	11	.....	3	.....	251
Ontario and other Eastern Provinces . . . . .	.....	.....	.....	6	23	20	11	19	.....	5	20	.....	104
United States . . . . .	.....	.....	1	.....	1	2	.....	6	.....	.....	.....	.....	10
Totals . . . . .	2,492	2,562	4,008	5,775	7,813	3,231	4,516	1,233	1,101	1,405	1,396	643	36,175

\* Of this number 6,164 eventually went to the Territories.

TABLE No. 7.—Showing the occupation of arrivals at Winnipeg during 1899.

Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Domestic Servants.	Not Classified.	Total.
7,676	3,353	1,656	983	638	670	215	*20,984	36,175

\* This include all women and children.

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RECAPITULATION OF ARRIVALS AND DISTRIBUTION OF ARRIVALS IN 1899.

MONTHS.	NATIONALITY.																VIA												
																	Ocean.												
	French.	Belgian.	British.	German.	Galician.	English.	Welsh.	Scottish.	Irish.	Hebrew.	Hungarian.	Italian.	Polish.	Russian.	Ruthenian.	Danish.	Icelandic.	Norwegian.	United States.	Dutch.	Dunkhobors.	Canadian.	Swedish.	Others.	Totals.				
January	4	1	3	31	57	24	1	1	7	10	5	1	1	1	2	2	1	9	14	2078	265	12	2402	794	818	294	295		
February	9	1	8	1	34	106	8	11	9	10	12	2	3	3	2	2	7	14	1973	360	12	2562	739	714	332	345			
March	18	9	24	205	99	260	6	59	24	24	15	5	5	5	2	6	7	153	1	3074	3074	29	4008	375	115	75	90		
April	38	15	38	18	300	799	6	100	38	24	39	3	36	12	12	6	21	394	6	2886	258	9	5775	823	364	302	223		
May	57	10	57	20	478	3822	13	160	51	38	16	10	27	14	4	25	58	53	843	1036	1005	101	1	7813	2104	1505	1260	1149	
June	12	12	14	19	1286	251	143	39	14	11	80	10	15	14	3	3	30	6	249	222	791	17	5	3231	734	491	450	352	
July	17	13	12	12	470	249	7	26	17	4	5	8	6	12	6	188	4	6	222	2335	746	46	8	4516	1077	1140	670	610	
August	27	11	15	71	64	151	2	39	30	17	7	5	17	10	8	4	16	162	14	417	14	14	1233	259	177	92	107		
September	14	6	11	10	7	61	3	11	3	1	15	3	13	12	2	8	10	256	4	490	10	6	1101	118	88	89	39		
October	6	22	17	45	180	185	3	20	23	5	10	17	1	6	2	47	36	206	3	600	16	5	1405	236	129	51	69		
November	31	6	10	28	56	43	39	29	3	27	12	17	1	1	2	21	16	156	1	581	22	20	1396	183	149	86	79		
December	5	5	9	2	66	32	3	7	2	27	4	4	13	2	2	2	3	69	1	376	69	6	643	69	56	28	19		
TOTALS	8659	215	179	1405	6914	2793	40	613	270	111	176	210	95	288	266	62	364	173	2233	11	7427	11591	534	60	36175	7511	5746	3730	3377

RECAPITULATION OF ARRIVALS AND DISTRIBUTION OF ARRIVALS IN 1899.

MONTHS.	VIA												OCCUPATION.										DESTINATION.					
	United States.						Canada.						Total.	Farmers.	General Labourers.	Mechanics.	Clerks, Traders.	Miners.	Female Servants.	Not classified.	Total.	Ontario.	Manitoba.	North-west Territory.	British Columbia.	Yukon.	United States.	Total.
	Adults.			Under 12			Adults.			Under 12																		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total																
January	13	6	19	5	4	121	83	29	30	2492	809	19	38	24	29	14	30	1529	2492	223	2187	77	5	2492				
February	32	16	48	7	10	179	110	40	44	2562	733	49	68	16	34	27	58	1377	2562	272	2080	190	11	2562				
March	143	56	199	39	42	1840	599	355	279	4008	774	954	87	173	83	113	1824	4008	2371	1123	439	74	1	4008				
April	503	203	706	174	224	1643	597	539	260	5775	1060	945	332	244	123	98	21	2362	5775	6	2853	614	26	5775				
May	275	144	419	130	141	593	282	129	101	7813	1864	448	196	171	95	102	4	4933	7813	23	3006	274	47	7813				
June	225	65	290	53	42	405	197	125	92	3231	571	296	224	68	54	114	12	1892	3231	20	2238	527	425	19	2	3231		
July	116	55	171	35	50	419	156	97	91	4516	939	293	233	52	37	56	40	2896	4516	11	3766	436	265	38	4516			
August	94	37	131	22	27	249	83	42	44	1233	125	189	188	57	27	28	2	617	1233	19	693	298	200	17	6	1233		
September	124	56	180	35	45	221	139	79	68	1101	153	125	86	42	53	40	5	597	1101	5	450	375	265	11	1101			
October	157	78	235	64	180	179	97	110	72	1465	262	65	91	41	57	35	12	842	1465	5	643	458	329	3	1465			
November	135	92	227	80	80	175	175	90	72	1396	282	.....	71	62	20	30	27	895	1396	20	689	383	301	3	1396			
December	46	26	72	20	12	100	139	70	57	643	104	.....	42	33	17	13	4	430	643	.....	251	164	228	.....	643			
	1863	828	2691	655	741	6025	2739	1712	1248	36175	7676	3353	1636	983	638	670	215	29084	36175	104	19457	12384	3969	251	10	36175		

## IMMIGRATION AT POINTS SOUTH AND WEST OF WINNIPEG.

There is no accurate way of estimating the number and nationality of immigrants who cross the International Boundary at points west of Winnipeg, since there is no record of them kept at the Customs outpost, saving of immigrants from the United States who make customs entries there. From what data can be obtained, it is believed that twenty per cent added to the Winnipeg totals is a reasonable allowance. This would include harvest excursionists who remained in the country, also all immigrants who come in by way of the Northern Pacific and Emerson, by the Great Northern at Greta, by the "Soo" Line at Portal, by the Great Falls and Canada Railway at Coutts, and very largely also by wagon, many immigrants into Alberta from the United States bringing their families and effects in this way. It is certain that it is not an over estimate, at all events, and as it is also certain that our accessions in this way are increasing it would be well to institute some system of registration of incomers in order that our statistics may be trustworthy at all points.

As an evidence of the growth of settlement in the ranching country, for example, it may be mentioned that at Pincher Creek alone the number of homestead entries from January 1 to December 13, 1899, is 125, whilst in addition twenty-five have settled on land without having yet made entries and 150 have arrived with the intention of entering. Thus 300 actual and prospective settlers have in one year entered a single district and have begun or intend to begin farming operations.

### GREAT BRITAIN AND IRELAND.

The immigration from the United Kingdom shows a slight advance. This year the total immigration is 3,716, 2,833, of whom came from England and Wales, 613 from Scotland and 270 from Ireland. The efforts made by the Canadian agents in the United Kingdom, together with other favourable circumstances, must at last tell in directing the emigration of the United Kingdom more largely to the chief colony of the Empire.

### IMMIGRATION FROM THE EASTERN PROVINCES.

The returns of the movement from the Eastern Provinces show an increase in the last two over previous years, and we may reasonably look forward to a continuous movement in future years from this source.

### OUR ACCESSIONS FROM THE UNITED STATES.

By reference to Table No. 1, it will be seen that our accessions from the United States are increasing. The true explanation of this increase is, I think, largely due to the ordinary business method of advertising, which, in recent years, has been applied to great advantage, as a glance at Table 1 will conclusively show, and also by the government agents placed at central points in the Western States doing excellent work in this way by exhibits of our products at great Fairs and gatherings of farmers, by the fostering of 'Farmers Clubs,' by the selection of delegates from their number to come to this country and report upon what they see, and by adjusting at the various points of departure the routes and rates of travel with the various railway lines of the country.

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Immigrants from the United States contribute largely to the wealth of the country by the means they generally bring with them. For example, during the present year down to the 20th instant, the arrival of settlers' effects from Dakota and Minnesota at the small outpost of Emerson alone amounted to a total value of \$15,369.

#### DELEGATIONS FROM THE UNITED STATES.

The number of delegates from the American States who examined the country this year is 378. As stated in my last report, some 209 delegates visited Western Canada in 1898. As in that year, so in this they came principally from Wisconsin, Illinois, Indiana, Iowa, Minnesota, the two Dakotas, Kansas, Nebraska and Missouri; in a word, from the best western agricultural states.

As usual, the Canadian Pacific Railway authorities, the Manitoba and North-Western, the Calgary and Edmonton, Qu'Appelle, Long Lake and Saskatchewan, the Canadian Northern and the Northern Pacific lines of railway have met the delegates in the most liberal spirit, and have spared no pains to further their object in examining the country.

#### THE DOUKHOBORS.

Public sympathy and attention have been so largely attracted by the settlement of this people in Western Canada, that little need be said here save as to their settlement. Early in the year, preparations were made here for the reception of the first instalment of these immigrants. A committee was formed consisting of prominent citizens of Winnipeg to assist in receiving and attending to their wants. Every arrangement possible was made in the Immigration Hall for their accommodation, but the available space was entirely inadequate for the housing of so large a number, and arrangements had to be made, and quarters prepared for their reception at other points, both in the city and elsewhere. To this end the Dufferin School, an unoccupied building in Winnipeg, was leased, and, in addition to this it was decided to house a number of them at several points west of Winnipeg. A suitable building was consequently secured at Portage la Prairie, and the Immigration Hall at Brandon was also utilised.

The first consignment of 2,078 souls, reached here without mischance or accident of any moment upon January 27 last. These were followed in February by 1,973 souls, in May by 1,036 souls, direct from the Island of Cyprus, and in the month of July by the fourth and last consignment of 2,335 souls. In September four persons, and this month another arrived, making a total of 7,427 souls.

The Doukhabor reserves, having been defined by a Dominion Lands Surveyor, and competent Canadian foremen with picked axemen selected from amongst the Doukhabors themselves, having been sent up to build houses, the people were gradually removed to their lands as these were completed.

The Doukhabors from Cyprus having their own tents were shortly after their arrival forwarded to Yorkton, and in due time were placed upon their lands. The last consignment, viz., those who arrived in June, were landed at Selkirk in a body, and were comfortably sheltered in the C. P. R. Round House there, which had been rented in advance, and fitted up for their reception. Here they remained for the balance of the summer until additional lands had been selected for them, when they too were moved to their reserves, the larger number being settled towards Redberry Lake, west of Carlton on the North Saskatchewan, and the remainder at the Elbow of that river, both being known as the 'Saskatchewan' (Kars) colony of ten villages, comprising 153 houses and a population of 1,472 souls. These houses are almost all built of sod, but are comfortable and commodious enough for the present. The 'North Colony,' which is settled at Thunder Hill on the border line between Manitoba, Saskatchewan and Assiniboia, numbers 1,404 souls. It has thirteen villages and 151 houses in all, chiefly built of logs, sod-roofed, plastered neatly inside and out with earth-plaster, each being furnished with the customary large Russian oven.



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The 'South Colony,' under which head I shall group the Cyprus and Orlovsky and Tambovski colonies, and the Elizabetpol and 'White Sand' (Kars) colonies, numbers in all 4,478 souls, with 34 villages and a total of 491 houses built partly of logs and partly of sod. There is thus, with some reasonable allowance for error, a total population of 7,354 souls, living in 795 houses, comprising 57 villages, and who, averaging five to family, are settled on some 1,500 homesteads of 160 acres each.

The lands they have settled on are fruitful; sufficient water is found in rivers, creeks, springs and wells, and the people are generally contented and satisfied with their prospects in their new home.

## THE GALICIANS.

The total arrivals of Galicians during the year were 6,906 souls, of which the major portion came in the month of May; the largest number being from Galicia proper, and about one tenth from Bukovina.

The sexes were about fairly divided, and the entire number, excepting such as took service in Winnipeg and elsewhere, was distributed in the following places:—

Edmonton .....	1,900
Dauphin .....	1,500
Shoal Lake .....	1,000
Stuartburn .....	500
Pleasant Home .....	400
Yorkton .....	600
Rosthern .....	680

The remainder were distributed at Gonor, Whitemouth, Cook's Creek, Brokenhead and St. Norbert, or went out to service on arrival. All of them have more or less money, enough to give them a fair start upon the land, and most of them, though they arrived somewhat late in the spring, at once set diligently to work breaking land, and had really excellent crops of potatoes and vegetables and some wheat and coarse grain besides. They have, in addition, made much money in working out for farmers, or upon railway construction, at a time when labour was in great demand, thus filling a felt want, and proving a timely convenience throughout the country. Their prospects, it may be safely said, are very good, as they find themselves situated amongst their friends, have means and are quite as sound physically as their predecessors, and neither they nor any of the Galicians of this year required the slightest assistance, nor will such, in my opinion, be required in future, saving, perhaps, by a very few who arrived late in the fall.

I may add that the handling and distribution of these people are now very much facilitated by the success of their settlements formed in 1896, 1897 and 1898. They are taken hold of by the older settlers, receiving assistance from them, benefit by their experience, and drop into their places with not a tithe of the trouble and friction hitherto experienced.

It is important that English schools should be established in their various settlements at once. They are anxious that their children should acquire English, in which case the process of assimilation would soon take place.

## NORWAY, SWEDEN AND DENMARK.

In my last report, the various Scandinavian settlements were enumerated, the total immigration from these sources down to that date being estimated at 5,000 souls. This year exhibits no marked increase in direct immigration from these countries over that of 1898. The total immigration for that year, direct and indirect, stood at 532, whilst 1899 gives a return of 764 souls, only 291 of whom came direct from Scandinavia, the remaining 473 having come from the United States. Those who have settled here are reputed to be prosperous and contented.

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## GERMANS.

Our accessions of Germans entered at Winnipeg from 1885 to 1898 inclusive, amounted to 15,360. Several considerable settlements have been formed here, and numbers of German farmers are scattered throughout the country and are doing well.

The past season exhibits an increased interest in Western Canada on the part of these people, and a movement towards it, which is significant of the opinion held with regard to the advantages it offers to the farmer. Last year the arrivals of Germans amounted to only 998; this year our record amounts to 1,691, and there is every prospect of an increase in the future of a good class of German agriculturists. It must be borne in mind, however, that our direct immigration from Germany is very small, our accessions hitherto having been people of German extraction speaking German, mainly from Russia and Austria, and who have been satisfactorily settled in various districts in the province and the territories.

## FINLANDERS.

The only considerable settlement of Finlanders at present is at New Finland north of Whitewood, on the Canadian Pacific Railway, which numbers about 240 souls. There are some smaller settlements in other parts, and individuals and families are to be found here and there throughout the interior. Latterly their eyes have been turned to Canada, and a Finnish delegation, consisting of Messrs. Zilliacus and Bergstrom, spent a number of weeks last season in examining the North Alberta country, and about the time of their departure, Mr. E. Winckelmann, the agent of the Finland Steamship Company in Uleaborg, arrived in Winnipeg, and was sent out by me under your instructions in charge of an experienced official from this office, to make an extensive examination of our western country. All returned, alike satisfied with the prospects of their people in Western Canada.

On November 20 last, two Finlanders arrived—Messrs. Johan Tenhunen and Anton Aro,—to locate on land at once. I sent them with letters of introduction to Wetaskiwin, with which district they were much pleased, and they have asked that the townships in which they are about to locate be surveyed at once, and thus be in readiness for their people when they arrive.

## ICELANDERS.

The Icelandic immigration had fallen off somewhat of late, but during the present year it seems to have taken a fresh start. Of immigrants direct from Iceland we received 189, the indirect immigration, from the United States, amounting to 175—a total of 364 souls. Besides these, 345 came in by wagon from the United States, of whom we have no account here. These were all of the farming class, and those who came from Dakota and Minnesota brought with them many car-loads of valuable stock and farm implements. They have settled mostly in the province, south of Morden, on the west side of Lake Manitoba, and in the Swan river and Lake Winnipegosis country.

## THE HUTTERITES.

Delegates were sent here by the community from South Dakota in 1898, and the present settlement on the Roseau River, consisting of about fifty-two souls, is the result. Unable to obtain free homesteads, they purchased a number of sections from private owners at a cost of about \$20,000 in cash, upon which they have already erected some very substantial buildings, one of which is a first class dwelling, 40 x 100 feet and one and a half storeys high, together with expensive barns, as well, built of lumber. They have now a herd of superior cattle, &c., including the true black Persian sheep, from which the expensive Persian lamb of commerce is obtained.

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Their settlement is, in fact, an immense farm, fully stocked with animals and machinery, which is worked entirely by themselves on the basis of a thoroughly co-operative system.

## HUNGARIANS.

Our accessions this year of wheat-growers from Hungary has not equalled expectations founded on the inquiry referred to in my last report. The Hungarian grain-growers are a desirable class, as the present condition of the few settlements already formed by them at Huns Valley, Kaposvar and elsewhere, abundantly proves; and care being taken that the arrivals in this country are really practical agriculturists, their accession to our population from a producing and, therefore, from a commercial point of view, should be welcome.

A glance at the nationality tables will show the numbers received during the past season who have mainly settled in Zichyfalva south of Regina. Three Hungarian delegates also visited the country last summer who have done much since their return to Europe, to spread information and to awaken interest in this country in the agricultural districts of Hungary.

## DOMESTIC SERVANTS.

The demand for domestic servants, especially in Winnipeg and our inland towns, is constantly increasing. Even raw newcomers get a wage which would have been thought extravagant for experienced servants in bygone days in Eastern Canada.

The want has, to a certain extent, been met by Galician girls, who readily acquire English, and pick up household knowledge very cleverly, and of whom about four hundred are in domestic service in town and country. It is really astonishing how quickly these fresh-looking girls, who come to the country clad in their peasant garb, earn money and array themselves in Canadian dress, so that it is difficult to distinguish between them and Canadian girls on the street.

This supply was supplemented last summer by Mrs. Sanford's importation of domestic servants from England and Ireland, and later on by twelve Irish domestics sent out by Mr. C. R. Devlin, the Canadian Immigration Agent in Dublin. These girls were all of a good class, and found employment at once upon arrival at from \$12 to \$15 a month.

## WINNIPEG IMMIGRATION HALL AND OFFICE.

The demands for accommodation of immigrants in this hall, owing to the arrival of the Doukhobors and others, have largely exceeded its capacity, and thousands of immigrants have had to be temporarily housed elsewhere. Last year over 2,000 English-speaking and 2,500 Galician and other immigrants received shelter for the customary period of seven days, but this year it was occupied by 580 Doukhobors for over two months, and large numbers of the same people were accommodated for lesser periods. Of other nationalities there were at various times about 2,000 Galicians, 1,000 Germans, 1,000 English, 200 Scandinavians, and also some French and Jews, amounting in all to an average of about 200 immigrants daily for the whole year. The building was therefore all along over crowded and other buildings had to be rented to accommodate the immense overflow. The management and good order in the hall have been well attended to by the caretaker, Mr. Hislop.

As usual, the office is visited daily by large numbers of people seeking and obtaining the information, pamphlets, maps, &c., which they desire. The work of the office, the commissioner is glad to say, has been performed to his satisfaction throughout the year.

## IMMIGRATION HALLS ELSEWHERE.

The renting by government of the Canadian Pacific Railway round house at East Selkirk for a term of years furnishes additional accommodation for immigrants.

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It is a substantial building resting on a stone foundation, and was easily converted into a suitable shelter for immigrants at a comparatively small expense, and is in such shape now that 2,000 souls can be accommodated within its walls without inconvenience. At Yorkton also a hall was completed this year which was urgently required.

#### QUARANTINE, HOSPITAL AND MEDICAL ATTENDANCE.

As these matters are fully covered in the appended report of S. C. Corbett, M.D., further reference to them here is unnecessary.

#### EMPLOYMENT REGISTERS.

During the year 1,251 parties have applied for farm labourers, domestic servants, &c., and 505 applications have been made for employment.

The falling off in applications for situations as compared with last year is not an unhealthy sign, but the contrary. It is partly due to the arrangements of the Canadian Pacific Railway station agents this season wiring to headquarters, where and how many farm labourers were required in each district, so that they could go on without delay, and partly to the strong and steady demand for such labourers, who have this year had no difficulty in getting employment. Of course, the foregoing takes no note of the large number of men who have been engaged through this office to work upon railway construction during the past season.

#### LACE MAKING.

An entirely novel and interesting industry has been begun at Notre Dame de Lourdes, Roseisle, St. Claude and St. Leon in Southern Manitoba, where immigrants from the Department of the Loire, France, have recently settled. This delicate work is done entirely by hand, and there has already been created by its superiority to the ordinary machine-made laces a considerable demand for it—confined at present to Manitoba, Treherne, Rothwell and Somerset, where it is sold at from fifteen cents to thirty cents and forty cents per yard, according to design, size and quality. There appears to be a difficulty as yet in procuring the delicate linen thread appropriate to the product, and the lace manufactured so far has been made of the ordinary spool cotton. But this requirement will no doubt be met in time and the industry become permanent, for the demand by the fair sex for such artistic work will only be restrained by the necessarily limited number of experienced hands engaged in its manufacture.

#### TOWNSHIP PLANS AND REGISTER OF VACANT LANDS.

These are in constant use in this office in giving information to numerous inquirers after even-numbered sections, or other available lands open for entry or purchase from the government. The knowledge imparted through the plans of townships is of much service to intending purchasers, or homesteaders who desire information as to access to railways, or the quality of lands where personal inspection would be inconvenient.

#### MAPS.

The demand in this office for maps is heavy and increasing, and if separate sectional maps of the territorial districts drawn to scale could be issued, they would be a decided convenience. The office has been well supplied with pamphlets, &c., from the department, which have been widely mailed to applicants in all parts of the continent, and, I might almost say, of the world.

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## STOCK RAISING AND EXPORT.

The export of cattle, begun only about twelve years ago, has assumed large proportions. The total shipment of cattle down to the present month by the Canadian Pacific Railway is beeves, mainly to England, 32,000 head and 'stockers,' mainly to the United States, 15,000 head. This is a decrease compared with last year, which is accounted for by the requisitioning of ocean steamships by the Imperial government, and the consequent difficulty in obtaining transport. Several train loads of cattle had to be returned on this account, but this, it is to be hoped, is only a temporary check, whilst the actual increase in the herds on the ranges is going on at the usual pace of recent years. No note is taken here of the export to British Columbia, which is now very large.

The export of cattle from the Medicine Hat district alone, it is stated, has sprung from 902 in 1896 to 5,458 in 1899, a six-fold increase in four years. There is also a considerable export of wool, the clip of this year in the same district being estimated at 116,300 pounds. Messrs. Gordon and Ironsides are the largest buyers and shippers of cattle in the country, and, having received from them a statement of their operations during the past season, showing the number bought and the districts drawn from, it may be interesting to contrast it with that of the previous year.

## HORSES.

Neither the eastern provinces nor our own ranches can supply one half of the demand which has sprung up in this country for horses. There is consequently no export, as better prices obtain here than in the east.

Cattle bought and shipped by Gordon & Ironsides in 1898 and 1899.

From points between Winnipeg and Portage.....	600	300
Burnside to Qu'Appelle.....	2,600	2,500
McLean to Calgary.....	6,200	6,400
McLeod & Lethbridge branch .....	5,600	6,000
Calgary and Edmonton railway.....	400	400
Battleford district.. ..	500	4,500
Regina & Long Lake R.R.. ..	2,000	
Great North-west Central.....	500	600
'Soo' branch .....	700	800
Winnipeg and Manitou.....	300	400
Pilot Mound and Napinka.....	900	800
Winnipeg to Estevan.....	1,150	1,000
Macdonald and Newdale.....	2,600	2,700
Shoal Lake and Yorkton.....	2,850	3,900
	26,900	30,300

The total shipment of 1898 included 5,000 'stockers' sent to the United States, the remainder going to the old country; but this year about the same number of 'stockers' were exported to the United States in addition to the 30,300 which went to Great Britain.

## GRAIN PRODUCTS OF 1899.

The average yield of wheat is 17.13 bushels, which is slightly in excess of that of the preceding year. The total yield of last year was estimated at about 25 million bushels; this year it is placed at close upon 28 millions. The quality is excellent, ranging from No. 1 Hard to No. 1 Northern, remarkably free from weed-seeds and with but a small percentage of frosted grain.

Oats average nearly 39 bushels to the acre, and the total yield has increased from 17,308,252 in 1868 to 22,318,378 this year, whilst the quality is exceptionally good. Barley averaged 29.4 to the acre, with a total yield of 5,379,156. Potatoes

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show a slight decline, but other roots are in excess of last year, returning 265 bushels to the acre, with a total yield of 2,670,108. The annexed table shows the area under crop for both years.

	Acres of Wheat	Acres of Oats	Acres of Barley	Acres of Potatoes	Acres of Roots.
1898. ....	1,488,232	514,824	158,058	19,791	8,448
1899.....	1,629,995	575,136	182,912	19,151	10,079

In the Territories the estimated output is based upon information received from the two great manufacturers of the country, the Ogilvie and Lake of the Woods Milling Companies. An average between their individual estimates places the output of wheat for 1899 at about 7,000,000 bushels, an advance of 2,000,000 bushels upon the estimated yield of 1898, and showing also at an average of twenty bushels to the acre, an increased area of about 100,000 acres under wheat, with doubtless a like increase of area down to coarse grain.

SWINE.

The output of hogs in Western Canada is still behind the requirements of this country, not to speak of our sister province, British Columbia. I have been favoured with a letter with regard to this industry by the most extensive pork packers in the country, Messrs. J. Y. Griffin & Co., of Winnipeg, in which they state that the importation of cured meats from the United States and Eastern Canada was larger during 1899 than it has been for the past ten years. Of the 12,000 hogs packed by them this season 6,000 were from Western Ontario, and the quantities of cured meats and lard which went forward from the Eastern Provinces and the United States to British Columbia 'was something enormous.' There are, however, some signs of an improvement in Western Canada in this respect. The Canadian Pacific Railway authorities have done something in the way of importing and distributing pure bred stock; but it would be well if additional efforts could be made to stimulate this most important industry, and place it upon a proper footing.

LETTER CORRESPONDENCE.

The correspondence of the office for the year 1898 amounted to a total of 22,337 letters received and sent. This year 13,208 letters have been received and 13,711 have been despatched—a total of 26,919, consisting of 22,589 English letters, 1,957 Galician, 526 Scandinavian, 400 German, 645 French, and 802 Icelandic.

In addition to this correspondence, pamphlets and maps have been mailed upon application to all parts of the world.

DAIRYING.

In a letter received from Mr C. A. Murray, the Manitoba Dairy Superintendent, he states that 'the make this year has been somewhat of an increase over last year, and so far all of our returns from various sections of the country indicate that the coming year will be the largest in the history of Manitoba, as the milk business seems to be increasing in all parts.' The output and prices of the season in the province are as follows:—

		Price received	
Creamery Butter.....	1,002,809	18 <sup>7</sup> / <sub>100</sub> c	\$188,026.68
Dairy " .....	1,354,240	14 <sup>4</sup> / <sub>100</sub> c	195,552.25
	<u>2,357,049 lbs.</u>		<u>\$383,578.93</u>
	Cheese		
Factory.....	848,587 lbs.	10 <sup>1</sup> / <sub>2</sub> c	86,980. 16
			<u>\$470,559.09</u>

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An increase is likewise shown in the output of territorial creameries, notably in Alberta, whose six creameries last year, Mr Marker, the superintendent, writes me, yielded 164,188 lbs., and this year 236,963.

In Saskatchewan the creamery business is in its infancy, there being but two in operation—one at Prince Albert and the other at Saskatoon, the combined output being 22,954 lbs. This being one of the best grass and hay regions in Western Canada, the output may be expected to advance rapidly, now that settlers are pouring into that hitherto comparatively neglected district.

Mr. Marker is a strong advocate of winter dairying, and as the butter made at this season fetches from three to four cents a pound more than summer butter, and as abundance of winter feed can be raised and warm shelters be easily furnished in most localities for the milk cows, it should certainly be encouraged as much as Government and railway companies can do so. On the other hand, the production of home-made butter should be discouraged, particularly by the country storekeepers. The difference in price obtainable compared with 'creamery' is a serious loss, and the repute of the country suffers as well by the inferior grades which are forced upon the market.

## POULTRY.

It is gratifying to note that attention is being given to poultry in Manitoba, the farmers of the province having this year disposed of 65,845 turkeys, 25,155 geese and 246,205 chickens. Such an industry keeps money in the province, which instead of importing largely as at present, might in a few years supply not only her own wants but also those of British Columbia.

Your obedient servant,

W. F. McCREARY,  
*Commissioner.*

## REPORT OF DOMINION HEALTH OFFICER AT WINNIPEG.

*(Appended to Commissioner McCreary's Report.)*

WINNIPEG, January 1, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit below a statement of work performed by myself in connection with the health department of the Immigration Hall at this point for the twelve months ending December 31, 1899.

During the year I made five hundred and seventy-three visits to the different places in which immigrants were housed, and at the same time I gave medical attendance to three hundred and six cases of sickness.

There were thirteen deaths and one birth.

I sent twenty-six cases of sickness to the hospital for treatment, three of which proved fatal.

I sent one maternity case to the hospital.

By request of the Commissioner I prescribed for a number of poor immigrants living in the various colonies, besides giving medical attendance to several special cases at their homes in the city.

I met with two cases of inanity, one a young Englishman, who lost his reason shortly after his arrival in the city. He was sent to the Brandon Asylum, where he afterwards died.

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The other was an insane Galician woman who lived in the country and was brought to the hall, and from there sent to the asylum.

During the month of January, I made thirty-nine visits to the hall and seven to the Old Dufferin School, where I gave medical attendance to the following cases of sickness:—

Diarrhoea .....	3
Ulcer.....	1
Rheumatism.....	1
Tubercular knee.....	1
Influenza.....	8
Ophthalmia .....	1
Anæmia .....	2
Female affection.....	1
Frost-bites.....	2
Bronchitis.....	1
Chicken-pox .....	1

The following I sent to the hospital:

Injury to back, resulting from accident on board of boat.....	1
Necrosis of ankle.....	1
Erysipelas .....	1
Measles.....	1
Scarlet fever.....	1

I left by train on the 26th and went as far east as Rat Portage, for the purpose of inspecting the incoming Doukhobors, and I discovered amongst the new-comers cases of scarlet fever, measles, chicken-pox and two men far advanced in phthisis pulmonalis.

*February.*—I made forty-one visits to the Immigration Hall, twenty-six to the supplementary hall, and I gave medical attendance to the following cases:—

Epilepsy.....	1
Diarrhoea.....	1
Frost-bites.....	2
Biliousness.....	16
Congestion of lungs.....	2
Anæmia.....	1
Female affection.....	5
Rheumatism.....	2
Burns.....	1
Abscess of ear.....	1
Whooping cough.....	4
Erysipelas.....	1
Inflammation of eyes.....	6
Influenza.....	24
Malarial fever.....	19
Ulcers.....	6
Dropsy.....	1
Jaundice.....	1
Neuralgia.....	1

I sent three cases of influenza and one of congestion of lungs to the hospital. The following deaths took place:—

Phthisis.....	1
La grippe.....	1
Cholera infantum.....	1



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*March.*—I made thirty-three visits to the hall, twenty-eight to the school, and fifteen to the supplementary hall, where I gave attendance to the following cases of sickness:—

Biliousness.....	11
Epilepsy.....	1
Ulcer.....	1
Burn.....	1
Skin disease.....	1
Influenza.....	16
Frost-bites.....	2
Rheumatism.....	1
Inflammation of eyes.....	2
Valvular disease of heart.....	1
Diarrhœa.....	7
Injury.....	1
Entozoa.....	1
Scabies.....	1

The following deaths took place:—

La grippe.....	1
Cholera infantum.....	1
Old age.....	2

*April.*—I made forty visits to the hall, eight to the supplementary hall and two to the School, and I gave medical attendance to the following cases of sickness:—

Biliousness.....	4
Erysipelas.....	2
Inflammation of eyes.....	2
Measles.....	2
Influenza.....	4
Quincy.....	3
Croup.....	1
Cholera infantum.....	1
Diarrhœa.....	10
Convulsions.....	2
Scabies.....	2
Stomatitis.....	1

I sent three cases of measles, one of erysipelas and one of influenza to the hospital.

The following deaths took place:—

Phthisis.....	1
Cholera infantum.....	1

*May.*—I made forty-nine visits to the hall, twenty-nine to the school and fifteen to the supplementary hall, where I gave medical attendance to the following:—

Inflammation of eyes.....	1
Croup.....	1
Mumps.....	1
Injury.....	1
Measles.....	9
Biliousness.....	1
Influenza.....	3
Abscess.....	1
Intermittent fever.....	1

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I sent the following to the hospital:—

Measles.....	1
Scarlet fever.....	1
Inflammation of eyes.....	1

Ivan Kutchuk, a Galician immigrant, died on her arrival in the hall.

*June.*—I made thirty-two visits to the hall and eleven to the school. I gave medical attendance to the following:—

Dropsy.....	1
Orchitis.....	2
Carbuncle.....	1
Diarrhœa.....	1
Whooping cough.....	1
Malarial fever.....	5
Urticaria.....	1
Influenza.....	1

One infant died of whooping cough.

*July.*—I made thirty-five visits to the hall and gave medical attendance as follows:—

Influenza.....	1
Biliousness.....	2
Ulcer.....	1
Injury.....	2
Scabies.....	1
Inflammation of eyes.....	2
Diarrhœa.....	6
Measles.....	1

I sent one case of measles to the hospital.

By request of the Commissioner, I visited Selkirk, for the purpose of inspecting the immigrants housed at that point, and reported that I discovered nothing of a serious nature.

*August.*—I made thirty-six visits to the hall, and I gave medical attendance as follows:—

Diarrhœa.....	3
Ulcer.....	1
Bilious fever.....	4
Measles.....	5

I sent six cases of measles to the hospital.

*September.*—I made thirty-four visits to the hall, and gave medical attendance as follows:—

Diarrhœa.....	1
Inflammation of eyes.....	1
Whooping cough.....	1
Bilious fever.....	2
Injury.....	2

One child died of anæmia.

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October.—I made thirty-one visits to the hall and gave medical attendance as follows :—

Biliousness.....	1
Tumor .....	1
Birth.....	1
Injury.....	1
Inflammation of eyes.....	1
Burn.....	1
Bilious fever .....	1

November.—I made thirty-two visits to the hall and I gave medical attendance to the following cases :—

Diphtheria .....	1
Influenza .....	3
Erysipelas .....	1
Cancer.....	1
Ulcer .....	1
Biliousness .....	3
Injuries.....	2

December.—I made thirty visits to the hall and I gave medical attendance as follows :—

Biliousness.....	4
Rheumatism.....	1
Skin disease .....	1
Influenza .....	1
Inflammation of eyes.....	1

I may be allowed to state that we have no malarial fever in Manitoba, and that in every case reported the immigrant was infected before leaving his native country. Notwithstanding the supervision and careful scrutiny on the part of Mr. Hislop and others in charge of the hall, the inmates continue to give us a great deal of trouble by throwing all manner of trash into the different waste-drains and thereby obstructing the sewage.

By a few alterations the ventilation of the building might be very much improved.

In conclusion, I am pleased to state that notwithstanding the very large influx of immigrants during the past year and the necessary overcrowding of the halls; and the fact that on more than one occasion I discovered amongst the immigrants on their arrival in the city such infectious diseases as scarlet fever, measles, erysipelas, whooping cough and diphtheria, there was no serious outbreak of any of the said infectious diseases. In fact, not in one instance did the disease spread to others than the members of the families who were infected on their arrival.

Your obedient servant,

S. C. CORBETT,  
Dominion Health Officer,  
Winnipeg.

REPORT OF W. LANGMUIR WATT, ON SETTLEMENT OF VACANT LANDS  
NEAR WINNIPEG.

(Appended to Commissioner McCreary's Report.)

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour of submitting to you my report on the work of the past year.

About May 15 last, Mr. Mair left this office to fill the position of secretary to the Half-breed Scrip Commission, and the work of the Labour Bureau, correspondence in connection with inquiries as to free homesteads and lands for sale in Manitoba and the North-west Territories, and keeping the records of homestead entries and cancellations, was turned over to me, and has nearly fully occupied my time since that date. Mr. Mair is now reporting on the labour and inquiry branches of this work, so that it is unnecessary for me to further refer to this part of my work.

The work of settling vacant lands has been gradually extending over the province of Manitoba and the North-west Territories, although the settlement of the vacant lands in the Winnipeg District has been the special object to which I have given my attention at all available times. As foreshadowed in my last report, the Vacant Lands Committee of the City Council, Board of Trade and Retailers Association of the City of Winnipeg duly furnished me with five thousand copies of a price list, with handsome map of the District drawn on a large scale and showing the lands for sale in red, and they also furnished me with three thousand additional maps printed on heavy paper and mounted, suitable for wall maps. These have been largely circulated in the United States, Ontario and the Maritime provinces; a number were also sent to the British Islands for distribution. Several of the agents in acknowledging receipt expressed their pleasure in receiving same, as it met an unsupplied want in immigration literature, and asked for an additional supply. This issue of the price list is now exhausted, and a new one is urgently required, and should be at once proceeded with, to be ready for the spring immigration. I applied to the vacant lands committee for another issue, but was informed that their funds were all used, and for the time being they could not give me any promise. I trust your department may be able to authorize the procuring of another issue of, say, five thousand copies.

Since the work was begun, I have registered about thirty-six hundred parcels of land, of which some twenty-six hundred were in the Winnipeg district, and about one thousand in the province and territories. The new registrations during the year were about one thousand parcels, leaving now on the register close on three thousand parcels representing considerably over half a million acres of land open for sale.

Sales have been reported to me for six hundred and forty-two parcels on the registered list, representing about one hundred and twenty-five thousand acres. Of these, five hundred and twenty-eight parcels were in the Winnipeg District, and one hundred and fourteen in the province and territories. This, I think, is a most gratifying result, showing sales of over twenty per cent of the lands registered in the Winnipeg District, and about eleven and one-half per cent of the outside lands.

I think that the work started by the Winnipeg Vacant Lands Committee and continued through your department is achieving the end had in view, viz., the settlement of the vacant lands, and now that the work has been fairly started, I feel confident that it will continue for some time, and that a large influx of immigration will be had during the ensuing year. So far as I have been able to find out, the

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greater part of the sales were made to actual settlers, and only a very small percentage for speculative purposes. As stated in my last report I expected a large number of settlers into this district, and I consider this has been amply fulfilled. I also intimated that when this work was commenced it was not with the intention of destroying the business of the real estate agents, but rather to help them, and I am confident that the government will look upon it in the same light; so I have not made any special effort to close sales direct with the owners of lands, but used every effort to bring the claims of the district to the notice of intending settlers, leaving them to close their purchases through the usual channels, and I have only forty-three sales to report as being directly closed through this office.

In my last report I also called attention to the matter of roads, drainage, noxious weeds, &c., but am sorry that little or no progress has been made in overcoming these difficulties, and would hope that more interest will be taken in those lines during the next year.

My work in connection with the registers of homestead lands has been the recording of 6,876 entries and 1,765 cancellations.

Your obedient servant,

W. LANGMUIR WATT.

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## No. 2.

## REPORT OF J. M. McGOVERN, TRAVELLING IMMIGRATION AGENT.

WINNIPEG, December 31, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my eighteenth annual report, giving some particulars of special trips to St. John, N.B., to meet the Doukhobor immigrants, a brief outline of the usual duties and some explanation in regard to the general immigration work, nationality, class of arrivals, &c., during the past year.

While attending to the routine duties on the trains in the early part of the year, I received instructions to go to St. John, N.B., to meet the first party of Doukhobor immigrants, about 2,078 souls, and left here on January 10, arriving in St. John on the 14th. The party were longer on the ocean than was expected, and did not reach St. John until the twenty-third of the month. Arrangements had been made with the Canadian Pacific Railway for five trains to carry the people to Winnipeg, and special efforts were made to provide for their comfort and welfare while en route, particularly in regard to a supply of provisions for the trip, which, for so large a party, was a matter that required careful consideration and attention.

The superintendent of immigration, Mr. Pedley, who had charge of the arrangements, having to return to Ottawa, instructed me to see that the programme for outfitting the trains, obtaining supplies, &c., also the transferring of the people from steamer to trains was properly carried out, and I am pleased to state that with the co-operation of the other officials, everything was arranged in a manner that proved most satisfactory, and it is worthy of special mention that this large party was transferred from the steamer to the trains and forwarded nearly two thousand miles during the most severe part of the winter without serious delay or inconvenience of any kind. The accommodations at St. John at that time for handling large parties of immigrants were very limited, and the short time, viz., about twelve hours, in which this party of over two thousand people was transferred, as stated, and their baggage handled, was very favourably commented upon, particularly by some American immigration officials who were watching the operations.

The Deputy Minister, Mr. Smart, and Mr. W. J. White, of the department, met the Doukhobors before they landed from the steamer, and remained upon the dock giving assistance and advice until the entire party had been transferred to the trains. Each train leaving St. John was in charge of an official of the department, who, with an interpreter, came through with the people to their destination and gave them all possible attention. I went through, as you are aware, with the last train to Dauphin, and remained there for about two weeks, arranging for the accommodation and general welfare of those temporarily located at that point. Some changes and improvements had to be made in the interior arrangements of the Immigration building, and the building that it was necessary to lease to accommodate part of the people required a decided renovation. Both those matters received prompt attention, the buildings being put in good shape at a very reasonable expense; and, having settled all other details, I left the people very comfortably situated for the winter.

I have to thank the Dominion Land Agent at Dauphin, Mr. Herchmer, for both information and assistance which were most freely given.

Returning to Winnipeg on February 9, I left again on the 12th, for St. John, to meet the second contingent of Doukhobors, who received the same attention as the former party, and arrived at Selkirk on February 22.

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Judging from the limited experience that I had with the Doukhobors, they appeared to be a robust and intelligent class of people, who were particularly cleanly in their habits and very methodical in their actions.

For a few days after returning with the second party of Doukhobors, I was engaged in arranging about their baggage, etc., and then returned to the regular duties on the trains, which were practically the same as in the previous year, as duly explained in my last report; the programme being to meet all intending settlers and immigrants coming via the Canadian Pacific Railway a considerable distance east of Winnipeg and, besides obtaining information for statistical purposes, viz., name, occupation, nationality and destination of each individual, give them all possible advice and attention, which is particularly required by people from other countries and, very frequently, by those coming from the eastern provinces of the Dominion.

The great majority of immigrant arrivals, and practically all settlers from Eastern Canada, come, as you are aware, via this route, and as a large number go directly through to their destination without remaining in Winnipeg, the practice of giving them full information on the trains is greatly appreciated, while those remaining in Winnipeg can receive immediate attention, as the agent coming in with the train knows just what they require, and can so inform the officials who meet the trains.

The sending through of officials from the East in charge of large parties has been more frequently done during the past year than ever before, and these men, with the interpreters sent from your office, have given the foreign element the best of attention; consequently, it may be decidedly stated that every effort was made to most thoroughly attend to the comfort and welfare of all arrivals while en route, and that the people were both pleased and grateful for the attention they received.

A change in the running time of the trains necessitated my going to Port Arthur on June 18, and I remained there until another change of time on October 15, when I returned to Winnipeg.

The duties at Port Arthur were similar to those performed at Winnipeg, with the addition of meeting the steamers arriving from Owen Sound, Sarnia and Collingwood, and one extra train per week which made it necessary to be on the road every day, including Sunday. This system of daily trains has continued to the present time, and as it is now necessary to go to Rat Portage to meet the trains to properly check and give the people the attention they require, it makes a trip of two hundred and sixty-six miles per day, which necessitates very long hours, particularly when it is seven days per week.

The large increase in the number of arrivals during the past year has also made the work proportionately greater, but it has been systematically arranged, and I have yet to hear of one serious complaint from among the large number who came via the Canadian Pacific Railway, many of whom expressed their appreciation of the systematic arrangements made for their benefit.

I may also again briefly refer to what I have stated in former reports, namely, that there is no other way in which more beneficial work can be done than by an agent on the trains; and I beg to state that, fully realizing this fact, I have given the duties my best attention and am confident they were performed in a manner that gave good satisfaction.

It is pleasing to note that the expectation and indications as expressed in last year's reports for a largely increased immigration have been fully realized, as the returns for the year must show a decided increase in all nationalities. A noticeable feature was the greater number of different nationalities represented among the arrivals, which must be considered as a good indication of a still larger increase in the future, as many of these people will write to their friends, and besides inducing a considerable number to join them will distribute, in a very general way, information in regard to the country which will be freely and fully accepted, and very materially assist in bringing a larger number each year,—the contented settler, as has been so frequently stated, being the best immigration agent.

In this connection, I may be permitted to state that the reasonably liberal expenditure and careful attention given the people after their arrival have been the greatest factor in producing the results I have referred to.

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With the exception of the Doukbobors, the first party of whom, as before stated, came this year, the greatest increase among the foreign arrivals appeared to be in the German element, and as a great majority of these people were of the agricultural class, it may be confidently expected that, with their well known energy and perseverance, they will become successful settlers and good citizens.

The Galician immigration was evidently somewhat larger than for the previous year, as a number of large parties arrived in the early part of the summer. Some of these people brought large sums of money; a very considerable number had sufficient means to enable them to make a comfortable start, and all seemed to be physically well fitted to overcome the many difficulties that must be experienced by people in their position. In conversation with the interpreters, they invariably expressed the intention of acquiring land, and it may be fairly expected that in a reasonable time they will all be located and not be competitors in the labour market, which is one of the chief objections made to this class of immigration.

I have very many opportunities, being daily on the trains, of hearing the opinions of people who know the Galicians at their settlements, and in nearly every case the statement made by those who have the best opportunity of knowing the facts is, that the Galicians as a class will be successful settlers, and that the proportion of failures will not be larger than in many other nationalities. Consequently, considering the large number that have arrived, the government has good reason to feel satisfied with those people.

The decided increase in the number of settlers from the United States and the many different points from which they came, was particularly noticeable, and must be considered as one of the most satisfactory results of the present immigration policy and past season's work. The farmers from the Western States, the majority of those arriving being of that class, are specially fitted, by experience, to deal intelligently and energetically with the conditions in our prairie provinces, and it may be taken as an accepted fact that they will be successful, in a marked degree, and, by their influence and example, assist very materially in yearly bringing a larger number of this most desirable class of settlers.

The general appearance and physical condition of all other immigrant arrivals not specially referred to, was fully up to the ordinary standard, they being a desirable class of people who would compare very favourably with those arriving in any previous year, and, taking everything into consideration, there are the best reasons for stating that the past year's immigration will prove to be the most beneficial that Western Canada has ever experienced.

In addition to the large number of arrivals from the older provinces who expressed their intention of becoming permanent settlers and were duly recorded, there came by special excursions—particularly the 'farm labourers,'—large crowds of people, nearly all of whom held return tickets, but a very considerable number of them did not return, as I have almost daily for some months past met their wives, families and relatives coming west to join them. I am also credibly informed that very many young men remained in the west—consequently, it may reasonably be considered that fully two thousand more people came from the eastern provinces than is shown by the statistical reports.

The general health of all arrivals was particularly good, and, considering the very large number, it is a matter of great satisfaction that there was very little, if any, serious disease, and practically no expense for medical attendance for the people while en route.

In conclusion, I beg to state that I have, with the advantage of many years' experience, endeavoured to thoroughly perform all the duties devolving upon me, and trust that this report will be considered satisfactory.

Your obedient servant,

J. M. McGOVERN,  
*Travelling Agent.*



SESSIONAL PAPER No. 13

## No. 3.

## REPORT OF J. W. WENDELBO, SCANDINAVIAN OFFICER.

WINNIPEG, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my report for the twelve months ending December 31, 1899, during which period my duties, in accordance with your instructions, were, from January 10 to February 26 inclusive, to meet at Rat Portage or some other point on the line, all regular west-bound passenger trains, to prepare a statistical report of all incoming new settlers.

From March 3 to 11, I travelled on the trains between Moosejaw and North Portal, receiving the immigrants arriving by that route. From March 15 to April 30 I met, as far as possible, all incoming Canadian mixed colonist trains, obtaining the statistical information in connection therewith, and from time to time during the season, as occasion required, I proceeded east to meet special immigrant trains; and during the balance of the season, except when absent from the city, I met at the Winnipeg Canadian Pacific Railway station all trains from the east and south likely to bring new arrivals, assisting the immigrants to the best of my ability during their delay in Winnipeg.

I also made one trip to Cowan and two to Sifton, accompanying in each case, special trains of immigrants.

During the early spring I, in accordance with your instructions, visited twice the Galician settlement near Pleasant Home, first investigating their condition and, secondly, distributing such relief in the way of flour and cornmeal as was found absolutely necessary to tide the families over until the wage-earners were enabled to provide for their support. I distributed about 11,000 pounds of flour and cornmeal, in each case taking a lien from the settler upon his homestead for the amount furnished him, thus securing the department against any loss. A few of these amounts have already been refunded to the department, and I am confident that nearly all those outstanding will be refunded long before applications are made for patent, at which time all the balance will naturally have to be refunded.

On December 20 last, and following days, in company with the Inspector of Provincial Government Lands, I visited the Brokenhead Galician settlement to definitely inspect and settle the question of applications for permission to homestead Provincial Government lands by certain squatters in that district.

My office duties have been to answer all Scandinavian correspondence, and to assist in other correspondence, such as that relating to delayed immigrants' baggage, inquiries about vacant lands and general applications about information. In connection with the last named, I have during the year packed and forwarded 1,640 packages of maps and pamphlets, furnishing general information to the intending settler.

In connection with Scandinavian immigration, I beg to enclose a statistical statement, giving as far as possible all the information in connection therewith in a condensed form, showing that 180 Swedes, 68 Danes and 43 Norwegians have arrived here from Europe, and 204 Swedes, 49 Danes and 220 Norwegians from the United States have settled in this country, making a total of 764 Scandinavians. Also 183 Finlanders direct from Finland have arrived in Western Canada, in addition to which about 200 Swedish and Finnish railway navvies have arrived from the New England States to work on railways, and a few Norwegian families have crossed the boundary, of whom we have no statistical report.

The prosperous conditions in the Scandinavian countries during the past two seasons have undoubtedly had a material effect upon the immigration to Canada

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from those countries. I am informed on reliable authority that mechanics and tradesmen of the finer branches of building trade receive from eight to ten kroner a day—equal to \$2 and \$2.50 per day—a wage which has induced a number of American Scandinavians to return to their native country; whereas, a few years ago, the Scandinavian immigration to Canada was largely made up of that class of people, namely artisans and common labourers, a very desirable class of people, well able to earn a living, very eager to become Canadianized, and with few exceptions in a short time good citizens; but preferring city to frontier life, a small percentage only of these undertook to break the sod, and consequently they were less beneficial than the farming class in opening up a new country like Western Canada. My strongest efforts, therefore, have been to induce a number of the Scandinavian farmers in the United States to test the resources of this country, and through the assistance of other agents of the department I have been partially successful. All the Scandinavian immigrants from the United States are farmers, or farmers' sons, possessing sufficient means in money or effects to make farming a success from the start, and they will thus materially assist in this western country's progress.

Forty-five, or possibly more, Scandinavian delegates, from all the Western States of America, have visited Western Canada this season, three of whom have already returned with their families and settled in this country. Three have purchased expensive land in Manitoba, and nearly all the others have declared their intention of returning, accompanied by others to finally select a home here.

The majority of Finlanders arriving in Canada are generally common labourers, following coal-mining, railroading and lumbering, yet amongst this season's arrivals were a number of respectable farmers with some capital, who at once settled on land, and through them I am informed that a considerable number of good farmers may be expected to arrive here next spring; in fact, Messrs Tonhunen and Aro, now located west of Wetaskiwin, informed me when passing through the city that they intended when located, to erect, during the winter, buildings sufficient to accommodate at least three hundred of their friends early next spring.

Statistics to hand to this date from the various districts show that 205 Scandinavian heads of families, representing 630 souls, have made homestead entries in the Canadian North-west during 1899, in addition to the Canadian Pacific Railway and other lands purchased, although the twenty-five, or more, Scandinavian families settled in Township 1, Range 12, East, have not yet been able to make entry owing to the land having only recently been surveyed. These facts indicate that the Scandinavian immigrants this season have been a desirable class.

Scandinavians direct from Europe cling to the desire of settling in colonies, or joining Scandinavian-speaking communities, in order to benefit by social intercourse with people of their own language, as well as religious privileges. Such is not so much the case with those from the United States, though they generally settle in Scandinavian colonies, when opportunities for good land are equal. But wherever settled, I am confident that the Scandinavian settlers have made good progress this season, and when the railways finally reach the outlying districts, they will all be in a very prosperous condition. Of new colonies for these people, none of importance have been established this year, but a large Norwegian settlement will be formed next spring south east of Prince Albert.

Prospects for next season's Scandinavian immigration from the United States are certainly very bright. I can conceive of no possible obstruction to prevent two hundred per cent of an increase from that country, and considering that the prosperous times in Scandinavian countries have already passed the summit, and a reaction is likely to follow, an exodus of a large number of people will be the consequence, and though there may be no direct agent from Canada on the spot to promote immigration to this country, yet all the booking agents interested in forwarding good settlers to Canada, will no doubt succeed in forwarding a much larger number during the next twelve months.

Your obedient servant,

JOHN W. WENDELBO,  
*Scandinavian Interpreter.*

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1899.	SEXES.				Total.	OCCUPATIONS.							Total.	Nationality.	Where from.	DESTINATIONS.				Total.
	Adults.		Children			Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Domestics.	Not Classified.				Ontario.	Manitoba.	N. W. T.	British Columbia.	
	Male.	Female.	Male.	Female.																
Swedish	88	59	16	17	23	39	24	2	2	37	55	180	Swedish	Sweden	3	100	50	27	180	
"	70	42	38	54	68	2				2	132	204	"	U.S.A.		24	177	3	204	
Danish	44	13	6	5	8	29	4	1	2	7	17	68	Danes	Denmark	1	37	16	14	68	
"	19	7	8	15	12	5	2			30	49	49	"	U.S.A.		6	38	5	49	
Norwegian	25	8	2	8	2	11	11		1	3	15	43	Norwegian	Norway	3	23	5	12	43	
"	85	44	58	33	81	4				1	134	220	"	U.S.A.		26	194	....	220	
Total	107	47	12	17	14	17	86			10	56	764		Finland	40	13	41	89	764	
Finlanders					14	17	86			10	56	183	Finnish	Finland	40	13	41	89	183	

JOHN. W. WENDELBO,  
Scandinavian Officer.

OFFICE OF THE COMMISSIONER OF IMMIGRATION,  
WINNIPEG, January 2, 1900.

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## No. 4.

## REPORT OF LEON ROY, FRENCH INTERPRETER.

WINNIPEG, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to report for the year ending December 31, 1899.

My work has been looking up and locating settlers at Carlton, Fish Creek, Rosthern, Saskatoon and Saskatchewan, and I am pleased to be able to report that a very satisfactory progress is being made in Rosthern and Fish Creek colonies settled there in 1898.

I have also guided many intending purchasers in the Winnipeg vacant land district, and have succeeded in locating forty-three farmers, mostly from the United States. Some of these same settlers have visited Manitoba at different times in previous years, and could only be induced to come again by writing to them, meeting them during the Manitoba Provincial Exhibition, quoting prices and explaining about advantage of location, and guiding them to the land. The people in question are successful farmers, mostly from North Dakota, being Canadians repatriating with means, forming a very desirable class of agriculturists.

Many settlers in quest of land that I have guided to locations are not recorded in this report, as they did not purchase just at the time, the reason being that they wanted to look over more country. But in going over the same ground later on, I found that in a good many cases they had bought, and had induced some of their friends to join them.

The districts mostly benefited by the Winnipeg vacant land advertisement issued from this office are White Horse Plains, LaSalle, Fannystelle, Elm Creek and Rosser. In most of these districts land has doubled in value within the last eighteen months.

Your obedient servant,

LEON ROY,  
*French Interpreter.*

SESSIONAL PAPER No. 13

## No. 5.

## REPORT OF THOMAS GELLEY, FRENCH INTERPRETER.

WINNIPEG, MAN., January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to lay before you a report on French, Belgian and French Canadian immigration for the year ending December 31, 1899.

I am pleased to say that French Canadian immigration from the eastern provinces and the United States has increased considerably during the past year; 302 French Canadians coming from the United States having been recorded in this office, and I am credibly informed that over 250 have arrived by wagon and settled in Assiniboia and Alberta, of whom the department has no record. As most of this immigration comes from the Western States, it shows the excellent work of the Canadian agents there, as well as the good effect of distributing literature and of the giving of reliable information from this office.

The immigration of French Canadians from the United States is a very desirable one. They come thoroughly prepared, either in funds or experience. Their training in the Western States as western farmers is complete. We have nothing new to teach them in farm work. The advantages offered them are the free lands, the richness and productiveness of our soil and the reliability of our climate.

Immigration from France and Belgium to Western Canada, I am sorry to say, has decreased from year to year since 1893, the total number of souls arriving from the above named countries in 1899 being only 271. I cannot account for this decrease. I am convinced, however, the agents of Canada in these countries are working hard to send immigrants here. They no doubt have to contend with dissatisfied men who had no agricultural tastes, but were of a roaming disposition, and who, without money or the first principle of economy, came to Canada and returned home dissatisfied with our country. This may be one of the reasons of the decrease.

The various French and Belgian colonies in Manitoba, and the North-west Territories, are all without exception in a flourishing state. The colonists are entirely satisfied with our country. The majority of them had little or no means on arrival here, but with pluck, hard work and the proverbial economy of the French peasant, they have succeeded, and have now a considerable acreage of land under cultivation, and own horses, cattle and machinery, and practically have no debts. Testimonials and letters received from the colonists show how satisfied they are.

I am also pleased to say that the incessant efforts of the Reverend Fathers Blais and Morin brought the large immigration of French Canadians from Quebec and Eastern States. Their untiring work has been very successful, and many a family from Quebec has been diverted from emigrating to the United States through their endeavours.

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The following table shows the arrivals of French immigration.

Nationalities.	FROM				Total.
	France.	Belgium.	Eastern Canada.	United States.	
French.....	213			2	215
Belgians.....		51		7	58
French Canadians.....			966	302	1,268
Swiss.....	2				2
Total.....	215	51	966	311	1,543

Two hundred and eighty-seven entries for homesteads have been made by French, Belgians and French Canadian immigrants at the different land offices, during the year 1899.

I may add that I have with pleasure performed the duties assigned to me, such as office work, meeting and checking of trains, visiting colonies with delegates and immigrants, and attending to a large French correspondence.

In conclusion, I will remark, as a Canadian, that having come in contact daily with the immigrants arriving in Canada, I am highly pleased with them, and I cannot but feel assured of the success of their venture and of their becoming good and true citizens of our own land.

Your obedient servant,

THOMAS GELLEY,  
*French Immigration Officer.*

No. 6.

REPORT OF C. A. JONES, GERMAN INTERPRETER.

WINNIPEG, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit to you herewith my report on German immigration for the year ending December 31, 1899.

I am pleased to be able to show a very marked increase under this heading. The total number in 1898 was 998 souls; the total for the past year amounted to 1,691. This increase I ascribe to the great prosperity which has followed the settlement of German people in Manitoba and the territories in previous years. The settler does so well in this country, that his report is almost invariably, 'come.' And this in many instances is backed up by the very material assistance of prepaid tickets. The new-comer is now generally supplied with the address of his relative or friend, and the task of the interpreter is very much lightened by this fact. I need not point out that it is very much easier to encourage and help along an immigrant who is going to join a contented friend or relative, than to try to urge him to change his destination from a point where some member of his family is awaiting him.

Of the immigrants above referred to

Germany furnished.....	107
Switzerland.....	6
Austria.....	416
Russia.....	990
United States.....	142
	<hr/>
	1,691

These have been distributed as follows:—

Manitoba.....	738
North-west Territories.....	951
British Columbia.....	2
	<hr/>
	1,691

I think that I can safely assert that things never looked more satisfactory than they do at present for a very large immigration

Germany, although not coming up to the mark numerically speaking, has, by correspondence and requests for information and pamphlets, shown a keen interest, which bodes much good. The class of farmers coming from this country are the more to be desired, as they are, generally speaking, men of some means.

Russia has come rapidly to the front, and apart from the increase for this year, reports promise greater things for the year to come. The Reverend Mr. Mueller, who visited Russia during the early months of the year, and who was the means of bringing a number of people with him, who are now settled at Leduc, N. W. T., reported a very large movement of German Baptists from Russia for the coming season.

Austria has also done well, and bids fair to continue a steady influx, both from Hungary and Galicia. Hungarian immigration especially, is looking up again, the colonies of Zichydorf, south of Regina, and Indian Head and Whitewood, Assiniboia,

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drawing the bulk of this influx. Three delegates from Hungary visited the Northwest during the past season, and their report has done much good and restored the feeling of confidence that had been somewhat shaken by letters of an abusive character which had been written to the home country by those seeking to destroy the movement.

The United States are also showing up well, and although it is impossible to obtain anything like complete returns of immigrants from there, owing to the number of different routes, still the showing is very satisfactory. The Hutterites of Yankton, South Dakota, have started a very large farm (community consisting of 52 souls) near Dominion City, Manitoba. Arriving in the country in the month of May last, they have since purchased lands, improved and otherwise, to the extent of \$20,000, and have made some very valuable improvements, besides gathering in a good harvest, in their first season here. Owing to the fact that each of the male members of the community is a mechanic of some kind, a really model farm has sprung into existence.

Owing to the tremendous pressure of work due to the increased immigration of all nationalities, and more especially to the incoming of such a large foreign body as the Doukhobors, which require the individual and collective services of all interpreters to handle, I have not been able to visit any of the colonies, or to devote much attention to outside work this year, but advices from all points report very satisfactory conditions, crops having been above the average. This has had the effect of a large number of prepaid passages being sent home.

The demand for labourers has steadily increased; so much so that in spite of the very large number of additional men who came in, the demand was at no time supplied. In fact, it has been quite impossible to supply the demand for labourers.

The extra accommodation supplied by the new immigration hall at East Selkirk has greatly facilitated the handling of large crowds of foreign immigrants. The interpreter living with them for a season, comes more completely in touch with them than when in the city, finds out their individual wants better, and drafts them away in small batches to each point, without further delay. It is also more satisfactory in the long run for the immigrant, as he learns to place greater confidence in the officer, who he really finds out is seeking to serve his best interests.

My duties have very materially increased this season, apart from the larger immigration and assisting with the Doukhobor and Galician movements. Much of my time has been taken up attending to the wants of the United States delegates, of whom a very large number have visited the country. I have also attended the incoming trains, assisting all immigrants and passengers in need of advice or help as usual. A very large amount of correspondence and translations has also been attended to.

Your obedient servant,

CHAS. A. JONES,  
*German Officer.*



## No. 7.

## REPORT OF CYRIL GENIK, GALICIAN INTERPRETER.

WINNIPEG, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to report on 'Ruthenian' immigration for the year 1899. Under this heading are Ruthenians or Little Russians, being composed of people from the provinces of Galicia and Bukowina in Austria.

Although the immigration from these provinces during 1899 has been the largest on record so far, still the difficulties in handling them have been much lessened, as the arrivals have in many cases joined friends and relatives in the already settled districts. Those already settled in the country have sent over very encouraging reports of their experiences, and this was the cause of nearly the whole movement taking place during the months of April and May—hence in much better time for them to get comfortably settled before the winter, a great improvement on previous years, when they arrived much later. I have pleasure in stating that they have all taken up and settled on land, those with sufficient means remaining on and improving their farms, whereas those with little or no means went in search of work, after settling their families.

The total arrivals during 1899 are 6,906, which are distributed as follows:—

Edmonton.....	1,900
Rosthern.....	680
Yorkton.....	600
Dauphin.....	1,500
Shoal Lake.....	1,000
Stuartburn.....	500
Pleasant Home.....	400
Gonor, Whitemouth, Brokenhead, Cook's Creek, St. Norbert, all near Winnipeg.....	326
Total.....	6,906

During the past season I have been able to visit both Dauphin and Edmonton, and have been agreeably surprised to note the progress made by the older settlers, some of the oldest having as much as sixty acres under cultivation and owning besides all kinds of implements. They all express themselves as very much satisfied with their circumstances. Many have bought additional Canadian Pacific Railway quarter-sections, which shows substantial progress. I met most of the Ruthenian immigrant trains, going as far east as Montreal, and supplied the necessary information both to the immigrants and to the department, thus much facilitating the handling of them after arrival in Selkirk. The opening of the new hall at East Selkirk has lightened my work very much, as the people being held together for a day or two, and having their moneys changed before going west, I am able to devote my entire time to them during the period of their stay, and can personally look after their wants to better advantage than in Winnipeg, where the accommodation was not adequate to the requirements, nor as satisfactory.

My office work has increased very materially this year, as I have had to attend to the wants of many of the older settlers as well as the new comers. I have acted

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as agent for homestead entry for nearly all the Stuartburn and Pleasant Home settlers, besides carrying on correspondence with all the other colonies, which had various requirements needing attention. I have written 1,250 letters during the year, which shows a lively correspondence; have hired out a large number of labourers, both male and female, all over the province, and daily attended the incoming trains. The Doukhobor immigration has also added a lot to my work; nearly 8,000 of these people have passed through Winnipeg, and, as Russian interpreter, I have had a large amount to do in connection with this movement.

Your obedient servant,

CYRIL GENIK,  
*Galician Interpreter.*

## SESSIONAL PAPER No. 18

## No. 8.

## REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

WINNIPEG, December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit to you the following report of my work in Canada and the United States in the immigrant branch of your department during the past year.

During the month of January, 1899, I was engaged inspecting the different colonies of people that had been settled during the preceding year.

In the vicinity of Yorkton I found the Russian German colony, called 'Ebenezer,' comprising about ninety families; they had been supplemented by about fifteen families during 1898.

They are making excellent progress, have English schools established, and a large church. They are situated about ten miles north of Yorkton.

I also inspected the large Galician colony at the 'Crooked Lakes,' comprising about 200 families. I established this colony in June, 1897.

They are permanently settled and are making marked progress, have comfortable houses, and have ample provision made for themselves and stock. Their net earnings on the Manitoba and North-western Railway were \$10,000 during 1898, and they own 400 cows.

They possess a good country; soil black loam, well watered and timbered; they have an English speaking school established, and contemplate building a church.

I think there are about 350 children of school age in this colony.

I found the Galician colony at Saltcoats, comprising about sixty families, making excellent progress.

The colony at Beaver Hills, about forty miles north-west of Yorkton, are also permanently established, are very desirable settlers and doing well. They have given entire satisfaction to the railway corporation, and also to private individuals wherever they have been employed. I have submitted the highest testimonials from the managers and roadmasters of the railway as to their worth as labourers, in my report dated January 12, 1899.

The Icelandic colony at Logberg; the German colony at Berescima; the Icelandic colony at Thingvalla; and the German colony at Hoffenal are all progressing, their principal production being stock and dairy products. Particulars of these colonies you will find in my reports of January 12, and January 17, 1899.

I assisted Benjamin Davies, state agent, Minnesota, addressing meetings this month in that state.

I then proceeded to inspect the colonies placed at Fish Creek and Rosthern, in the Saskatchewan district.

I found these people making progress. They had earned a great deal of money on the railroad and had given perfect satisfaction to their employers, and were making tangible improvements. Detailed reports submitted February 8 and February 14, 1899.

I proceeded then to inspect the large Mormon colony, situated in Southern Alberta, at Cardston, comprising 1,700 souls. They are a very progressive people, with good schools and churches.

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They raised 100,000 bushels of grain in 1897, and the same quantity in 1898. They have cheese factories; were constructing a large irrigation canal, and are making their country productive and farming profitable through a process of irrigation.

They all come from Utah, U.S.A. About 1,000 more have arrived this year, 1899.

They are a socialistic people, but observe Canadian laws and usages. They are first class settlers, and you will find particulars in my report dated March 1, 1899.

You will also find a report on the French colony at Grande Clairière, and the country on the Pipestone extension toward Moose Mountain, and its desirability for future settlement. Report dated March 1, 1899.

According to instructions I adjusted some difficulties existing among the Hungarian colonists at Whitewood. Report dated March 17, 1899.

Proceeding to inspect the Galician colonies in the Dauphin district, I found them in a very satisfactory and contented condition. Full report dated March 27, 1899.

I proceeded to Portal Junction, 'Soo line,' to look into matters pertaining to the advent of so many American people at that point.

I beg to intimate that during the 24 hours I remained at that point 250 settlers and fifteen cars of stock and effects passed through into Canada to settle here; they were receiving the necessary attention from Mr. Rankin, of the department. Full report dated April 11, 1899.

I inspected the country south of the Riding Mountains, north of Strathelair and Shoal Lake, to report upon its desirability for Galician colonization. Full report submitted April 21, 1899.

Having subsequently placed about 1,000 souls in this district, particulars were submitted in reports dated April 24, May 3, May 22, May 31, June 10, June 13, June 20 and June 29.

A contagion developed among these colonists, but was rigidly quarantined, and I am pleased to say that no English speaking child or grown person has ever been contaminated through the outbreak of any disease for the last three years among these colonists.

These people are now permanently established; are getting along well, and are considered desirable settlers by the English speaking people in that district.

In compliance with further instructions, I inspected a number of workhouse girls that were placed in different homes throughout the Province of Manitoba by different agencies in Great Britain and Canada.

I found them exceptionally well placed and submitted individual reports on each to the department.

Proceeded to Fish Creek and Rosthern district, according to instructions from the department, to report on some differences between Galicians and Mennonites. Report dated August 25, 1899.

I also inspected the Doukhobor colony being settled on the west side of the North Saskatchewan river.

These people were doing remarkably well. Report August 26, 1899.

In conjunction with W. J. White, inspector of agencies in the United States, I accompanied the Finnish delegates, Mr. Zilliacus and his associates, through Northern Alberta. Report September 7, 1899.

Immediately on my return I accompanied the Welsh delegates, Messrs. Lloyd George, M.P., Reese and Williams, through Manitoba and Assiniboia. They were greatly pleased with Western Canada. Report September 20, 1899.

Proceeded to the United States to assist C. J. Broughton at the State Fairs in Illinois and Indiana. At Springfield we secured a very conspicuous place for our exhibit in the Dome Building; our display of Canadian production in grains and grasses was especially fine, and was visited daily by thousands of people. I might term it a regular bazaar. Some 1,500 people registered their names during the week; these were unsolicited, and a greater interest was manifested than was observed at any former fair.

I saw people willing to come to Canada when a suitable time arrived.

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Our exhibit reflected credit upon Canada, and the managers of the fair were pleased at the way it was arranged. It was the best display of natural products at that great fair.

At Bourbon, Indiana, we had similar success. We received every courtesy and every attention; thousands daily visited our exhibit, and the officers considered it a great acquisition to their fair.

I believe these exhibits have done more to advertise Canada favourably as a field for emigrants than anything hitherto done, either printed or written.

I accompanied W. V. Bennett, of Omaha, Neb., through Manitoba, Saskatchewan and Assiniboia, looking at various districts in the interests of Bohemian emigration.

Mr. Bennett was greatly pleased with our country and intimated that a great deal of it was a revelation to him.

Subsequently my time was occupied in adjusting some difficulties in connection with the Galicians at Dauphin, and receiving letters from settlers in Western Canada, setting forth their prosperity, that could be used for publication.

In reviewing the year's work in immigration we consider that we have received about 50,000 immigrants, about 15,000 of whom were United States people, and it will be conceded that there has been some activity in the service.

I am encouraged at the outlook in the United States, and look for still greater things from that country.

The establishing of the colonies of Galician people has been most satisfactory; they have made excellent progress under all circumstances; they are fast adapting themselves to our usages and customs; they are frugal and industrious and have given entire satisfaction wherever they have been employed.

We could not supply the demand made upon us for these labourers from railway contractors and others.

There has been a great deal of construction and grading and gravel pit work, and these people have been especially adapted for this class of work.

Wages have been twenty per cent higher in Western Canada this year for all classes than any year hitherto known.

In the development of our great West it will take many years to complete the proposed and contemplated lines of railway.

These men have been a great acquisition to the labour market of Canada in this respect, because in the construction and completion of these lines of colonization railway other developments will follow that will give increased prosperity to the country generally.

Your obedient servant,

C. W. SPEERS,  
*General Colonization Agent.*

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## No. 9.

## REPORT OF W. H. PAULSON, ICELANDIC AGENT.

WINNIPEG, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit to you the following report on Icelandic Immigration during the year of 1899.

The total number of immigrants from Iceland was 189 souls, all of whom, men and women, secured employment on arrival here. Many of the men hired out with farmers, while domestic servants found ready situations in Winnipeg.

A number of Icelandic farmers from North Dakota and Minnesota immigrated to Canada during the year. Icelandic immigrants from the United States who registered at Winnipeg numbered 175 souls. They were all of the farming class, and brought with them several carloads of live-stock, farm implements and household effects. Most of them settled north of Gladstone, on the Manitoba and North Western Railway, and in the Swan River district.

Besides the above, a large number of Icelandic farmers from North Dakota drove across the line to Canada and settled south of Morden, in township 1, range 6, west. Thirty-three Icelanders have now made homestead entries there, and several have bought land in the same township. About 16 Icelandic families from North Dakota and Minnesota also came by wagon to Canada and settled near the boundary line, in township 1, range 11, east. The number of souls comprising these two parties who did not come through Winnipeg I have not been able to ascertain to a man, but an estimate of 345 would come very near it, making the number of Icelandic immigrants from the United States 520. Adding to these the 189 who came from Iceland, makes the total Icelandic immigration for last year 709, which, I am pleased to say, shows a very marked increase.

All the Icelanders coming from the United States have considerable means. They start here under very favourable conditions and are bound to do well.

A delegation of Icelandic farmers from North Dakota came to Canada last summer and made an extended trip through the North-west, and, judging from their report, I expect good results from their visit.

I have, during the year, travelled through the Icelandic colonies at Lake Winnipeg and in Argyle, collecting a number of letters of testimonial from the farmers for publication in an Icelandic immigration pamphlet that I have prepared, and which is about to be printed. I also travelled over the different Icelandic colonies in Assiniboia, of which I rendered a full report at the time.

Last winter I visited the Icelandic colonies in North Dakota and Minnesota, with very satisfactory results, as shown by the immigration from there last summer.

I have met all Icelandic immigrants coming to Canada during the year. Those from Iceland I have met at points in Ontario, and those coming from the United States, by railway, I have met at port of entry—Deloraine, Gretna and Emerson, respectively.

The Icelandic correspondence has increased during the year, letters received numbering 460, and letters sent 450.

I wish to point out that Icelandic immigrants are generally easy to handle and, as a rule, incur very small expense to the department. Those coming from Iceland are, in most cases, met at Winnipeg by their friends in this country, and if an Ice-

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Iceland stops at the immigration sheds here, even for one night, it is an exception. Of course, this would be different if they were coming in large numbers.

The prospects of Icelandic immigration this year are good. The movement already started by Icelanders in the United States into Canada will undoubtedly continue.

The immigration from Iceland, I may say, depends greatly on whether any arrangements can be made to reduce the fare for immigrants from that country. Times are hard there at present, chiefly on account of unusual depression in trade, and a great number of people are anxious to come to Canada, who find it impossible to raise the necessary amount of cash, as they have no market for their property.

In conclusion, I may say that the Icelandic colonies in the North-west are progressing rapidly. The farmers are contented and have every confidence in the future of our great country. This is plainly shown by the encouragement they are giving to their own countrymen to come to Canada, both in testimonials praising the country and in the large amount of passage money that they are sending every year to assist their friends in Iceland to come, which promises this year to surpass that of any previous year.

Your obedient servant,

W. H. PAULSON,  
*Icelandic Agent.*

## No. 10.

## REPORT OF THE ACTING AGENT AT BRANDON.

BRANDON, January 3, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—In forwarding the usual annual report for the calendar year 1899, I have great pleasure in stating that the number of settlers in this district is still on the increase, the number of entries amounting to 572, the largest number reached in this office for many years. A large portion of this settlement has been made in the district covered by the Reston extension of the Canadian Pacific Railway, in townships 7, ranges 30, 31 and 32 W., and about three quarters of these homesteaders are Canadian farmers' sons; the balance made up from Britain with a very few foreigners. Quebec has also been well represented, as there is now quite a French Canadian settlement south-west from Brandon, at Bellegarde and Grande Clairière.

The crops in this district have been extra good, the splendid rains in spring and summer having suited the land round here to perfection. The fine warm weather in July and August brought on an early harvest; all the crop was saved in good order, and threshing commenced very early. The price has been fair, not so high as some past years but still a good fair price, most of the wheat having brought about the neighbourhood of 60 cents and nearly all going No. 1 hard. The oats have also been a good price and the farmers are all well satisfied with the result of their labours. The number of debts has been greatly decreased and numbers enabled to meet their notes before they became due.

Although the land is mostly agricultural the quantity of stock has considerably increased and the rise in price will be an encouragement to keep even more stock in the future. The creameries in this district are not very large but they have been kept steadily at work and the prices realized for creamery butter have been very high in this town; butter has been 25 cents for creamery all the summer and has reached 30 cents this fall, from all of which it will be seen that the farmers have every reason to be contented, and the country is to be congratulated on another successful season, free from frost or any other drawback. The open fall and winter have been very favourable to intending settlers, as the homesteading is still going on just the same as in the summer time, there being no difficulty in seeing the land as there is very little snow at present on the ground. The number of entries in December amounted to 66.

Payment of sale lands has been satisfactory, nearly all who had fallen in arrears having been enabled to make a settlement for this year.

The year 1900 opens with every prospect of a very large increase in settlement, and with a farming community well satisfied and nearly all free from debt, this prospect is pretty sure to be realized.

Your obedient servant,

WM. C. DEBALINHARD,  
*Acting Agent Dominion Lands.*



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## No. 11.

## REPORT OF THE AGENT AT MINNEDOSA.

MINNEDOSA, MANITOBA, December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—In submitting my report on immigration I am glad to state that the past season has been a satisfactory one and that a large number of immigrants have this season settled in the district. The number of entries granted is slightly less than the number granted in the previous year, but a considerable number of Galicians who have been located in the vicinity of Shoal Lake and Strathclair have yet to make entries, and when they have done this the total entries granted will be largely in excess of those granted in any recent year.

Again we have been favoured with a bountiful harvest and in consequence the settlers are in good spirits and hopeful of the future. Each year it is more generally realized that this country has a great future before it and this is evidenced by the growing desire to acquire land. This year the sales of land are probably in excess of any previous year and prices have advanced at least twenty per cent.

The cattle trade is steadily growing, the demand for cattle has been in excess of the supply, and satisfactory prices have been realized. More attention is being paid to this department, and by the use of well bred sires the quality of our cattle is rapidly improving.

Your obedient servant,

JOHN FLESHER.

## No. 12.

## REPORT OF THE AGENT AT DAUPHIN.

DAUPHIN, MAN., December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—In reporting on the immigration work of this office for the year 1899, I am pleased to be in a position once more, to give a favourable statement, the increase in actual homestead entries granted being greater than in any preceding year, as will be seen from subjoined tabulated statement.

The large addition to settlements is in a great measure due to the increased railway facilities, which enable new comers to train, with their outfits, to points adjacent to their holdings.

Of the new entries recorded, a considerable number were made by settlers who on arriving in the country were unable to select holdings on lands then in the market, and located in townships, some of which though surveyed, were not open, others only blocked out, this obtaining to a great extent in the townships between Sifton Junction and the terminus of the Swan River extension of the Canadian Northern Railway.

The Swan river country still attracts large numbers of settlers, and in addition to the homesteads taken, large areas of railway lands have been sold through that section; and it is thought that in a short time this will be a flourishing settlement.

The Gilbert Plains country is practically filled up, any homesteads at all available, being those where the holders are failing to comply with the act in the matter of duties, the entries being liable to cancellation. Even these are very few in number, the increased demand for land making it necessary for persons who wish to retain possession of their holdings to look after their interests. The railway lands here have been very carefully selected as well, and but very little of value now remains in the hands of the company, the older settlers having acquired large areas of these lands, in some instances with the view of increasing their own operations, in others to provide for their families, for whom it is impossible to secure homesteads in the vicinity.

Great improvement, in the way of bringing lands under cultivation, as well as in farm buildings, is to be seen all over the district, and next season should show a marked increase in the areas sown to crop.

The projected line of railway through the Gilbert Plains has been one cause of the advance in that section, and though the trains are not as yet operating on it, some miles of rail are laid, and there seems to be no doubt that the crops of next season will be marketed at several points adjacent to the settlements.

Wheat may be generally reported as having yielded 20 bushels per acre, the price ranging from 50 cents downward; oats at about 40 bushels, which have sold at an average of 30 cents, though there has been no export, in fact considerable importations from other points in the province have been made. Barley was not grown to any extent, and where tried was for home consumption. Potatoes were below the average, selling in the fall at 25 cents; it is thought, however, that there are enough in the country for home demands.

Poultry has been imported for use in the towns, the local supply not by any means meeting the demand; more attention to this line would result in profit to all classes of farmers. Butter is not exported, the supply being also less than the demand, good dairy selling as high as 25 cents locally.

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No export of cattle has so far taken place, the rapid influx of settlers taking up all surplus stock carried by the older settlers, at good prices; in fact several considerable importations of cows have been made both from the East and other points of the province.

Sheep are not carried except in some small scattered flocks.

Hogs are not attended to much as yet, though a slight increase is reported. This line pays well, and will no doubt for some time, if good stock is carried.

Lumbering is carried on by two well equipped mills as well as several smaller ones, scattered all through the district, where timber is to be had, the rough grades selling from \$12 per M upwards.

Timber and prairie fires have caused considerable damage to the district. Large quantities of valuable timber have been destroyed. Some steps should be taken towards preventing the occurrence of such fires in the future.

Work of all kinds has been easily obtainable, and numbers of the Galicians have availed themselves of the railway operations, some having earned considerable sums of money. I do not look for any applications for help, except in some isolated cases where the bread-winner of a family has been unable to work, or has died.

A marked improvement has taken place in roads, the principal ones through the Dauphin Municipality having been graded, and bridges thrown over the streams. Large areas of lands which were wet in spring will now be drained.

Homestead entries granted.....	888
Applications for patent taken.....	251
Entries cancelled .....	216

Your obedient servant,

F. K. HERCHMER,  
*Agent Dominion Lands.*

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## No. 13.

## REPORT OF HUGH HARLEY, SUB-AGENT.

SWAN RIVER, December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have much pleasure in being able to give you a favourable report of the Swan River district, in connection with immigration and Dominion lands. This district has proved very attractive through the past year. There has been a steady influx of people. The Canadian Northern Railway Company have built sixty miles of railway through this district, with three stations in the valley, which is a great benefit to the new settlers. There are three new towns started already. The eastern one on the Favel river is called Minetonas. The northern one, called Bowsman, is on the Bowsman river. The central one is beautifully situated on the bank of the Swan river, from which it takes its name, and is on section 21, township 36, range 27, at the crossing of the Canadian Northern Railway. The place, though only two months old, has sixty-five buildings and a population of three hundred. The population of this district is now two thousand four hundred and thirteen. There is now one thousand three hundred and fifty acres of land ploughed and ready for seeding next spring. The crops grown here during the past season were splendid; the samples of wheat, oats and barley were very fine. Potatoes and turnips and all kinds of vegetables were a good crop.

The first frost we had this fall was on the morning of September the 18th.

There has been a large number of cattle and some choice thoroughbreds brought into this district during the year.

There has been a very large amount of railway land sold, at good prices.

A large number of our settlers have come from the United States and Ontario. Fully seventy-five per cent of the new settlers are Canadians. The great need of the people here is, at the present time, day schools. But we are expecting several of them to be opened next spring.

The Post Office Department has opened a new post office in the town of Swan River, which is very much appreciated by all the people here.

The provincial government has built a bridge across the Roaring river, and has made arrangements with the Canadian Northern Railway Company to build a traffic bridge across the Swan river in connection with their new truss railway bridge.

There will be six and a half new surveyed townships opened for homestead entry next spring, namely:

Townships 37 and 38 in range 28.	
“ 37 “ 38 “ 26.	
“ 38 “ “ 27.	
“ 35 “ “ 25.	
Half of “ 34 “ 27.	

The number of homestead entries granted is three hundred and eighty-four.

Number of squatters on homestead lands 104.

“ hay permits granted	53.
“ timber “	93.

During the year, the Thunder Hill Colony of Doukhobors, of fourteen hundred and ten people, has settled on the banks of the Swan river, in the district of Assi-

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nibōia, in the North-west Territories, about twenty miles from this town. The Doukhobors have proved themselves to be an honest and industrious class of people. They have worked with the different contractors on the Canadian Northern Railway during the past season, and have given good satisfaction as labouring men. They have earned a considerable amount of money which they have spent in purchasing horses, wagons, plows, harness, provisions and clothing for themselves. This colony is divided into thirteen villages. They have a day school, where the young are being taught the English language, and they are proving apt scholars. They have opened a co-operative store at the colony, and a branch store here at Swan River, where the different villagers and families may buy supplies. Just across the Swan river from this town, they have erected a store house for receiving their goods and supplies from the railway company. They have a few houses and stables here, where some of them remain. The women and children of this colony gathered eighteen hundred pounds of seneca root on the prairie and sold it, realizing three hundred and sixty dollars. The health of the colony is excellent.

From my dealings with, and knowledge of this people, I am satisfied that in a short time they will become excellent settlers and good citizens of our country.

Your obedient servant,

H. HARLEY,  
*Sub-Land and Immigration Agent.*

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## No. 14.

## REPORT OF J. S. CRERAR.

YORKTON, December 28, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my annual report for the year 1899. In the beginning of the year I set to work to make preparation for the Doukhobors, who were on the way to Canada from Russia. The first contingent of these people arrived at Yorkton about the middle of the month of February, numbering over 300 souls. I was able to house and provide for them in the new immigration hall, completed a few days before their arrival. As more of these people were on the way we had to go to work at the colony selected for them and build winter quarters to make room for those coming. We put up good log buildings on section 28, township 29, range 1, and sent the people out as fast as we could get buildings ready. About 5,000 souls came in by Yorkton. Some went to Swan River Colony and about 100 souls joined their friends at the colony near Duck Lake later on. We have still over 4,000 souls in the South Colony, divided up among thirty-five villages. Starting at a point on the Assiniboine river in township 28, range 31, west of first meridian, following the river north-westerly to the mouth of White Sand river, they are settled on both sides of this river in townships 30 and 31, ranges 1, 2 and 3, west of the second meridian. There are eight villages on the north end of Good Spirit lake in townships 31 and 32, ranges 5 and 6, west of the second meridian; there are also thirteen villages in what is called the North Colony, on the Swan river. These people have now good buildings in their villages; they are very handy with axes and other tools; they are all mechanics of some kind, carpenters, blacksmiths, wagon makers, tanners, shoemakers, harness makers, &c. Their women are also very clever at needle and fancy work; they also spin wool and weave same into cloth; in fact every thing they use in wearing apparel these women make. The physique of these people will compare with that of any of our settlers; they are, both men and women, a strong healthy people and on the whole will make healthy settlers, as they are great tillers of the soil and lovers of their own home. They are also a peaceful and very law-abiding people.

I may also mention that some seventy families of Galicians settled in this district this last season; some near Saltcoats, Crooked Lakes and Beaver Hills. I had very little trouble with these people, as they all had, with few exceptions, friends in these colonies. They had considerable money with them—from \$300 to \$400 per family.

As the result of delegates from time to time from the United States we got this year a lot of active settlers, most of them from Minnesota and Iowa. One township, 25, range 7, west of the 2nd meridian, is all settled with these people from the United States. Another lot of them has settled north-east of Yorkton, in what is called the Wallace settlement, and from reports I have received we are going to have a very large influx of Americans in the spring.

The season's operations with the farmers have been most successful. You will now see a vast improvement among the older settlers. New buildings are going up, comfortable homes being erected, &c. The cattle trade of Yorkton district is still to the front. Crops turned out far better than was expected at one time of the season. Ranches to the north and north-west had a good season, and the hay crop was never better. The settlers' cattle at the present are in first-class shape, and we fully expect a larger immigration to this district the coming year.

Your obedient servant,

J. S. CRERAR,  
*Dominion Immigration Agent.*

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## No. 15.

## REPORT OF THE AGENT AT ALAMEDA.

ALAMEDA, ASSA., January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—In accordance with instructions I beg to report on the immigration work in so far as it concerns this district, for the calendar year ending the 31st ultimo.

The number of homesteaders which would make up the bulk of immigration to this part was 509. The proportion from the different places would, roughly speaking, be about as follows: Ontario and the Old Country, one-half; Manitoba, one-quarter; and the United States, one-quarter. Besides these homesteaders, there would probably be another 100 or 150 who purchased Canadian Pacific Railroad land.

About the first movement in immigration commenced with the arrival of Richert's German party from Michigan early in April. The party numbered about fifty souls. The nucleus of a German colony had already been started the year before in township 5, range 3 W. 2nd meridian, and this party located in that township, and in the one to the north. A few of those who had been here the previous year, returned to Michigan last winter, and it is largely a result of their missionary efforts, coupled of course with the work of the Government agent in that State, that this party emigrated this spring. The majority had friends and places to go to on arrival here, but a number of them made the building used as an immigration hall their headquarters until such time as they had selected homesteads. All who were eligible took up land and have done more or less breaking on their homesteads this summer. The condition of the settlement is good, and I look in a few years to see it as prosperous a one as there is in the district. The settlers are industrious and careful and have an abhorrence of debt, which is an excellent trait in a new, or for that matter, an old settler. They are building some fine stone and frame dwellings, and are satisfied their location is a good one. The invariable experience has been that Germans make good settlers, and I am happy to be able to state that these are no exception.

A number of delegates from the States who visited this part last year, returned this spring, with the intention of making homes for themselves. One, a Mr. Cameron from Minnesota, came especially well equipped, bringing lumber for a house, all framed and ready for erection, a complete outfit of farming implements, and some very fine horses. He, along with three others from his former neighbourhood, homesteaded in township 6, range 2, and they have broken up a considerable quantity of land on their places this summer. He and his party are Canadians, formerly from Nova Scotia, who have lived in Minnesota for a number of years, where they are displeased with the conditions, and thinking they could better themselves, decided to return to Canada. It is pleasing to note that there are many similar cases of Canadians returning to the land of their birth, and it is an indication that the policy of thoroughly advertising the benefits of Western Canada in the United States, as a field for immigration is a wise and judicious one, and one the effects of which are apparent in the number of settlers we are receiving from the Republic to the south.

The French settlement of Alma, lying at the south-west corner of Moose Mountain, is progressing very favourably. Additions are being made to it principally

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from North Dakota and France. Many of the settlers have as much as one hundred and thirty acres broken on their homesteads, and a number finding one hundred and sixty acres too small a farm have purchased Canadian Pacific Railway land as well. The settlers have built a church this summer. They have also formed a school district, the intention being to erect a school in the settlement in the near future. I am pleased to state there is an air of progressiveness and prosperity apparent throughout this whole settlement.

No returns have as yet been received from the farming operations in the Weyburn district, the farmers there having been engaged this season in breaking up land for next year's cropping. Entries are still being made there, principally by friends of those already settled in that district, which indicates a faith on the part of the present settlers in the future of that country.

The bulk of our immigrants this year settled along the projected line of the new railway to the south of Moose Mountain. There are still between thirty-five and forty townships of good land for homesteading to the south of the mountain, and I trust that every endeavour will be made to direct immigration to these vacant lands. From the number of inquiries received regarding this district I believe a large amount of this land will be taken up next year.

The season has been a prosperous one for the farmers. The weather conditions throughout were excellent, the long open fall giving everyone an opportunity of properly securing their crops. The principal industries here are grain growing, cattle raising and coal mining. The quantity of wheat grown in the district this year would amount to 800,000 bushels, which, averaged at 50 cents per bushel, makes a revenue of \$400,000. The rough grains, composed principally of oats, could be placed at 200,000 bushels, and might be averaged at 30 cents per bushel, making a revenue of \$60,000. The cattle exported amount to 2,500 head. Averaging these at \$37 per head would make the sum of \$92,500.

I regret being unable to ascertain the revenue from the sale of coal, but considering that the greater part of South-western Manitoba, and all of Eastern Assiniboia are supplied from the mines at Roche Percee and Coalfields, the income to the proprietors from this industry must be large.

Taking the items of grain and cattle, we have a productive power of \$352,500 or over half a million dollars as a result of the season's operations.

When it is considered that such a revenue can be produced from the as yet limited development of the district, some faint idea may be conceived of its immense possibilities when it has become largely populated and the bulk of the land has been brought under cultivation. With its magnificent areas yet to be developed, there is undoubtedly a great future in store for this district, and I trust that every effort will be made to induce immigration to it. I have no hesitation in recommending it to an intending settler.

Your obedient servant,

D. A. McEWEN,  
*Agent of Dominion Lands and Immigration.*



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## No. 16.

## REPORT OF THE ACTING AGENT AT REGINA.

REGINA, ASSA., December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to report that during the past year a large number of letters have been received at this office from all over the Continent and from the United States, making inquiry about the North-west and its resources, and these letters, no matter what language they were written in, were promptly answered in the fullest possible way. Delegates that have visited this district have expressed themselves as being more than surprised with the vastness of our country, and the fertility of the soil. Judging from the number of applications received asking for lists of vacant lands, etc., it is quite evident that the new arrivals are particularly anxious to seek and secure a good location with the least possible delay.

The number of immigrants accommodated at the immigration hall here up to the time that Mr. C. Stemshorn took charge in July last, was 126. All these immigrants were promptly and carefully looked after by myself personally, and, owing to the late hour the train arrived here from the East, this part of my duty gave me a great deal of night work.

The total number of homestead entries granted was 889, being 387 more than last year, and in nearly every case, the applicant had more or less money to make a start. The applications to purchase railway lands have more than doubled the record of the previous year, while private sales have had an upward tendency, and the prices realized have been good.

The majority of the new settlers have located south of Regina, Milestone and Yellow Grass, and they have made a good start by acting on the advice of those who have been in the country for some years. In each of the foreign settlements I find that contentment reigns, and marked progress has been made in the way of cultivation, buildings and increase in stock.

The crops on the whole have been good, averaging more than a fair yield. Roots and vegetables have been a large crop and of the best quality.

The shipments of stock all along the line have been larger than usual during the past year.

I am of the opinion that next year will see even a larger increase in immigration to this country than the present one.

Your obedient servant,

A. G. FRASER,  
*Acting Agent.*

## No. 17.

## REPORT OF THE AGENT AT LETHBRIDGE.

LETHBRIDGE, January 3, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my report on immigration matters for the past year.

The year has proved the most prosperous one in the annals of this district. The stupendous undertaking, referred to in my last report as the St. Mary's Irrigation Canal, now known as the Canadian North-west Irrigation Canal, work on which was, I may say, commenced last spring, is now about completed. The important effect the construction of this canal will have, not only on the district but throughout the North-west Territories, cannot be estimated. As a factor in bringing settlers into the country, the only other enterprise that can at all compare with it is the construction of the Canadian Pacific Railway. The judicious manner in which the work was let, and the satisfactory way all contracts were carried out, attracted no less than one thousand people from the south of the International Boundary. Many of these people in addition to working on the canal, took up lands, built comfortable homes, and by their industry produced enough from the soil to tide them nicely over the winter. A large number returned to their homes in the States to spend Christmas, and possibly the balance of the winter, with their respective families and friends; many called at this office on their way south, all of whom were enthusiastic over their first summer's experience in the country, and the bright future confidently anticipated for themselves and friends, five thousand of whom, they positively state, is a conservative estimate of the numbers who will return with them in the spring to become permanent settlers in the district.

The town of Cardston has made extraordinary progress during the year, the most important addition to their many other enterprises being the erection of a mill capable of manufacturing four hundred barrels of flour a day.

During the past season, two flourishing towns have sprung into existence as if by magic, one called Sterling, on the line of the Alberta Railway and Coal Company, where it is reached by the irrigation canal, the other Magrath, prettily situated on the banks of Pot Hole River, about midway between Sterling and Cardston.

This district has been looked on as only fitted for grazing purposes, but to show that it is, under certain circumstances, eminently adapted for grain growing I will cite the case of Mr. D. J. Grier, a farmer and rancher near Macleod, who produced from two hundred and fifty acres of land, nine thousand bushels of grain, one thousand five hundred of which was wheat and averaged thirty-seven bushels of No. 1 hard to the acre. From this some idea may be formed of the immense quantity of grain which will be produced from the thousands of acres of land that will be under irrigation the coming season. The confidence in the country displayed by the promoters of the Irrigation Canal will the better be appreciated when it is realized that they have already expended some \$219,000 on construction.

The towns of Lethbridge, Macleod, Pincher Creek and Medicine Hat have all made satisfactory progress, and the cereals, roots and vegetables exhibited at the agricultural shows held in these towns during the fall, were a pleasing object lesson to those who entertained doubts as to the productiveness of the soil. The bountiful harvest was due to the heavy rains which fell regularly throughout the season,

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which proves beyond doubt the productiveness of the soil, emphasises the wisdom, and confirms the confidence of the promoters of the Irrigation Canal in the resources of the country.

Cattle shipments have exceeded the average, and the cattle throughout the district are in better condition than ever before. Feed on the ranges is abundant, and an ample supply of hay has been secured to ensure the safety of stock even should there be a protracted spell of severe weather.

The Galt Coal Company, as is natural, has participated in the general prosperity, and has added new material, and made many valuable improvements to the already well equipped mines belonging to the company, which have been steadily at work throughout the year, and although the output has been from nine hundred to one thousand tons of coal per day, this has not been able to satisfy the demand.

Your obedient servant,

W. H. COTTINGHAM,  
*Agent of Dominion Lands.*

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## No. 18.

## REPORT OF SUB-AGENT A. E. COX.

PINCHER CREEK, December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—During the past year the steady, even flow of practical and substantial settlers has continued with a slight rate of increase over the previous year, and it is doubtful if any other part of the territories possesses a more prosperous and contented class of settlers, whose progress is not due to any temporary boom or inflation, but is the outcome of the legitimate development of the natural resources of the country. About 100 new homestead entries have been made through this sub-agency alone and the majority of the new settlers are men of experience and capital, and with large families which afford a material increase to the population.

Although the summer was abnormally wet and the work of new settlers rendered so difficult as to be discouraging, only one case is known to me of any of these new settlers leaving the district. Most of them are from Ontario, Great Britain, Germany and the United States, but many of the latter are British born. Careful inquiries have been made from time to time of these settlers, especially those from the States, regarding the opportunities of a practical man with small capital settling in this district, as compared with that from which he came, and in every case, taking all things into consideration, the opinion expressed has been strongly in favour of this country. A good indication of the financial standing of these settlers, both new and old, and of their faith in the future of the district, is to be formed from the fact that the odd-numbered sections are rapidly being bought up by them. But the full effect of this new immigration will not be seen until next summer, as a portion of the new settlers are remaining at work on the railroad, in mines and building operations, to obtain some capital, while wages are high, during the winter months, with the intention of laying it out in improvements on their homesteads next spring.

The building of the Crow's Nest Pass railroad has been of incalculable benefit to this district, where so many of the ordinary necessities of life, from beef to potatoes, are raised in abundance. From the ranger, with his bunch of range steers, to the mixed farmer with his varied produce, all can now find a market either in Great Britain, British Columbian mining towns, or locally, and to my knowledge no poor man can be found in the whole district. Good carpenters have found steady work and there is always a shortage of good farm hands in summer, especially at haying time.

The village of Pincher Creek has made solid and material growth, being now of an assessable value of \$107,631, with nearly 100 children on the roll of the public school, and an increased trade of twenty-five per cent. Fishburn, Yarrow, Cowley and Livingstone, centres for postal purposes within a twenty mile radius, all show indications of developing into towns, and all, save the last, have public schools.

Local improvements for the making and repair of roads have been made under the Territorial ordinance.

The season was not, in some respects, as favourable as usual. More rain fell during the summer and it threatened to materially affect the crops, hay especially, that being the most important, but the weather became favourable during October and remained so until the middle of December, being warm, bright and dry. The

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hay cured on the range, the majority of crops ripened and all are provided with winter supplies, though some hay was damaged on the stack when put up too soon. No real frost occurred until the middle of December and the curing of the grass upon the range, without being frostbitten, is a valuable item to those owning cattle.

Regarding the crops, wheat, both fall and spring, ripened well. A settler from Kansas, U.S.A., who owned a large farm there, was taken over a field of fall wheat owned by the writer and was greatly surprised, pronouncing it a 'royal head' of wheat.

Oats were tardy in ripening. The growth of straw was very large. But a mixed farmer does not place dependence upon this crop for income, direct. If it ripens and is threshed, so much ready cash is obtainable by the sale of the grain: if not, it is equally valuable cut for feed for his stock or for sale.

Barley ripened. Little was grown or will be sold, being generally fed to hogs by the growers.

Brome grass made an extraordinary return and is looked upon as the hay crop of the future, now that the pasture is being eaten down or settled upon. All settlers, old and new, are sowing down an increased area of this grass every year.

Butter, poultry, potatoes and eggs, of which a greater quantity is available every year, found ready sale, and the trade in these commodities, easily raised here, promises to assume immense proportions in the future.

Roots and garden stuff did better than was at one time expected.

Stock is in prime condition, the range grass is well cured, and the prospects are that all stock will winter well. Both ranger and homesteader are steadily increasing their holdings. Many thoroughbred or well bred bulls have been brought into the district, in fact no others are used.

The following is a list of trade returns:—

Hay, exported, baled.....	70	cars.	
Cattle " .....	222	"	about 5,000 head.
Cattle, home consumption.....			500 "
Sheep, exported .....	1	"	
Horses " .....	18	"	" 350 "
Oats " .....	10	"	
Potatoes " .....	5	"	

Trade in horses and cattle, otherwise than for shipment, cannot be estimated but is large.

Respectfully submitted,

ARTHUR EDGAR COX,  
Sub-Agent.

## No. 19.

## REPORT OF THE SUB-AGENT AT MEDICINE HAT.

MEDICINE HAT, N.W.T., December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my annual report for 1899 as to immigration and Dominion lands.

The year has been the best in the history of the country as regards crops, cattle, sheep and horse trade.

I may say this is now known as one of the best ranching districts in the west.

Mixed farming has been carried on the past two years with marked success; the rainfall being much greater in 1899 than for years past. Stock of all kinds were taken off of the ranges in prime condition. Although shipping of export cattle was about three weeks later, on account of stock being soft, owing to the damp season, with sufficient buyers and excellent prices the stock men are feeling as usual in good spirits.

The immigration to this immediate district has not been as great as expected; however, some sixty-five homesteads have been granted and some thirty-five located, partly in lands that are not subdivided. About twelve of the above numbers are employed on ranches for the winter with the intention of applying for homesteads in the spring.

Your agent has had a large number of letters of inquiry about the ranching country, also visits from 162 persons, all of whom were much pleased with the district, and no doubt not a few will return in the early spring to settle with us. Others who wish to farm only, will no doubt return and settle farther west.

The Germans in the Josephsburg district here had a very successful year in mixed farming and ranching; they found it necessary to get a binder and threshing machine this year. Their school is opened and well attended, and in the course of two months they will have a new church with resident minister.

Your agent has visited many parts of the Territory the past year and found the people doing well and satisfied with the country; he still thinks there is no better ranching country in the west than that at or near Medicine Hat.

If I may I would suggest sending a surveyor into this district next spring as there are some very fine ranches not yet subdivided.

Accompanying this report will be found memorandum of grain, roots and vegetables raised at or near Medicine Hat during the past year.

Also shipment of stock and imports, etc., etc.

Your obedient servant,

L. B. COCHRAN.

## EXPORTS, 1899—MEDICINE HAT.

Cattle .....	5,513
Horses .....	508
Sheep .....	5,054
Wool, lbs. ....	116,300

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IMPORTS, 1899—MEDICINE HAT.

Cattle.....	6,356
Horses.....	516
Sheep.....	112
Wool, lbs.....	11

CATTLE KILLED FOR HOME CONSUMPTION.

Cattle.....	615
Sheep.....	No record.

GRAIN—MEDICINE HAT AND JOSEPHSBURG, 1899.

	Busheis.
Oats.....	15,850
Wheat.....	5,022
Barley.....	1,130
Flax.....	250

VEGETABLES.

Potatoes.....	6,890
Other vegetables.....	2,000

## No. 20.

## REPORT OF THE AGENT AT CALGARY.

CALGARY, December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit the following report on immigration matters in this district, covering the twelve months ending this date.

The immigration into the whole of Alberta has been quite large this year and this district has received a fair share. The settlement, I should say, has directed itself about one half to the townships lying north and the other half to the townships lying south of the Bow River, although more homestead entries appear to have been granted north. As I stated in my last year's report, that portion of this district lying south of township 30, is what is called the ranching country, although mixed farming has been carried on very successfully in several localities throughout the same; beyond township 30, north, the country is excellently adapted to mixed farming.

The number of homestead entries granted at this office covering the calendar year was 264, an increase over last year of 129, and I am informed that the Canadian Pacific Railway land department has sold a large quantity of land this year in this district, amounting to somewhere in the neighbourhood of 10,000 acres, and the Calgary and Edmonton Land Company has disposed of 7,000 acres in this district.

The immigration hall here has been utilized by about 1,853 persons, an increase over last year of 453, which does not, however, afford an adequate means of estimating the total amount of immigration, as a large number of settlers put up at hotels, or proceed to their destination without stopping over at Calgary. I consider the most important feature is that those who have settled in this district are all satisfied and contented.

The crops have been remarkably good, as they have been for several years, but owing to the unusually wet season and the lack of ripening weather at the proper time, some of the grain was cut a little on the green side and suffered in consequence, but that which was not cut ripened and was gathered in good condition, as there was no frost to speak of until October and the weather during the month of September was all that could be desired. Owing to the heavy rainfall also, the hay sloughs were filled with water and the hay could not be cut in them, but there was a good supply on the upland.

As neither the North-west nor Dominion Governments, nor any other body, has ever gathered statistics here, it would be folly for me to attempt to give you any figures as to the quantity of grain produced, cattle shipped, &c., as it might only be misleading. I think, however, I am safe in stating that four buyers, viz., Burns & Co., Gordon & Ironsides, Mr. Gilchrist and Mr. Hull, all of Calgary, have purchased from the farmers and ranchers 30,000 head of cattle this year.

This industry has been flourishing for years, and does not show signs of any falling off in the future, so far as I can see. The market in the Kootenay (British Columbia), where many gold, silver and copper mines are working, an industry that is only in its infancy as yet, coupled with the reasonable cost of transportation, makes the price of cattle, in fact all kinds of stock and farm products much better than if everything depended upon Liverpool and other markets.



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The grass on the ranges in Southern Alberta cured very well and this has insured good feed for all kinds of stock running out this winter.

This fall and winter so far have been capital for stock; everything, except calves, running out yet, the lowest temperature as yet being 4° below zero and that only for one day. My last year's report shows almost as fine weather up to this date.

The creameries under the very able management of Mr. C. W. Marker, Dominion Government Superintendent, have given great satisfaction and have been of much benefit to the settlers, particularly those north of Calgary, where dairy farming is carried on more extensively than in the south, where most of the small ranchers, as yet, prefer to allow the calves to run with the cows.

The lumber business has been exceptionally good, which is a sure sign of prosperity, as lumber is a luxury with the farmer.

The city of Calgary has increased considerably in population and a great deal of building has been going on; in addition to fine business blocks and a large number of private residences that have been erected, the Canadian Pacific Railway round houses and work shops have been completed. Messrs P. Burns & Co. have erected an abattoir and cold storage building, larger than anything of the kind in Canada. The Calgary brewery has been enlarged to double its former capacity and is now one of the most complete institutions of its kind in the Dominion; in fact everywhere signs of prosperity are to be seen throughout this district.

Your obedient servant,

J. R. SUTHERLAND,  
*Agent.*

## No. 21.

## REPORT OF JOSEPH M. SMITH, LAND GUIDE.

RED DEER, ALTA, January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—Since March 7, I have driven out 173 delegates and settlers and am glad to say that in almost every instance I found them to be greatly interested and well pleased with our district. In addition to the homesteads taken in the vicinity of Red Deer, 14 quarter-sections of Canadian Pacific Railway lands have been sold this season, besides 30 quarter-sections of Colonization Company's lands, and as near as I can learn, ten improved places and ranches, and I am pleased to say that I have not met one man who has taken a homestead or bought land, who is not perfectly satisfied and contented, and believes he sees a bright and prosperous future for him. It has been estimated by some of the most reliable farmers that the total grain crop for the vicinity of Red Deer would be 175,000 bushels; oats are worth from 22 to 23 cents at elevator, seed oats, 30c.; wheat 50 to 55c., barley 40c., potatoes 30c., dairy butter 20c., eggs 20c., dressed hogs 6½c., and the farmers are holding back now for higher prices. We have a ready and unlimited market for all the produce, beef, mutton and hogs we can raise, and the cattle industry has progressed so rapidly and became such a success that Red Deer has become quite a shipping centre. The fine condition of the stock is spoken of by all who come to the country. The cattle are all out on the range yet and doing well; no snow as yet to hinder them from feeding. Two gentlemen from Iowa, whom I had the pleasure of driving out through the cattle district, (they having been engaged in the cattle business in Iowa for years,) after visiting three ranches were so favourably impressed that they invested \$6,000 in a ranch and stock the next day. They have gone back to sell out and will take possession of the ranch in April. Two more gentlemen from the same state are locating in the same district with \$8,000 capital. They all claimed that our range cattle were as fat as their stall-fed cattle in Iowa. We have a good saw-mill here, situated on the bank of the Red Deer river; the timber consists of spruce, which is now cut quite a distance up the Red Deer and its tributaries and floated down after the ice goes in the spring. There is another mill now under erection at Snake lake, and another party is going to put one in on the Medicine river, which will be a great convenience to all the settlers who have settled in that direction this season. I have every reason to believe that there is going to be a greater immigration next season than ever before. I am receiving letters every mail now making inquiry about lands and the success of the crops, and so on. I think on the assurance of so large an immigration next season that there should be surveyors sent in as early in the spring as possible to the un-subdivided townships neighbouring Snake and Gull lakes, as the greater number who will want homesteads will have to go in that direction for them.

Your obedient servant,

JOS. M. SMITH.

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## No. 22.

## REPORT OF COOK MYER, LAND GUIDE.

PONOKA, December 27, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—Those in my district who put in their crops early enough had a good yield, and are satisfied with their location.

There was not a wide acreage sown, but oats yielded as high as 75 bushels to the acre and brought 25 cents to 30 cents per bushel.

Wheat 40 bushels to the acre (none sold.)

Barley 45 “ “ (none sold.)

Potatoes and all roots were a success.

Cattle did well, also butter and fowls.

Those I have shown land to were well satisfied with it and the location, &c. I made sale of 31 quarter sections, but could not close the contracts, not having either papers or authority to do so.

During the present year, I have located 112 homesteaders, on homesteads in the vicinity of Ponoka. Some of these are already on the spot; others are coming in the spring. I am receiving, by every mail, letters of inquiry, asking about locations here. I have shown to the satisfaction of purchasers 18 quarter-sections of railway land. Some are already occupying the lands thus purchased, others are coming on in the spring.

Your obedient servant,

COOK MYER,  
*Land Guide.*

## No. 23.

## REPORT OF J. N. BURDICK, LAND GUIDE.

LACOMBE, January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I beg leave to report as follows:—

Homestead entries at this sub-office.....	321
Canadian Pacific Railway lands sold at this sub-office(sections)	41½
Transfers, as near as I can obtain.....	22
Colonization lands sold in this district (quarter sections).....	15

The crops are away above the average, oats running 75 to 100 bushels per acre, barley a good crop, wheat a little below average, owing to crop being cut too green, roots a tremendous yield. Farmers all seem perfectly satisfied, although at one time, owing to wet weather, they were doubtful of results; but the nice fall has set things all right. The price of oats has been 38 cents, now offering 22 cents, but farmers are holding for 30 cents.

As for lumber, we have two saw-mills in the district, one in the village, cutting 8,000 feet per day, and one at Gull lake, cutting 20 M. per day. We are greatly in need of a Bank or Exchange Office.

The country here is what you might call a place for mixed farming. The cattle shipment last spring was 40 cars; this fall 32 cars. All were in fine condition.

We will have 100 per cent more acreage of crop in this year than last.

Your obedient servant,

J. N. BURDICK,  
*Land Agent.*

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## No. 24.

## REPORT OF C. W. SUTTER.

EDMONTON, ALTA, January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to make my report for the year ending December 31, 1899.

I spent January, February and March in the United States, principally in Indiana, working in the interests of immigration to this district. Regarding my work there I have nothing special to report, except that I succeeded in inducing a small number of very good settlers to settle in this district, and that a considerable number are awaiting a favourable report from this advance-guard, in order to decide upon removing hither also.

The increase in the number of agricultural delegates visiting the country, which I had the pleasure of reporting last year, still goes on. The totals for the last three years are as follows :—

1897.....	51
1898.....	170
1899.....	496

One and all of these gentlemen appeared delighted with the country, and if they are as good as their word, the various States from which they came will henceforth be well informed as to the capabilities and attractions of Northern Alberta. The delegates came from the following countries and States of the Union :—

England.....	3
Ireland.....	2
Germany.....	3
California.....	3
Colorado.....	3
Dakota .. .. .	120
Illinois.....	8
Indiana.....	4
Iowa.....	33
Kansas.....	63
Minnesota.....	114
Michigan.....	48
Missouri.....	3
Nebraska.....	43
Ohio.....	6
Oklahoma.....	2
Texas.....	3
Wisconsin.....	27
Ontario.....	8
<b>Total.....</b>	<b>496</b>

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Very many of these delegates purchased railway lands before returning home and intend to return in the spring and settle. The volume of immigration this year, especially from the United States, a large proportion of the settlers from that country being ex-Canadians, has increased to a very gratifying extent, the prediction which I made in my last report having been fully realized. As far as one can judge, a still greater influx in the year now beginning is unquestionable. Ruthenian, or so called Galician, immigrants are less in number than in 1898. With regard to foreign immigration in general, as well as to some extent that from the United States and the older provinces of Canada, it was even more difficult this year to obtain the exact statement of arrivals, the number attracted to the country by the letters of friends here, and who do not come into contact with the department, being still on the increase.

With regard to the progress of the Ruthenian (or Galician) settlers already in the country, the most sanguine expectations have been fully realized. They have purchased this year over \$40,000 worth of agricultural implements, among which are one steam thresher and a large number of drills. The grain crop in the Edna settlement alone is estimated at 150,000 bushels, and they are acquiring considerable herds of cattle. The prejudice hitherto entertained against them by their English speaking neighbours is rapidly disappearing, and the merchants in our community, at least, consider them desirable customers. Several school districts have been formed among them, and the young people of both sexes are rapidly acquiring a fair knowledge of English, and are in great demand as servants, both on farms and in the towns, at good wages. Of those arriving this spring, over 300 secured work for the season on the Canadian Pacific Railway, which will materially help them through this winter.

The crops generally throughout the district, notwithstanding the wet weather, turned out much better than was expected, and may be said to have been a little better than the average, and at the opening of the season prices for grain were very high, a most encouraging thing for new settlers with their first crop. Prices for cattle and hogs have been higher than in any previous year, and on the whole the country is in a most prosperous condition, great growth being visible in the towns as well as in the country.

Five new flour mills have been constructed, or are now in course of construction, and still the local demand for flour has to some extent to be met by importation.

Last spring the citizens of Edmonton generously rented, free of expense to the Government, a large and commodious building in the town of Edmonton, and during the season more than 300 of the better class of the English speaking settlers were there accommodated. I would strongly recommend the department to continue the occupation of this building, which costs but \$50 a month, until the building for which an appropriation of \$3,000 has already been made is erected.

Families from the States are even now arriving, and may be expected in small numbers throughout the winter, and the shed at Strathcona (South Edmonton) is entirely unfit for their accommodation.

Eight hundred letters and pamphlets have been sent out in response to individual enquiries to all parts of the United States and Europe, some even to the West Indies. I can confidently predict for the coming year largely increased immigration from the United States and from the German provinces of Austria and Russia.

The accompanying schedule of immigrants is, for the reasons stated in my last report, which still exist in even greater force, much under the mark, but I know of no means by which accurate information can be obtained.

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## SCHEDULE of immigrants arriving in the Edmonton district, from countries named, during the year 1899.

Countries.	No.
England .....	92
Scotland .....	59
Ireland .....	29
Germany .....	24
Russia .....	82
Austria (exclusive of Ruthenians) .....	99
"    (Ruthenians) .....	903
Switzerland .....	11
France .....	21
Belgium .....	19
Sweden .....	17
Australia .....	7
British Columbia .....	19
Manitoba .....	27
Nova Scotia .....	27
Ontario .....	256
Prince Edward Island .....	15
Quebec .....	73
California .....	26
Colorado .....	4
Dakota .....	192
Illinois .....	104
Indiana .....	17
Iowa .....	49
Kansas .....	87
Massachusetts .....	77
Michigan .....	179
Minnesota .....	186
Missouri .....	28
Montana .....	53
Nebraska .....	86
New Hampshire .....	56
New York .....	27
Ohio .....	18
Oregon .....	28
Pennsylvania .....	25
Washington .....	49
Wisconsin .....	77
Total .....	3,209

Your obedient servant,

C. W. SUTTER,  
*Immigration Agent.*

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## No. 25.

## REPORT OF THOMAS BENNETT.

STRATHCONA, ALBERTA,  
Edmonton District, January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my annual report for the year ending December 31, 1899.

The number of immigrants who arrived at this agency during the past year was 3,123 as against 2,595 in 1898, and 962 in 1897, registered from the different countries as follows:—Austria, 1,446; United States, 629; English speaking Canadians, 446; French Canadians, 230; Germans, 164; British, 111; Russians, 97. Many of those coming from the States were Canadian or British born. A large majority of the French Canadians were brought from the United States by Father Morin.

With regard to the Galician colony, I visited them twice the past season and found them making good progress. There is no doubt of their ultimate success, although a large number received assistance in the way of provisions last winter, security being taken by mortgage on their homesteads. The necessity for this assistance was owing to so many coming too late to put in a crop and also too late to obtain work on the railway. They are an industrious class of settlers as several of them have dug from half an acre to two and a half acres with a spade in order to have it in readiness for a crop the next spring. This year about 200 obtained work on the railway.

The settlers who came in from the States have brought a large number of cars with stock and implements, and I have not met one who is not pleased with the country. Many of them have bought Canadian Pacific Railway land, while others have purchased improved farms, paying cash in full. Their great surprise was to find a country so fertile, a climate so agreeable, a prosperous and contented people in a region they had formerly considered too far north for white people to settle in.

We have had an unusually wet summer. Many of the farmers cut their wheat while it was yet too green, fearing frost, which, however, did not come, as the weather was fine in September, and the harvest was well saved. The crops were simply immense. Wheat where allowed to ripen averaged 33 bushels per acre; oats in many cases yielded (thresher's measure) 70 to 90 bushels, which when finally weighed went 93 to 130 bushels per acre. Vegetables and root crops were also very abundant. I know of one instance where 604½ bushels of potatoes, 270 bush. turnips, and 8 bush. of carrots were grown on 1¼ acres of ground. It only requires reasonable cultivation to secure good crops. This also is an excellent district for mixed farming, as we have an excellent market in the Kootenay, which takes all our surplus products. Farmers have no difficulty in disposing of their beef cattle, hogs or sheep, all of which bring 4½ to 5 cents per lb., live weight. The following is a list of the number of cars shipped from this station during the past year, viz.: 603 cars, wheat 173, oats 155, flour and feed 137, cattle 52, hogs 36, vegetables 16, coal 11, brick 4, hay 4, lumber 5, meat 3, hides 2, fur 2, barley 1, horses 2. This is exclusive of local demand and consumption. Our industries are 2 saw mills, which cut about two million of feet, 1 machine shop and foundry, 1 tannery, 1 brick yard, 1 flour mill—capacity 150 barrels, 1 large oat meal mill, 5 grain elevators, capacity 200,000;



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besides which we have 5 churches, a separate and a public school, 4 hotels, 3 dry goods stores, 8 groceries, 2 hardware stores, 3 blacksmith shops, 2 banks, and post office, mail tri-weekly, also two implement warehouses, and 4 liveries. The grain market is well represented here and fair prices offered; wheat No. 1 56 to 65, oats, milling, 26 to 27, oats, feed, 20 to 23, barley 35, and farmers generally are satisfied with the returns they get for their grain. A large number of cars of settlers' effects were brought in during the summer, and inquiries are made to me from different parts of the States as to the cost of coming, and also bringing carloads of stock and settlers' effects. I refer them to the Canadian Pacific Railway authorities, as they sometimes are not in reach of Canadian agents in their districts.

Your obedient servant,

THOS. BENNETT,  
*Immigration Agent.*

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## No. 26.

## REPORT OF THE AGENT AT EDMONTON.

EDMONTON, January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my report on immigration matters for the calendar year 1899.

The number of homestead entries granted is 946, as compared with 815 for the preceding year; the sales of Canadian Pacific Railway lands number 350 for 1899, as against less than half this number for 1898. This does not tell the whole story. During the past year lands held by corporations and by individuals, which had for many years lain idle and unproductive, have passed into the possession of newcomers to the district, at prices ranging from \$3 to \$12 per acre; the purchasers intend permanent occupation; and their presence in the formerly sparse communities will serve a most useful and wholesome purpose in lessening the burdens of the farming population, in facilitating the erection of school districts, and in their subsequent maintenance; in the prosecution of necessary public works, roads, bridges, &c., and, in short, in adding to the strength which results from unity; in reducing all the evils which belong to isolation.

The consolidation in settlement, the improvement in farm dwellings, in barns, &c., the erection of elevators and flour mills, additions to the pork-packing plants of Edmonton and Calgary, the erection of the Burns abattoir in Calgary, the building of churches and schools in towns and country; all these things, and many more, speak eloquently of the present vigorous, healthy and progressive condition of the agricultural industry in Northern Alberta.

From one end of the district to the other one may now encounter none but prosperous and contented settlers. Even the newcomers (who have got, as yet, but little produce from their own farms) have, in the fair wages to be earned, shared in the general good fortune.

The existing prosperity is largely due to the intelligent action of the railway companies in reducing the rate on farm produce shipped to British Columbia.

An important benefit to the whole community has flowed from the increased flour milling facilities which we now enjoy and which, I am happy to say, are likely to be still farther enlarged in the near future. It is due to these mills that wheat has sold largely at Edmonton above its export value. We may depend upon it, that every flour mill successfully operated in the district is, in a certain degree, a guarantee that the farmer shall get more nearly than he could otherwise hope to do, the flour value of his wheat.

It is estimated that the whole crop of cereals amounts to about two and a quarter millions of bushels, three quarters of a million being wheat and the balance oats, with a small quantity of barley. About half of the wheat appears to have been injured consequent upon its having been cut too green in fear of the frost, which we most fortunately escaped. Owing, however, to the high price now ruling for pork (5 cents per lb. live weight) it is possible that our farmers may make more money out of the inferior grain which they feed to hogs than the better quality grain which is sold. It is no doubt due to the increased pork packing which is now being done in Edmonton and Calgary that live stock fetches the present satisfactory prices, and that its value is likely to be permanent.

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Oats have been an exceptionally fine crop this past year, and I am assured that it is quite an ordinary thing to find white milling oats weighing 45 to 46 pound per bushel.

The oats in the Edmonton district are, in yield and quality, unsurpassed. There is already one oatmeal mill in Strathcona, but none in the town of Edmonton; and I hope that as soon as our railway connection shall have been established we shall have no difficulty in securing the erection of a first class mill on the north side of the river, to the general advantage of the proprietors, the farmers and the town of Edmonton.

The action of the Canadian Pacific Railway Company in importing thoroughbred cattle and hogs, for the improvement of the livestock in Alberta is commendable. Spirited enterprise, such as this, following the reduction in transport rates, is likely to go far to convince the settlers of the company's good will, and that its management clearly recognizes the fact that the prosperity and contentment of any region are the best basis upon which to rest the railway shareholders' hope of future traffic and profit.

In conclusion, I am happy to say that the demonstration of the success of agriculture in Alberta, the abundant signs of prosperity, visible everywhere, the evident satisfaction of the settlers, constitute a potent immigration agency. The people here are enthusiastic as to the climate, soil, crops and market probabilities; they are urgent in their favourable representations to friends abroad. The result must be a rapid influx of settlers from Eastern Canada and from those states of the Union in which free or cheap land is no longer procurable to meet the necessities of the people.

Canada need have no doubt or fear as to the future of the Western Territories. It has taken a long time perhaps to demonstrate their value; but that the demonstration is at length complete is attested by the multitude of comfortable homes, and the other happy evidences of prosperity, which greet one at every turn, over the vast region lying between the Red River and the Rocky Mountains.

Your obedient servant.

R. A. RUTTAN,  
*Agent of Dominion Lands.*

## No. 27.

## REPORT OF GERHARD ENS, LAND GUIDE AND INTERPRETER.

ROSTHERN, SASK., January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—The settlers who came from the United States to our Rosthern District this last year 1899, are all Germans and Mennonites and are the very best settlers we could get in our western country; they are also a very healthy class of people, and understand farming well; they brought a capital along with them of about \$209,350. I know every one of them personally, and have been in every one's house, and found that they all had very good buildings, and stables. They are all satisfied and hopeful, and are all also going to assist our immigration work by inviting their friends to come here.

There are also a few German families who came from South Russia, which are the very same class of people as those from the United States; they are also happy and glad they came here, and would also like to see their friends coming. We have also a number of, say, 200 families, Galicians, in our vicinity, who are also getting along all right, and will make good settlers after they get a start; they are willing to work, and are healthy and prosperous. They did not bring much capital along.

We have also about 200 families of Doukhobors in the vicinity of Rosthern, who will make good settlers. They brought some capital along with them, but it is impossible for me at present to find out how much; however, they are healthy and hopeful, and get along well.

We had a little too much rain here this year, but the settlers are not a bit disappointed; they are all satisfied with the climate, and wish no better.

Respectfully yours,

GERHARD ENS.

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No. 28.

REPORT OF THE AGENT AT PRINCE ALBERT.

PRINCE ALBERT, January 2, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—In connection with the immigration branch of this office, I have the honour to report a very considerable increase in the number of settlers who have located in this district during the year 1899. There is a difficulty, however, in arriving at the precise number, as the bulk of immigration did not reach this town, the objective points being Rosthern, and Hague, on the Qu'Appelle, Long Lake and Saskatchewan Railway. Approximately, the numbers of the respective nationalities were as follows:—

Mennonites.....	1300
Doukhobors.....	700
Canadians and Americans.....	100
Galicians, probably.....	200
	<hr/>
Total (estimate).....	2,300

None of the Doukhobors, and but few of the Galicians, have yet made entry for their homesteads, however. Notwithstanding this, the number of homesteads entered during the year has been a most gratifying increase over that of the previous year, being 510 in 1899 as against 251 in 1898, which is a very satisfactory showing.

The crops, during the early part of the season, gave great promise, but the subsequent heavy and almost continuous rains delayed ripening and resulted in serious damage by frost.

The cattle industry is also steadily increasing, the shipments during the year amounting in value to over \$200,000.

There are three sawmills now in active operation in this town and vicinity, giving employment to 150 men and a large number of teams, yet these are insufficient to supply the local demand for lumber, which ranges in price from \$16 to \$22 per thousand feet, the latter price being for the best dressed lumber.

There are also three large roller flour mills in the district, two at Prince Albert and one at Rosthern, all in active operation.

The sales of railway lands around Rosthern and Hague, I understand, have been very brisk, prices ranging from \$2.50 to \$3.50 per acre.

The village of Rosthern has made a very rapid and substantial growth during the year, and promises to become an important centre.

Upon the whole the settlers appear to be contented with their lot and hopeful for the future.

The several delegates who have visited the district have been unanimous in their expression of admiration for the district as a most desirable field for immigration.

Your obedient servant,

JOHN McTAGGART,  
*Agent of Dominion Lands and Immigration.*

## No. 29.

## REPORT OF THE AGENT AT BATTLEFORD.

BATTLEFORD, SASK., December 30, 1899.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to submit my report for the year now ending.

Owing to the absence of railway facilities this district has derived practically no benefit from the prevailing tide of European immigration during the past season, though a large colony of Dokhobors has located along our eastern boundary in the adjoining district. Some ranchers have come in from the west, and some of them have procured grazing leases, but no homestead entries have been made in favour of any of these settlers.

Of the eight homestead entries granted during the past year, only two were obtained by new settlers, the other six having been resident in the district for some years. It will be seen therefore that immigration has been at a standstill this year. But this condition is destined not to continue. In proportion as other good districts become settled, ours is receiving increased attention, and already there are signs that very soon a branch of the current of immigration will turn this way. There is every prospect that the advent of a line of railway connecting with eastern Canada would populate this portion of the Saskatchewan valley in a very short time.

The grain crops this year have been fairly good. Wheat yielded about twenty-eight or thirty bushels and sells at 60 and 65 cents. Oats yielded from forty to fifty bushels and sells at 60 cents and other crops in the usual proportion. But grain crops on low lands suffered this year from excessive rainfall. Some of these were cut green and a few were so retarded that severe frost overtook them before maturity. It will be observed that the prices above quoted are considerably in advance of general market prices, and it may be added that grain usually brings a better price here than at railway points. The reason seems to be that though much of the land in this district is well adapted to grain growing, yet there is a strong inclination manifested by farmers to abandon grain growing and engage in ranching as means accumulate, for the district offers very exceptional advantages to the latter industry. Ranching therefore is the chief industry. During the past year 1,030 horned cattle were exported to the European markets and about 200 horses were sold to new settlers in adjoining districts, and there are still in the district 11,800 horned cattle, about 2,000 horses, about 700 sheep and 350 hogs. A few thoroughbred cattle, about twenty in all, were imported from the east.

This year we have escaped prairie fires almost entirely and our meadows and forests still adorn the prairie lands. This immunity is esteemed a very great boon indeed, for the day will no doubt come as settlement advances, when both our hay and our timber will be found very precious commodities.

Your obedient servant,

R. F. CHISHOLM,  
*Agent Dominion Lands.*

No. 30.

REPORT OF THE AGENT AT KAMLOOPS.

KAMLOOPS, B. C., January 3, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—I have the honour to make the following report for the year ended 31st ulto.

No. of homestead entries . . . . .	71	.....	10,531·72	Acres
No. of homestead sales.....	27	.....	3,993·41	"
No. of general sales.....	16	.....	848·60	'
No. of town sales . . . . .	8	.....		

In this district, the principal agricultural products sold, are hay, potatoes and fruits; the principal industries are cattle raising, and lumbering; there are ten lumber mills, with an agregate capacity of about 343,000 feet per day.

The cattle shipped per month average about 500, and the greater part of the hay and grain grown, is to feed these cattle and the remaining portions of the several bands.

I may repeat what was said in a previous report, that there is no volume of direct immigration from Europe; settlers continue to come in quietly, chiefly from Eastern Canada, and the Western States.

In this particular district, the land while very fertile, requires irrigation, to ensure good crops; last summer was, however, exceptionally wet. The winter so far has been very mild, and the present condition of the cattle, is most excellent.

At the recent exhibition held here, it was admitted on all sides, that the fruit was magnificent, and that in size and flavour, the peaches and pears, compared favourably with those grown in California.

Your obedient servant,

E. A. NASH,  
*Agent.*

## No. 31.

## REPORT OF THE AGENT AT NEW WESTMINSTER.

NEW WESTMINSTER, B.C., January 1, 1900.

The Commissioner of Immigration,  
Winnipeg.

SIR,—Pursuant to instructions, I beg to submit a brief report on the immigration branch of the business of this agency.

The main body of this district is about eighty miles from east to west along the International boundary, and about twenty miles from north to south with an extension eastwardly along the Canadian Pacific Railway of nearly one hundred miles more.

Prior to the year 1883, when the Department of the Interior assumed jurisdiction over the Dominion belt, there were many settlements in the most favoured portions, and since that time nearly all the available surveyed portions have been either purchased at \$5 per acre, or homesteaded at \$1 per acre.

Many of the settlers were not adapted to the tedious and arduous work of clearing the timbered lands of the lower Fraser valley.

Some of the parcels were abandoned, but as prices of produce advance, and facilities of school and churches are progressing, there is a more steady class of farmers taking hold.

During the past year there has been quite a gain in many of the newer settlements, and great progress is noticeable in the improvement of the roads.

There is a constant volume of correspondence from people resident in the northern parts of the United States, and some settlers have come from these places. The prices obtained here for produce, coupled with the milder climate, appear to be the chief incentives in moving.

The crops have been fairly good, but the unusual early rains in August interfered with the usual good crops of hay. It is not necessary for me to allude to the lumbering enterprises, as the Crown timber agent reports on them.

I may add that the fishing industry seemed to benefit the people much more this year, owing to the better prices paid for fresh fish.

Your obedient servant,

JOHN McKENZIE,  
*Agent of Dominion Lands and Immigration.*



SESSIONAL PAPER No. 13

# OPERATIONS IN THE UNITED STATES.

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## No. 1.

### REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES IN THE UNITED STATES.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, January 19, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to report a synopsis of the work performed by me during the year 1899.

As inspector of the agencies of the immigration branch in the United States, I have paid regular visits to the agencies at Detroit, Michigan; Saginaw, Michigan; Mount Pleasant, Michigan; Chicago, Illinois; Kansas City, Mo.; Des Moines, Iowa; Omaha, Nebraska; Watertown, S. D.; St. Paul, Minnesota; Stevens Point, Wisconsin; Duluth, Minnesota; and Grafton, North Dakota. Some of these were visited as often as once a month, entailing very considerable railway travelling. In some cases remote country parts were visited with the agents for the purpose of rendering them such assistance as was required in securing emigrants who might not otherwise have gone to Canada.

I have pleasure in reporting that the agents in the employ of the government are working in the best interests of the cause, and succeeding remarkably well. The increase in the number of settlers sent has been very encouraging, and the experience gained by the agents during the last two years has come of a school in which the training had many trying features. At first the territory in which they were operating being new ground to immigration agents from Canada, and a great amount of ignorance concerning the country having to be overcome, their work was often very disheartening. Now the agents have formed an acquaintanceship in every State in which operations are conducted, and as the people become educated to the fact that there are lying to the north of them such splendid opportunities for those desirous of following farming pursuits, the work has become much easier. The consequence is that each agent has this year considerably exceeded his expectations. A knowledge of the results of this work can scarcely be arrived at by consulting the reports of the different agents. Many intending settlers start and enter Canada without securing the certificate which is generally given, and the agent has thus little or no knowledge of them. Even the gratifying showing that is made would have been improved had not the severe winter of last season both in the States and Canada kept a number of would be settlers, especially in Kansas and Nebraska, from starting. The previous fall they had intended doing so. During the past year no additional working territory was taken up, but work was strictly confined to the States before mentioned. While this was the case, large numbers of applications for information were sent to the department from outlying States, such as Pennsylvania, Ohio, Colorado, Wyoming, Texas, and even California, and a number of these have since made Canada their home. Even from Oklahoma, there have gone settlers to Western Canada, and these are now comfortable in their Canadian homes, and writing to their friends to follow their example.

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It should be pleasing to you to know that in my report this year can be repeated the statement made last year that, following the suggestion of the Minister, our agents have paid special attention to the cases of Canadians who years ago settled in the States. Many of them are now returning to Canada, as a rule going to western portions of the Dominion, where they can secure free grants and cheaper land than in the east.

I would like to impress upon you the fact that only the best class of settlers is looked for, and the instructions to the agents are to give as close attention to these as possible. It is safe to say that not one of the pauper class has gone in from the States; on the contrary many have gone in with considerable means. The reports to the department will show that some who have taken up lands this year had as much as \$50,000 each, others even more than that, while no inconsiderable number had from \$8,000 to \$10,000 each.

It is not unusual for settlers to take with them all their stock and effects; one farmer from Minnesota moving to Dauphin with his six sons, (all of whom were of an age to enable them to homestead), took a train load of ten freight cars filled with his ordinary farm stock and effects. While his was probably an exceptional case, there were many where the farmer had sufficient effects with which to fill a couple of cars.

More or less attention was paid during the past year to securing ranchmen, who, living on the western plains, which are now becoming barren of feed for cattle, desired to remove to the feeding grounds of Western Canada. A considerable advance guard went this year, taking with them a large amount of cash.

Not only has settlement been directed to the agricultural districts of Manitoba, Alberta, Saskatchewan and Assiniboia, but the Rainy River territory has had an influx of excellent settlers from some of the best districts in the United States. Southern Alberta, as well, which promises so much to the farmer who is willing to take up lands under irrigation, has been the Mecca of a very large number. Most of these (probably 1,500), who have gone from the Western States, have for years had large experience in irrigation, and with the knowledge that they have taken with them, very beneficial results are sure to follow.

During the spring, I made a trip through Colorado, Utah and Idaho, and a portion of Wyoming, satisfying myself that the settlers who were removing from these States were of a class that would be satisfactory to the department, and to the country as well.

In July and August, I was assigned the task of taking charge of the Editorial Associations that had been influenced to take their annual trip through Canada to the Pacific Ocean. The National Editorial Association, one of the most influential bodies of an educational kind on the continent, made the trip. Its members, about 600 in all, represented 1,000 newspapers of the very highest order, and spreading over every part of the Union. In no other way could so much excellent advertising have been secured.

At the suggestion of the Minister, I also gave what assistance I could to the executive of the Canadian Press Association, assisting them in arrangements for their excursion, in order that the resources of the west might be placed more intelligently before the readers of the many papers in the east which had representatives accompanying the association on the trip. The expectations of the department in this plan were realized, and hundreds of columns of descriptive matter concerning Western Canada, were published in these papers—editorial comments which could be secured in no other way. The cities and towns along the route gave suitable entertainment, and a royal welcome was extended to the visitors wherever they went.

This work was supplementary to the advertising propaganda carried on in the States under my direction. During the early part of the year advertising was placed in upwards of 6,000 newspapers. These were specially selected in the districts in which our agents are working, and comprised only such as were thought valuable. The thousands of inquiries received both by the agents and the department, were sufficient assurance that this method of bringing the resources of Canada to the

## SESSIONAL PAPER No. 13

attention of the American public was the best that could be adopted. I am safe in saying that apart from the immediate results of securing settlers, which was the primary object, what is almost equally pleasing is that the attention paid in this and other ways to the press of the United States has resulted in creating more friendly relations towards Canada. The acrimony and bitterness that at one time were so apparent, and which were more or less injuriously affecting the work of immigration, have now almost wholly disappeared. While it is not fair to say that this is entirely due to the careful treatment of the press, it doubtless is so in no inconsiderable measure.

Exhibits of the grains, grasses, &c., of Western Canada at the several state and county fairs, were prepared in 1898, and again in 1899, and much was achieved in this way to promote the work of immigration. These fairs were held in the different States in which operations are carried on, the agents of the State having charge of the exhibit. I attended all but the Minnesota State fair, as at the time this was held I was in the west in charge of a delegation of Finnish gentlemen.

A considerable portion of my time was occupied during the year in compiling and preparing literature for the immigration branch, and writing advertisements and reading notices for the different newspapers. In this connection I would draw your attention to the fact that I secured the insertion of a three column illustrated article on the resources of Canada in 6,188 different newspapers at no cost whatever to the government.

In the early part of the year I made three trips to Halifax to assist in sending forward the Doukhobors, and accompanied a couple of the trains a considerable portion of the way. In the month of August, as before stated, I accompanied a delegation of Finnish gentlemen through Western Canada, to Red Deer and return, for the purpose of assisting them to select lands upon which to settle several thousand of their fellow-countrymen that were desirous of settling in Canada. A location west of Red Deer was the one selected. A report was made to the department at the time.

Another matter that occupied a portion of my time was adjusting freight and passenger rates with the different railway companies in the States over whose lines settlers for Canada were likely to travel. There now exists a system of rates which is considered highly satisfactory.

Your obedient servant,

W. J. WHITE,  
*Inspector, U.S. Agencies.*

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## No. 2.

## REPORT OF M. V. McINNES.

ROOM No. 2, MERRILL BLOCK,  
DETROIT, MICHIGAN, U.S.A., January 2, 1900.

The Superintendent of Immigration,  
Department of the Interior,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending December 31, 1899.

An advance, steady and increasing, has been made all along the line, and a beneficial impression regarding Western Canada has, I think, been made upon the agriculturalists of the territory allotted to me during the year just closed.

The work in Ohio is progressing favourably. Many letters received from that State and from Pennsylvania assure me that just as soon as the writers can manage it they will sell out and accept the offer we are making them of homes in Western Canada.

A substantial farmer, living in the vicinity of Ashland, Ohio, who visited Western Canada last summer as a delegate, at my instance, returned delighted with the country. He is a man who commands great respect in the State of Ohio and owns much property there, and on his return a large deputation of his neighbours waited on him to hear his report. They thought he had gone out to look over a barren, cold and inhospitable land, and came to jeer, but remained to listen. He summed up the situation in a few words: 'Gentlemen,' he remarked, 'I am going to sell my property and move out to Western Canada.' He has since been as good as his word; has sold his property and is now preparing for his journey to the country which he characterizes as a blooming land of promise, where a rich man may become richer and a poor man rich. He is so impatient to be off that he will not wait till spring, and writes to say that fifty at least of his friends and neighbours—all sturdy farmers of old Ohio—will follow him as soon as ever they can.

This gentleman has given me much material assistance and all he has done has been voluntary and with a hearty good-will.

The most interesting incident connected with my work during the last year was the departure of the German-American colony from Detroit and Wyandotte for the district of Alameda in Assiniboia. Comprising about 200 souls and headed by Mr. William Richert, an ex-Mayor of Detroit, these thrifty settlers have gone out with a fixed resolve to make Western Canada their home. Their intention is to found a town near Alameda, and, ably directed by Mr. Richert, their success is a foregone conclusion. Mr. Richert took with him abundant means to carry on the work, and he and his friends filled six freight cars with effects. They were all well-to-do, one of them being the possessor of \$10,000 in money. It is a pleasure to note that they can all speak English, have firm faith in the country and are in perfect accord with its institutions. These energetic people will form a community of law-abiding citizens of a very superior class, and I look upon their advent to Canadian soil as being replete with promise.

Mr. Richert is now in Detroit for the purpose of aiding me to organize a second colony as a supplement to the first. We propose to have this detachment in Alameda by the second week of next April, and I expect, with my friend's invaluable assistance, to double the number that went out last spring.

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I have not relaxed my efforts in an endeavour to attract colonies from among people of the Amish race in Ohio, and from the Belgians and German Mennonites in Michigan. I hope to succeed in arranging an early immigration from some of their settlements, for, though of foreign extraction, these people have lived a long time in America, can speak the English language and, in my estimation, will make excellent settlers. They are imbued with progressive ideas and are in a condition to become blended into the life of the English speaking communities of Manitoba and the west.

I am of opinion that a measure of fair play and a little sympathy will go a long way in converting these quiet, industrious people into intelligent farmers, and although they may be somewhat poor in pocket they are surely rich in zeal and the wealth of integrity. They should in my opinion be given a chance.

I take much pleasure in endorsing the system of advertising in the press adopted by the Inspector of United States agencies, Mr. W. J. White. A large number of inquiries from the central and western states followed the insertion of notices in local newspapers and the work thus opened up to your agents has been very considerable, and been fully taken advantage of.

One of the principal factors in my work and one from which many advantages to immigration accrue is the exhibition of grains, grasses and products of our western lands at fairs and expositions in the States of Michigan, Ohio and Pennsylvania.

I attended two State fairs during the year, one at Grand Rapids, in Michigan, and the other at Toledo, in Ohio, and exhibited thereat the products of our country. I was assisted at the Grand Rapids show by Messrs. James Grieve and D. L. Caven, my confreres in Michigan, who approached the work with their accustomed energy and zeal and it became a pronounced success. Our exhibit was conspicuous for its excellence, and the impression made was very marked. A first class diploma was awarded us by the governors of the fair, accompanied by words of the highest appreciation.

At Toledo I was aided by Mr. George A. Whitney, our local sub-agent in that city. Similar results followed our efforts here as were apparent at Grand Rapids, and a diploma equal in degree to the Michigan testimonial and coupled with similar assurances of the high opinion of those in authority concerning the products and energy displayed was likewise received by me.

I attended 17 county fairs, some in Michigan, some in Ohio, and a few in the northern part of Pennsylvania, and at each one the agricultural productions of Western Canada were prominent features of the show. A decided impression was made every time. The good farmers opened their eyes in amazement at the size and beauty of our exhibits, and every one of them expressed a desire to see the land that produced the wonderful crops of which our grains and grasses were the evidence.

At all these exhibitions a large number of pamphlets and other literature was distributed and eagerly received by all. The usual good results followed and from each one of the localities visited some good settlers were secured.

Besides this excellent means of advertising I held public meetings and put up our exhibits with much prominence at 48 towns and villages throughout my territory, and met with a kindly and uniform reception at every place. A deep interest was awakened concerning the great wheat fields of our country wherever I went. The farmers were gratified at our display and surprised at the yield and quality of grain our western farms produce. I am sure that a repetition of these exhibits during the coming year on a more extensive scale will tell for good, and it is my purpose to improve my opportunities in this direction to the utmost of my ability.

Following is a report of the volume of work done through the instrumentality of the Detroit office during the year as represented by figures:—

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## LITERATURE AND LETTERS.

No. of pamphlets and atlases distributed to agents, sub-agents and others.....	290,886
“ Newspapers and periodicals sent out.....	27,800
“ Maps—separate—sent out.....	15,765
“ Letters received.....	17,789
“ Letters answered.....	16,974
“ Letters mailed inclosing stamps.....	4,376
“ Leaflets entitled ‘ Questions and answers ’ sent out.....	11,769
“ Names received from inquirers through the office, and pamphlets sent out from the department in response.....	16,976

## SETTLERS.

“ Settlers sent to Western Canada direct.....	1,366
“ Paying full fare. . . . .	135
“ Via American lines to Western Canada.....	116
“ Via American lines to British Columbia. ....	315
“ Via Canadian lines to points in British Columbia....	226
“ Via Canadian lines to points in Eastern Canada.....	211
“ Settlers who crossed via the ferries at Windsor and Port Huron.....	240
Settlers sent to Western Canada by our sub-agents in Michigan, Ohio and Pennsylvania. . . . .	1,314
Total.....	3,923

## STOCK AND EFFECTS.

No. Cars, settlers' stock and effects.....	87
“ Lbs., baggage, including light freight.....	86,880
Value cars settlers' stock and effects.....	\$261,000
Value baggage and light freight by the 100 pounds.....	40,500
Total value effects.....	\$301,500
Cash brought in by settlers.....	485,000
Total value cash and effects. ....	\$786,500.

From the above facts and figures, and contemplating the prospect as I observe it, there is every reason to be satisfied with our efforts, so far, to fill up some of the vacant spots upon our goodly western heritage. The year opens auspiciously, and unless all signs fail, there will move forward into the territories of the west during 1900 an active and enterprising army of husbandmen from the United States, double in number and means, I am persuaded, of that which settled on our land during the year which has just closed.

Your obedient servant,

M. V. McINNES

Canadian Government Agent.

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## No. 3.

## REPORT OF D. L. CAVEN.

SAGINAW, MICHIGAN, U.S.A., December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to present you my annual report of work done in my district, for 1899.

One thousand four hundred and thirty-one settlers were sent from my territory to Western Canada and Ontario, as follows:—

## For Manitoba, North-west Territories and British Columbia.

Via Sarnia .....	310
“ Windsor .....	92
“ Soo .....	64
“ Port Arthur .....	160
“ Emerson .....	46
“ Lynn .....	40
“ Neche .....	114
“ North Portal .....	120
“ Coutts .....	70
“ Wanetta .....	93
	<hr/>
	1,109

## For Algoma, Lake of the Woods district and Ontario. 322 people.

Via Sarnia .....	138
“ Soo .....	88
“ Port Arthur .....	96
	<hr/>
	322

Grand total..... 1,431

These people took with them 12 car-loads of stock and effects, and 118,000 lbs. in less than car-load lots, or a total of 16 cars.

Estimated value of stock and chattels for Manitoba, Assiniboia, Alberta and Saskatchewan .....	\$43,600 00
Estimated amount of cash taken into Canada by the 1,431 persons.....	109,000 00
	<hr/>
Total value of chattels and cash.....	\$152,600 00

The results of my work during the past year, have thus been very satisfactory, the number of settlers sent in being larger than the previous year by 365.

I attach hereto a certificate from the Collector of Customs at Sarnia, showing the value of settlers' effects entered at that one port, to have been \$22,487 during the year.

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My correspondence has increased, the demand for literature has doubled and I have every reason to expect a larger number of settlers to follow in the spring of 1900. The reports received by people here from their friends in the west being favourable the numbers going there are bound to increase as the work goes on.

I am working new counties every year with my exhibit,—a supply of grains in straw and sacks, prairie grasses, &c., supplied me by the department from time to time, from Manitoba, Assiniboia, Saskatchewan and Alberta.

During this year I have visited eighty-three towns, remaining from one to six days with my exhibit, in the following counties, viz., Saginaw, Shiwas, Kent, Van Buren, Montcalm, Barrie, Tuscola, Eaton, Sanilac, Huron, St. Joseph, Kalamazoo, Macomb, Genesee, Lapeer, St. Clair and branch counties.

No. Visitors to see exhibit. ....	226,000
“ Pamphlets, maps and atlases distributed .....	30,000
“ Newspapers .....	5,000
“ Towns visited with exhibit .....	83
“ Days with exhibit .....	119
(Not including the State Fair at Grand Rapids.)	

I may add that no effort on my part will be spared in advancing the immigration work for Western Canada.

Your obedient servant,

D. L. CAVEN.



No. 4.

REPORT OF JAMES GRIEVE.

MOUNT PLEASANT, MICHIGAN, January 1, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending December 31, 1899. The number of emigrants who went from my territory to different points in the Canadian North-west during the year just closed was 615. In addition to these 204 took advantage of the special rates given by the Canadian Pacific Railway at times from the month of April to the month of October.

The majority of those who took advantage of the special rates went westward into the Kootenay and other mining districts of British Columbia, and east into the province of Quebec, those going to the province of Quebec being principally French Canadians, a great many of them being seemingly anxious to return to the scenes of their former homes. Quite a sprinkling also during the past year have returned to Ontario, and now since the western part of the province of Ontario is interesting capital from the United States and Europe, a great many are anxiously seeking information regarding that portion of the province that has formerly been looked upon as a great sea of rock and mountains. I have not the slightest doubt but that the next few years will see quite a large immigration from Michigan to New Ontario.

Of the 819 who have gone from this district during the past year to different parts of Canada I have tried as far as possible to keep track of them from the time they left their old homes in Michigan until they arrived at their destination.

The following table will show at what points they crossed the international boundary and where destined to:—

Via Portal.....	312	} For British Columbia, North-west Territory, Manitoba, Parry Sound district and Quebec.
“ Greta.....	68	
“ Fort William.....	18	
“ Sault Ste. Marie.....	304	
“ Port Huron.....	23	
“ Windsor.....	94	—Ontario and Territories.
Total.....	819	

The results of my work during the past year, judging by these figures, are to say the least highly gratifying and I feel confident that if the same means be continued for carrying on the work the year ahead will see a still larger flow of immigration westward than at any time in the past.

In addition to the large number of settlers who have gone west this season, thirteen car loads of settlers' effects, besides about 40,000 lbs. in small lots, have also gone. This would have been almost doubled but for the very high freight rates charged by the different American railway companies.

For instance a car of say 24,000 lbs. billed from Grand Rapids, Michigan, to Edmonton, Alberta, costs nearly three times as much from Grand Rapids to St. Paul, as from St. Paul to Edmonton, although the latter mileage is almost three times the greater of the two. Such being the case people immigrating from here turn as

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much of their stock and implements into cash as possible, thereby saving the excessive freight charges. This state of things I have tried to remedy, but so far have failed, but hope before the spring immigration opens that a better rate will be secured and that settlers' effects will be classified differently.

During the past year I have not mailed so much printed matter from my office as formerly, as the mode of distribution has been changed by the department, which I think a decided improvement. Formerly I mailed all from here, now I send the names and addresses to the department, where the matter is mailed, thereby saving a very large amount of postage.

I am still continuing in the line adopted a year ago, by holding meetings, having been supplied by the department with a stereopticon and views of the North-west. I have thus been enabled to give a much better idea of the growth and development of the North-west than by any other means. During the year I have delivered some 48 lectures in different parts of the State, and upon every occasion when the weather was at all favourable I had crowded meetings; by this way I circulated several thousand pamphlets and came into personal communication with thousands of people. I fully intend during the coming spring and summer months to follow up the work in a similar manner, which I am sure is by far the best and cheapest way yet adopted. I also exhibited samples of grain and grass at a number of the county fairs, but as they are all held, or nearly so, during the month of September, it is impossible to attend more than four or five at the utmost in any one season.

I have also sent during the year some nineteen delegates to the North-west and in every case they have returned delighted with the country and are doing good work in telling their neighbours and friends of the great wheat fields and fertile farms of the Western prairies. This will without doubt have a good effect. From one district alone I expect not less than 26 families will join my spring colony, and in the language of one of the enthusiastic delegates who recently returned, 'They will go Westward where the star of empire takes its sway.' 'Soon the East must bow to the West for she holds in her hands the keys to the granaries of the world.' The same delegate in glowing language concludes his report in the following patriotic words:—'In conclusion we want to thank you one and all for the many acts of kindness extended to us; from the highest government or railroad official to the humblest homesteader in his little shack. Every one gave to us the warm hand of welcome, and not only to us but to one another also. They made us think of the good old Roman days as told by Lord Macaulay, where the rich man helped the poor and the poor man loved the great. O yes, Canadians, come home, where as good a farm awaits you, almost for the asking, as rests beneath God's sunshine. The flag that floats o'er England's seas lives and loves you. And to you that were born under other suns she extends a welcome on the same terms as her own children. Come and share her peace and her prosperity.'

The prospects for the coming year are good, although times in Michigan have improved very much during the past twelve months. The lumber trade has not been as brisk for many years as at present; work is plentiful and wages good; this cannot last long, however, as the timber wealth of the country will soon be of the past, and thousands of families who now owe a living to that industry in the course of a few years at farthest will have to adopt some other means of earning a livelihood. So at present our work is principally confined to the small farmers, whose farms have become of less value from year to year as the timber disappeared.

In conclusion I wish to thank all of the officials of the department for assisting me during the year in the way of supplying literature, getting transportation and taking charge of delegates and in many other ways, for it would be impossible to carry on the work with any great degree of success without the co-operation of each and every one connected with the work, and I do not hesitate to say judging by present appearances that the year 1900 will see as large an immigration if not larger than the year just closed.

Your obedient servant,

JAMES GRIEVE.

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## No. 5.

## REPORT OF C. J. BROUGHTON.

CHICAGO, December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit a brief report of immigration work done in Illinois and Indiana during the year 1899.

In January Mr. Sutter came from Edmonton to assist me in Indiana and he did some very good work there among the Germans, and others, work which has not as yet perhaps made itself felt, but which will show results in the course of time. The increase of immigration for the present year over last year was over 100 per cent, there having left my district two hundred and thirty souls for Western Canada, most of whom went to the Alberta District, the climate there being somewhat similar to that in these two states. All these people had some means, and there were fifteen cars of emigrants' effects and live stock.

During the year I visited many people in both states, some who have since gone, others who will go this year coming.

Had a display at Springfield, Ill., and Bourbon, Indiana, of grains in the straw and grasses, also threshed grains. Mr. C. W. Speers was at both places assisting me and we were thus able to convince the farmers who saw the exhibit that we could grow all small grains to advantage. I would strongly recommend that Mr. Speers be authorized to have an exhibit put up for Springfield and Indianapolis for next fall. Mr. Speers knows exactly the space we have and exactly what is required and he could see that we got the exhibit in plenty of time.

In August I made a trip through Alberta and saw and heard of a great many settlers whom I had been instrumental in locating; they were all pleased and well satisfied and are writing their friends to come next year.

The two hundred and thirty are not all who left this district; these left through this Agency, but there were at a low estimate fifty who bought tickets through their local railroad agents, the rates being only a trifle higher than using our certificates.

There have been sent from this office over two thousand letters and packages of printed matter, and about one thousand five hundred communications have been received. The prospects for the ensuing year are in my opinion better than a year ago and it will not surprise me to be able, at the end of next year, to show an increase of two hundred per cent.

The advertising done by the Department in the early part of the year was of great help, and while it may not pay to advertise the year round, it would, I think, pay to start advertising on the 1st of September, that is commence there and carry it on until May, then in June, July and August just run excursion advertisements.

Nearly all of the people from my district, proceeding to Western Canada, went through Chicago and were personally met here and in some instances accompanied as far as St. Paul, the Soo Line giving me a colonist car for the first party in the spring and the Wisconsin Central hauling the same free of charge.

I expect to have enough people for two cars the first week in April, and a good many to go through the summer. Only six delegates have gone from this district and they are well pleased and doing what they can to get their friends to move with them in the spring, they acting as sub-agents; in fact all the sub-agents I have in this district are people who have seen the country and are in a position to give facts arrived at from personal knowledge; this I think pays better than appointing ones who have not seen our country.

Your obedient servant,

C. J. BROUGHTON.

## No. 6.

## REPORT OF T. O. CURRIE.

STEVENS POINT, WIS., January 10, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit to you my second annual report on the immigration work in the state of Wisconsin which has been entrusted to my charge, for the year ending December 31, 1899.

On my return from Ottawa a year ago, I found, as the result of the advertising done by the government, a great number of inquiries, both personal and by letter, which kept me constantly busy, in answering them and endeavouring to visit every individual who had written, or who expressed a desire to emigrate to any part of Canada. This work I have pushed with all the energy I possessed, advising all with whom I came in contact to be ready to start in the latter part of March, and any time after that it was possible for them to make arrangements to move.

My first settlers in the year were from Rice Lake, Wisconsin, whence I shipped two families, with two carloads of effects, on March 4, and from that on I have been sending settlers weekly until the conclusion of our business in the fall.

Through hard work and close application to business, there have been sent from this state, 284 people, one family going to Southern Ontario, 32 going to the Rainy River district in Northern Ontario.

Many of these latter were Scandinavians, who had become possessed of the knowledge of a grand district there for the pursuit of dairying. This was of their own choosing, they preferring to go there rather than to the Canadian North-west. The remainder went to Manitoba, to different parts, the greater part going to Alberta Territory. Many of these people have written back to me giving glowing accounts of their success, and expressing themselves as being delighted with their new home, and fully satisfied that they had bettered their condition a hundredfold by the change which they had made.

While we have not been able to secure as many settlers from this state in the past year as we would have wished, still we are satisfied that we have done our duty, and, considering the strong opposition we have received from the different railroads, who carry settlers to their own lands free of charge, we have done well. This opposition makes it uphill work for us in many instances, but we are in possession of this fact, that while they have secured some who were changing their homes, but were possessed of very limited means, the settlers we have secured for Canada were possessed, in many instances, of considerable wealth, as the 284 people took with them \$217,550.00 in cash, besides many carloads of settlers' effects, consisting of household furniture, stock, and farm implements. These facts I gleaned from the settlers themselves, as I went with them to the bank, advising them to buy their drafts on the bank at Winnipeg, Calgary, Edmonton, or other point of destination.

I have addressed 62 meetings in this state during the year. These meetings were held in local halls, or at farm houses, where outside influence could not interfere with us while we laid before our audience the full benefits to be derived from the Canadian North-west.

We started to attend the agricultural shows in this state on September 8, exhibiting at the two state fairs, one at Milwaukee, the other at Chippewa Falls, and at every point that was in our power until the fairs concluded in the middle of October.

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I have already submitted to you a report of the work done at these fairs, but permit me to state here that the tens of thousands of people who witnessed our Canadian exhibit expressed wonder and admiration, and from the governor of the state to the humblest citizen in attendance, expressed themselves as being highly delighted, and thousands said that they never thought that such material could be produced in the Canadian North-west. I received nothing but kindness and courtesy from the members of the State Fair Boards, and from the members of the Boards of the County Fairs I attended last fall, all being pleased and delighted that we were present, giving us free space in every instance, and treating us with every kindness and courtesy in their power.

Our literature was in great demand all summer, and thousands of pamphlets, &c., were distributed to eager hands during the time of the Fairs. The advertisement in reference to the Government Atlas has brought us hundreds of letters from all parts of the state, and the inquiries reaching our office weekly are more than twice what they were a year ago, and indeed we shall be greatly disappointed if the coming spring does not show a vast increase of settlers from this state to the Canadian North-west. Already many have written me that they have disposed of their property, and are asking me about the ordering of cars to start in the month of March.

We sent 32 delegates from this state during the year, the majority of whom purchased land in the North-west and have returned this fall to dispose of all their property and to get ready to go in the spring.

Sincerely trusting that this report will meet with your approbation, and earnestly hoping that our expectations will be fully realized in the coming year upon which we are now entered,

Your obedient servant,

T. O. CURRIE.

## No. 7.

## REPORT OF BENJAMIN DAVIES.

154 E. 3RD ST., ST. PAUL, MINN., December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I take much pleasure in forwarding my third yearly report of proceedings, connected with the work of immigration to Western Canada from this state. You have received weekly reports of my work, and that of this office in general; and you will of course have knowledge of how my time has been occupied and the number of immigrants sent to Western Canada.

A difficulty to overcome is found in the prejudice entertained by a large majority of the people of this country regarding the cold winters and liability of summer frosts in Western Canada, and this is being accomplished, partly by letters from actual settlers who have been sent from this state and who have written to their friends here, stating that Western Canada was all right, and that the information received from your agents in this country was in no way overdrawn, and in many instances what they found exceeded what had been told them. These letters are very convincing to the doubtful, as proving that the reports circulated to the detriment of Western Canada, as a stock and farming country, were false. I see the good effect of these letters constantly. The delegates have also contradicted the false reports, and in all cases all of them have told the truth concerning the localities visited by them, and in proof of their good opinion have homesteaded, and bought large parcels of land from the Canadian Pacific Railway Company. These two factors, the letters of settlers and the testimony of delegates, have assisted much in our work.

It affords me much pleasure to report that this agency has sent nearly three times as many settlers this year as last, with a vast amount of settlers' effects and ready cash, totals of which are given further on.

The same mode as last year of exhibiting Western Canada's grains and grasses was used this year, the first exhibit being at the Minnesota State Fair, held at Hamline, between St. Paul and Minneapolis, where the whole exhibit was displayed and as usual attracted much attention and comment. This exhibit was put in place by Mr. Holmes, myself and two assistants, and was on display from the fourth to the ninth of September. Some 3,296 visitors registered their names and addresses, and received maps and pamphlets giving a full description of the country represented. This fair was open day and night; and by long odds was the best ever held in this state. On the closing thereof, the exhibit was divided into three parts, Mr. Holmes of this agency taking one, Mr. J. H. M. Parker, of Duluth, had one packed and shipped to him, and taking one myself we started out, and attended the following county fairs, taking names and addresses and distributing maps and pamphlets at each.

Our publications were handed out in the following numbers:—

Minnesota State Fair .....	13,184
Hutchinson County Fair.....	4,200
Fairmont " .....	4,750
Albert Lea " .....	5,225
Manchester " .....	4,065
Mankato " .....	4,500
St. Peter " .....	2,500
Austin " .....	3,000
Winona " .....	5,200
Red Wing " .....	2,500

Total.....	49,124
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Names and addresses were registered at these fairs and a record is kept in this office for further use.

There were 2,088 visitors registered at the St. Paul immigration agency, since January 1, 1899; pamphlets and atlases were given to each visitor, four different kinds, making in all 8,552, besides which 38,000 pamphlets and atlases were expressed to sub-agents, and 1,865 were mailed by special request, as per letters received.

I continued the plan of holding public meetings in different localities last winter through this state, advertising the same in local papers and by flyers. Mr. Holmes and myself attended twenty-one of these meetings, which were all remarkably well patronized; we carried an exhibit of grains and grasses, also a large map of Canada, which was used to point out the localities where homestead and railroad lands were to be had. We distributed at these meetings 12,600 atlases, pamphlets and maps and 3,150 pkgs. of wheat and barley, making with the figures given above, a grand total of 110,141 publications and packages distributed during the year, for advertising purposes.

I mailed from this office pamphlets to parties who desired them in a rush, marking in blue pencil where homestead and railroad lands were to be had. There were, 3,721 letters received at this agency during the year, requesting information regarding Western Canada, all of which were answered, giving the desired information.

I find on referring to the stubs of the certificates given to settlers, that this agency has sent 840 settlers into Western Canada this year, taking with them 85 car loads of effects, the value of which, together with cash taken, amounted to \$521,980. J. H. M. Parker at Duluth, Minn., reports having sent 221 settlers and 29 car loads of effects, the total value of which was \$134,300; total number of immigrants from the state of Minnesota thus being 1,061 souls, and value of their belongings, in cash and effects, \$650,280.

So far as I have been able to learn the settlers who had gone during the year to Western Canada through this agency have settled in the following localities: Lake Dauphin, Winnipegosis, Swan River, Minnedosa, Ochre River, Virden, Prince Albert, Rosthern, Hague and at various points in the Edmonton district.

Your obedient servant,

BENJAMIN DAVIES.

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## No. 8.

## REPORT OF E. T. HOLMES.

St. PAUL, MINN., December 21, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg leave to submit my report for the year 1899. In performing my duties as travelling agent in Minnesota and northern part of Iowa, I have visited most of the counties in these districts, but have done more work in Minnesota than in Iowa, comparatively speaking.

During the months of February and March, I addressed meetings at 21 different places in my territory, all of which were well attended. The first of these meetings was held at Mountain Lake, Minnesota, which was so well attended that all could not get standing room in the hall. The following day I sent from the above named place, two delegates to Western Canada to inspect the country and report to their friends on returning, the state of the country and the advisability of going there to settle. These gentlemen were so impressed with the prospects that since their return Western Canada has secured no less than 198 settlers and 26 carloads of effects from Mount Lake alone (effects and capital amounting to over \$60,000). A large majority of these people settled in the Prince Albert district and are now perfectly satisfied with the change they have made.

I sent one family of 14 from Moorhead, Minnesota, to Yorkton, who took 12 cars of effects and \$6,600 in cash; value of effects and cash amounting to \$14,600.

As a result of meetings held at Luverne, Stillwater, Lake City and Clear Lake, Iowa, we have secured a large number of settlers, all of whom were well-to-do farmers, taking with them lots of effects and capital. It will be noticed by the above that the settlers going from Minnesota are by no means paupers and are people that have had experience in starting a new country, knowing how to break wild land to the best advantage.

Ninety per cent of our settlers have taken with them enough means to keep them a year, as they do not expect to have anything to sell inside of that time.

On March 22, I left St. Paul with a large party for Alberta, there being in this party, settlers from some of the other agencies in the United States. I would like to mention just here that the officials on both the Soo and the Canadian Pacific Railroads do everything in their power to make their passengers comfortable.

From September 4 to October 5, I attended the Minnesota State Fair and 5 County Fairs with an exhibit of threshed grains and grains and grasses in the sheaf, which attracted a great deal of attention. A large amount of literature was distributed at each of these fairs, which I think will prove an excellent advertisement for Western Canada, as the people here imagine the country is too cold to grow anything.

Immediately after the fairs I made a trip to Iowa, and at one place persuaded seven influential men to make a trip to Alberta the following week, all of whom either bought land or homesteaded and were so well pleased with the country that not only themselves but their neighbours also, will move there in the spring.

At the time of writing reports have been received from Luverne that about 40 people there are preparing to move to Alberta in the spring.

Since the first of January last, the St. Paul office has sent to Western Canada about 1,000 settlers and 80 carloads of effects.

I find in travelling through the state that there will be a still larger emigration to Western Canada next year, as most people who have settled there are so well pleased with the country and the people they find in it, that they want their friends and relatives to move there also and share the golden opportunities offered.

Your obedient servant,

ED. T. HOLMES.



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## No. 9.

## REPORT OF J. H. M. PARKER.

DULUTH, MINN., December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—In submitting my third annual report of the immigration work done from my office in the past year, I have no hesitation in stating that my estimates given for this year, in my report of 1898, have been fully realized, as the number of actual settlers sent to Western Canada this year shows an increase of about ninety per cent, and the amount of settlers' effects and capital an increase of about three hundred per cent over 1898.

Number of settlers sent to Western Canada this year, 221; value of effects and capital, \$134,300; number of carloads, 29.

I gave about fifteen lectures, which were generally very well attended, and the people seemed to take great interest in Western Canada. I find this the best way of advertising, for the people are always willing to attend a free lecture, and a personal talk does more good than a dozen pamphlets. At Cloquet, Minn., I had an audience of about four hundred, and have sent a large number of settlers from this place. I have opened up a new field in Northern Michigan and Northern Wisconsin which is going to give us a large number of settlers next spring.

I have already sent 29 settlers and two delegates from Northern Michigan, this year.

I distributed a large number of pamphlets, and answered about six hundred letters personally, besides sending out a large number of circulars. I attended three county fairs, in St. Louis county held at Duluth; Carlton county, held at Barnum, and Akin county, held at Akin. These fairs were well attended and I secured a large number of names of farmers who are desirous of a change, and I expect to get many of them to go to our country next year.

I feel confident that with the necessary assistance from your department, I will be able to show an increase in 1900, of at least 50 per cent. over 1899.

Your obedient servant,

J. H. M. PARKER.

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## No. 10.

## REPORT OF W. H. ROGERS.

WATERTOWN, SOUTH DAKOTA, December 26, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—The results of this year's work are very encouraging. During that time fully 530 persons and 105 cars of effects moved from this state to Manitoba and the Territories. Families brought with them amounts varying from \$2,000 to \$65,000, or a total of about \$450,000. Nearly all are in every way an exceptionally good class of people.

In addition many others visited the country in the capacity of delegates and individual land seekers. With few exceptions these have taken land themselves and have brought back such favourable reports as will induce large numbers to follow them in the near future.

One of the most gratifying features of the work this year, is the number of letters sent from good practical farmers to their friends and neighbours as well as to myself, expressing their confidence in the country both as to its prospects and opportunities. I am enclosing herewith one of the best of such letters, about 200 copies of which I have obtained for distribution, especially in the counties where the writer is well known.

The plan of work followed is practically the same as that of last year. One new feature, however, is the running of special trains. For every ten cars of effects the railway companies give a special train with sleeper attached for the families of those moving. I have had seven such trains this year, the largest of which consisted of sixteen cars and about eighty persons. This involves much additional labour, but the results have been so satisfactory that it is our purpose to do everything possible in this way next year.

The prospects for next year are very good. I have now fully 200 persons with 50 cars of effects ready to move in the early spring, and this number will doubtless be greatly increased before the first train pulls out.

Your obedient servant,

W. H. ROGERS.

## No. 11.

## REPORT OF WILLIAM RITCHIE.

GRAFTON, N. D., January 2, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—In making out my report for 1899, I find that 1,267 settlers have moved from North Dakota to Western Canada.

About one half of this number were young unmarried men, the balance were composed of families.

The average wealth of the young men was about \$1,000, generally all in cash; the average wealth of the families about \$2,500, consisting of cash and effects.

The prospects for greater results for 1900 are very bright indeed.

Your obedient servant,

W. RITCHIE.

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## No. 12.

## REPORT OF J. S. CRAWFORD.

OFFICE OF THE CANADIAN GOVERNMENT,  
KANSAS CITY, MO., U.S.A., December 30, 1899.The Superintendent of Immigration,  
Ottawa.

SIR,—I beg leave to report as follows on my immigration work in the states of Kansas and Missouri, and adjacent territory, for the year 1899.

In former reports I have described the organization of Free Land Clubs in the various districts from which immigrants are likely to be drawn in my territory; this has been of great assistance in spreading information about our country, and the experience of another year strengthens my estimation of the value of this class of work.

I continue the practice of holding street meetings on Saturdays in county seats, places where farmers largely congregate, coming long distances in many cases for public as well as private business. So far I cannot see any better method of advertising quickly, and settling promptly the objections generally raised against the northern climate by residents of the south, as well as securing the help of those, once residents of the north, now anxious to get back to where the conditions which surround farming are more favourable than they are here.

During the year there has been an ever increasing interest by the people of the south in the possibility of successful farming in the north, as exhibited by applications for information, the literature being much prized, and resulting in the conclusion being reached that if one-half that is written in the books be true they would be satisfied to move.

I might say that for my work the additional books, such as delegates' reports and atlases, issued this year, have been of great value, and have met a much felt want.

I have continued the practice of sending delegations to examine our lands, and am of the opinion that this is the proper course to follow. Last year I reported 100 farmers sent as delegates, and this year I have to report 120 having gone, from whom statements are usually taken, giving their opinion of the country and experiences while en route, also reports for publication. A great amount of work is being done, also at their homes, as almost all bring some productions of our North-west back with them, taking much pride in exhibiting them. In this way valuable testimony from visitors, who have looked over the country will be added to that already published. It is desirable that this class of work shall be continued, and as much as possible extended, as it is the most likely way to secure removals, from my district at least.

During the fall, while on a trip to our North-west, I had the opportunity of accompanying one of the largest delegations of the season from Kansas, Missouri, and Nebraska, over the railway north and west of Winnipeg, under most favourable circumstances, the weather being the finest, the stock looking its best, with magnificent grain and vegetables almost matured, in some cases cutting having commenced, creating a most favourable impression on the visitors. In addition to visiting the country generally, both Experimental Farms were visited, and during the trip the Canadian Northern, Manitoba & Northwestern, Great North-west Central, Long Lake, and Edmonton lines of railway, were travelled over, the general testimony of the delegation being that the books underrate the country, instead of overrating it,

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and as a result it is now known that many of these visiting delegates and their neighbours are getting ready to move out there in the spring.

In reporting for this year I beg to say that while it was difficult to find any one going north two years ago, this year between 450 and 500 settlers have gone from this district, part of whom drove over land, the balance going by rail, with the prospect of a largely increased movement next year.

There is no question that low rates have much to do in making our work successful, as there are many persons with little money but strong families and large stocks, who want to move. It is expected, however, that on three or four dates for March and April of next year the special low rate adopted formerly will be repeated over all the lines from Kansas City to the Canadian boundary.

Improved arrangements have been made for a visit to their former homes here, of what are termed return-men, for immigration work for a time, and they will in all likelihood take back parties with them, in March, or April; good work with light expense, I feel sure, can be done in this way, care being exercised in the selection of the return-men.

I called attention in my last report to the question of better providing for settlers who want to rent or buy lands on arrival, making selection of homesteads during the year with a view to occupation the next season. I am constantly meeting many of this class, who would make most valuable settlers, but in the absence of definite knowledge as to where farms can be rented they postpone moving, and in my opinion some method should be adopted to secure the information needed and have same placed in the hands of agents as soon as possible after January in each year.

Active competition in immigration work to points north, south and west, in the United States, by railway, as well as private corporations, continues, but with more doubtful results, especially to the south, where failures in crops are frequent, and dissatisfaction with the climate continues to be reported.

I take pleasure in acknowledging the services of Mr. Gerhard Ens last winter among the people of his nationality in my territory.

In conclusion I beg to report greatly increased work in the office, requiring more than one half my time, resulting from increased correspondence, and removals, which demand close and prompt attention.

Your obedient servant,

JOHN S. CRAWFORD.

### No. 13.

### REPORT OF W. V. BENNETT.

OMAHA, NEBRASKA, December 30, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—You will find from the schedules submitted by me to the department, that 526 people have gone from my district, to settle in Western Canada, during the year which has now come to an end.

In addition to these 23 delegates went to inspect the land.

The capital, in money and effects, of those who went as settlers was, as nearly as I could ascertain, \$411,641.

Your obedient servant,

W. V. BENNETT.

## No. 14.

## REPORT OF REV. R. A. BURRISS.

PORT ARTHUR, ONT., December 26, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my second annual report of immigration work in the Rainy River and Thunder Bay districts.

A portion of the months of January, February and March was spent in Ohio, Indiana, Kentucky, Illinois and as far west as Knoxville, Iowa, lecturing on the advantages Canada offers to settlers. I employed Professor I. W. Loman, of Ohio, an experienced man with a stereopticon. I used slides furnished by Mr. McNicoll, of the Canadian Pacific Railway, some from your department, and some from the Crown Lands department at Toronto. I had a local slide maker to make about seventy-five slides from views taken in and around Rainy River, Rat Portage, Port Arthur and Fort William, illustrating to the very best advantage, agriculture, lumbering, mining, fishing and other industries of these districts, as well as giving the people a general idea of the magnitude of the Dominion.

These lectures attracted a great deal of attention and many have been led to this country, to become permanent settlers because of the information thus derived.

About the first of June I selected the townships of O'Connor and Gillies in Thunder Bay district, twenty-eight miles from Port Arthur, on the Port Arthur, Duluth and Western Railway, for another colony. I found the land first class for agricultural purposes, with the White Fish river running through both townships. In these two townships and in the townships of Paipoonge and Oliver, I have had about 46,500 acres taken by settlers. I am not able to say how many acres were taken on Rainy River.

The following settlers have arrived from the United States this year and are located in these districts: 147 males, 27 females over eighteen years of age, and 53 children. From England, two males, two females and fourteen children. Total 243. I have not been able to keep track of several families who came into Canada in their wagons. W. H. Hubbell, Farmingdale, S. D., was on his way to Rainy River, and the last I heard of him was near Gretna, Man. He had his family, and others were with him. Many families came in to Rainy River through Minnesota via Tower.

In addition to the above, I have had 78 representatives to visit this locality from the United States, to return after making purchases of land, or entering free grant lands. One representative from Wisconsin came, entered a free grant tract in O'Connor township, then purchased 160 acres, returned home, and fourteen more men came and took land. This is a colony of Frenchmen of which I am very proud. One man has a wife and fourteen children. They will come at the opening of navigation.

Another representative in Illinois heard me lecture last winter and came to see the country in July. This one representative resulted in twenty families purchasing land in the Slate River valley. They will bring about twenty carloads of effects. Another colony of eight or ten families, are to come from one point in Ohio, another from Kansas.

All of these men were delighted and are acting as agents in the circulation of literature.

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In addition to the above immigration from the United States and England, I have handled double the number of people from Eastern Ontario and from other portions of Canada seeking homes here. One gentleman from Eastern Ontario asked for half a township of land. His party will come with 40 cars of effects. Another has just applied for 16 sections of free grant land. One of the gentlemen has purchased 300 acres of improved land. Every man is delighted with the advantages offered here.

The immigration hall, called 'Settler's home,' erected last spring at this point by your department has been of inestimable advantage to the settler.

Respectfully submitted,  
Your obedient servant,

R. A. BURRISS.

## No. 15.

## REPORT OF C. O. SWANSON.

WATERVILLE, P.Q., January 2, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour of submitting to you my report on immigration for the year 1899.

In my report last year I stated that the Scandinavian immigration from the United States looked very encouraging. This has been fully realized, as I have in my books the names of about 450 persons who have emigrated from the States to Canada during the year, and about 50 carloads of settlers' effects have been brought in by them. The value of the contents of these cars should average about \$800 each and probably each family would represent about \$300 cash, besides their effects, and I fully expect we shall more than double the number this coming year, judging from letters which I am daily receiving. I think we shall have as many as 100 families from South Dakota alone.

I have made three trips to Alberta this year as usual and have had several delegates with me each time, and from them I have got good reports of the country, as I also have from some of the settlers.

The settlements in Alberta are prospering on the whole. They have had good crops this year, the markets have also been fairly good, and everything seems to be booming.

The creameries in Alberta which are being operated by the government are a great benefit to the settlers, and have given good satisfaction.

In reference to immigration from Sweden and Norway, I can also report an increase, and have a greater demand for Swedish servant girls than can be supplied.

Your obedient servant,

C. O. SWANSON.

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## No. 16.

## REPORT OF REV. M. BLAIS.

THREE RIVERS, QUE., December 28, 1899.

The Superintendent of Immigration,  
Ottawa.

SIR,—Since the month of January last I have worked constantly to promote the interest of immigration to the Canadian West. My principal operations have been in the province of Quebec, as I consider it is there that I can secure the class of colonists which would be the most successful. However, I have confined my work among farmers who were unable to establish their children in this province, or had determined on emigrating to the United States.

In April last, I had the happiness of accompanying in one train over 180 colonists. Many others have since followed them ; most of whom have bought valuable lands near Winnipeg at moderate prices. You will be happy to learn that all, without exception, have had excellent crops ; are highly pleased with the country and its climate, and are full of the brightest hopes for the future. These colonists are now making efforts to bring to Manitoba their parents and friends who may be obliged for one reason or another to move away from Quebec. The flow of immigration towards the Western prairies, which commenced last year, promises to grow larger and larger, and if I can judge by appearances, you will receive next spring a considerable contingent of good families from the province of Quebec,—people who would otherwise be lost to Canada, by removal to the United States.

It is with pleasure that I see a great number of young men getting ready to go and work on the Western farms and learn the western way of farming and there to definitely establish themselves, in preference to going to the States to seek their fortune, as used to be the fashion.

The pamphlet announced in my last report has had a good effect. Distributed by the thousand, as it has been, in our country as well as in the United States and in Europe, it has been productive of a large correspondence, which gives me great hopes for increased results in the way of immigration.

I am now preparing another work in which I will include reports and facts received from colonists established in Manitoba, during a number of years. The precise and conclusive information the public will be able to gather from these new pages, will increase, I hope, the favourable opinion now held of the prairie country, as a land essentially agricultural.

You can also see that the French Canadian press has now taken up the cause much more warmly than it has done in the past.

Your obedient servant,

M. BLAIS, Priest, O. M. I.

## No. 17.

## REPORT OF REV. H. L. GOUIN.

BASTISCAN, P.Q., January 15, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my first annual report.

Called upon June 1, 1899, to fulfil the duties of immigration agent, I have not had time to do more than lay the foundation for future operations. I have made two journeys through the Canadian west, gathering information about Manitoba, Assiniboia and Alberta, and studying in detail the district of Saskatchewan, where the lands, especially in the Stony Creek district, seem to me to be of unsurpassed fertility.

I have held meetings and given lectures at Bastiscan, Ste. Anne de la Pérade, St. Prosper, Ste. Geneviève and St. Narcisse, in the county of Champlain; at Louisville, in the county of Maskinongé; at St. Marguerite, in the county of Dorchester; at Ste. Marie de la Beauce and Thetford Mines in the county of Megantic, with the result that unless I am much mistaken, a number of our compatriots who intended to depart for the neighbouring Republic will reconsider the matter, and turn their attention to the Canadian West instead.

Last fall, it is true, I conducted but a small number of settlers to the west, but I am morally certain that a good number will next spring go there to try their luck in the country of grain and rich pastures.

You will I am sure learn with pleasure that the settlers of the French language, living in the district of Saskatchewan, have formed the happy idea of clubbing together and publishing pamphlets to be distributed in Europe and the United States, thus aiding in the work of colonization.

Your obedient servant,

H. L. GOUIN, Priest,  
*Immigration Agent.*



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## No. 18.

## REPORT OF THE QUEBEC &amp; LAKE ST. JOHN RAILWAY COMPANY.

QUEBEC, January 16, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have much pleasure in transmitting to you my report of work done on behalf of colonization and immigration.

We had in 1899, 906 new settlers from the United States, and 786 from Canada. Total: 1,692 from the United States and Canada.

We also had 225 delegates, who went to visit the Lake St. John region, to report on the country. These delegates were carried *free* both ways.

I enclose herewith schedules showing where the new settlers and the delegates came from.

In addition to this I may say that we had last year 11 farmers' excursions, of which 397 farmers and others took advantage to visit the country.

Thirty-one illustrated lectures with lime light views of the Lake St. John region were given by me.

I hope you will be pleased with the satisfactory work thus achieved. Advertising matter has been spread all over the country, United States and Canada, and in many cases we have induced Canadians, instead of leaving for the United States, to settle in the Lake St. John region. Over 13,000 copies of our new settlers' illustrated guide book have been distributed.

The class of settlers we receive seems to be in a good financial position, many of them having one, two and three carloads of effects, live stock and agricultural implements.

The Lake St. John region has become a well known and very attractive field for immigration and colonization. Next season French immigrants are expected to arrive in great number, and I hope the report for the present year will again show a considerable increase.

Your obedient servant,

RENE DUPONT,  
*Colonization Agent.*

## No. 19.

## REPORT OF THE GENERAL AGENT OF THE REPATRIATION AND COLONIZATION SOCIETY OF MONTREAL.

MONTREAL, January 5, 1900.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to address to you to-day, the sixth annual report of the operations of this society.

During the twelve months of the year 1899, 1,578 persons, including adults and children, have registered at the society's offices in Montreal.

This number may be thus divided, in accordance with the different colonization districts towards which the settlers went:

North of Montreal and Ottawa.....	1,147
Lake Temiscamingue. ....	129
Lake St. John.....	80
Matapedia and Gaspesia.....	42
Northern Ontario.....	153
Great Canadian West.....	27
Total.....	<u>1,578</u>

The object and methods of the society, already described in my preceding reports, are so well-known to the public that there is no occasion to repeat them. Nothing can better show the service it has rendered to the country than the statistics of its operations during the six years that have gone by since its establishment. I am, therefore, happy to be able to furnish a succinct table for the benefit of persons interested in the colonization movement.

Number of colonists:—

Year.	Colonists.
1894.. .....	1,140
1895.....	1,898
1896.....	1,994
1897.....	2,146
1898.....	2,226
1899.....	1,578

Grand total ..... 10,982

Here, certainly, is a result which can justly be proclaimed excellent. The accuracy of the statistics, at least as a whole, is indisputable. If there are to be found in some neighbourhoods fewer colonists than the figures given, the deficit is covered by a surplus which is equivalent. Further, we await with confidence the ordeal of the next decennial census; it will confirm in the most evident manner the progress accomplished by the action of the Colonization Office of Montreal.

However, different circumstances quite beyond the control of the society, sometimes neutralize its best combination of efforts and affect in a noteworthy manner the effect of its work. Thus the diminution in the number of colonists stated in the

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last meeting may be explained. It has been produced in spite of large grants voted by the Dominion Government to numerous colonization railroads; on the other hand, the general state of affairs in Canada is entirely satisfactory, the export of agricultural products especially has this year attained an unheard of figure. The sole cause of the stoppage in the march of colonization in Quebec has already been given; it arises from the almost complete want of roads in the principal colonization districts of the province. It is impossible, no matter what one does, to exploit and sell inaccessible lands. There might as well be none at all. I consider it a duty to indicate the true cause of the actual trouble, so that no one may attribute it to the inferiority of our colonization districts or to the want of colonists, who have never been so numerous. I take the occasion to add that the obstacle opposed to the advance of colonization in this province is only a temporary one; there have been assurances of a radical change from the most competent authorities and given in the most formal manner. On this account, by redoubling our future activity we may be able to make up for lost time.

I had the opportunity to visit, in the course of last summer, the immense territory which one is obliged to designate under the name of 'New Ontario.' The various resources of this magnificent region are simply marvellous. I believe it to be of use to draw the attention to it of capitalists, colonists, manufacturers, etc. A brilliant future is in store for this part of Canada.

With a view to realizing the project of establishing a colonization agency at the coming Universal Exhibition, a project which was submitted to the minister and received his approbation, I went to Paris, passing through London, and adopted, after having studied them on the spot, the measures best calculated to secure the success of this enterprise. During the short space of time spent in Europe I had thousands of opportunities of becoming better assured of the good that might be done by well guided, energetic work.

Supported by irrefutable proofs, I must contend against the false legend which is so widely spread, 'the French do not emigrate.' They do emigrate, but they do not always take what we believe to be the right direction. The Belgians also furnish a notable contingent to the mass of emigrants which Europe every year pours into America. It is to our interest to attract to Canada these elements of labour, riches and of civilization. Never, I believe, have more favourable circumstances existed to bring about the placing here of European capital. The intense desire which animates in this respect a great number of people is clearly to be seen; they are tired of converting their savings into government funds. The exhibition of our products at Paris will afford an object less on which will render any work of propaganda in favour of Canada thereafter undertaken at Paris easy, even agreeable, and above all fruitful.

In this preliminary journey, undertaken with the object of completing certain studies and to conclude the necessary arrangements for accomplishing the mission solicited by our Society, I succeeded in obtaining not only a space, or post of work, without expense, on the ground of the exhibition itself, but also, outside, the use of a spacious office, sufficient, if necessary, to accommodate fifty persons or more. I also secured the help of several coadjutors, as competent as they are disinterested, with whom I am at present corresponding. They will largely contribute to the efficiency of our work.

I shall have, shortly, the honour of submitting to you, for your consideration, some proposals in regard to pamphlets, and other practical suggestions relative to the proposed work at the exhibition.

Your obedient servant,

T. A. BRISSON,  
*Agent General of the Colonization Society of Montreal.*

## No. 20

## REPORT OF PROFESSOR JAMES MAVOR.

## INTRODUCTION.

## NOTES ON EUROPEAN EMIGRATION IN GENERAL.

The causes of voluntary emigration are in every case complex.

Desire of improving his condition on the part of the emigrant may be regarded as the most frequent and most direct cause. This desire may arise merely from the restlessness or confidence of an energetic character, or it may arise out of—

- (a) Depression of agriculture or of industry in the country from which emigration proceeds;
- or (b) Relative prosperity in the country to which the emigrants desire to go;
- or (c) Irritating changes in the conditions of life produced by economical, social or legislative causes;
- or (d) The pressure of military service;
- or (e) Education resulting in enlarged ideals as to standard of comfort;
- or (f) Religious or quasi-religious persecution;
- or (g) Political disabilities or disturbances.

The immediate occasion may be afforded by (a) increased facilities of communication; (b) activity of agents of steamship and railway companies and of voluntary or appointed emigration agents; and (c) the advice or assistance of friends who have already emigrated.

These causes apply to the case of voluntary and independent emigration. Where emigration is promoted and assisted, the assistance may be given from a variety of motives, one of which may arise from the theory that the poverty which it is proposed to alleviate is due to a redundant population.(1) Mere density of population does not, however, appear to be of itself a direct cause of voluntary emigration.(2)

(a),(b) The great bulk of emigration is voluntary, and it may fairly be said that when a large emigration occurs it is, excepting in rare cases, due to economical causes, which find their expression in the desire to improve the emigrants' condition. These economical causes do not, however, act everywhere or always with the same rapidity or in the same way.(3) Moreover, certain antecedent conditions must exist ere the causes enumerated can act at all. In countries where there is a high level of intelligence and where there are ample facilities for information about trade con-

(1) As in the case of the numerous emigration societies, many of which were formed during the 'Great Depression' (1878-86). For list of these societies see 'Handbook' issued by the 'Emigrants Information Office' London; also list in report of the High Commissioner for Canada for 1890, Ottawa, 1891, p. 7. Many of the societies formed about 1885 came to nothing, partly owing to weaknesses inherent in the projects, partly owing to the coolness with which they were treated by the Colonial Governments and partly owing to the revival of trade which rendered assisted emigration less obviously expedient on any terms. For a view which was not uncommon about 1885, see the cool proposal for emigrating paupers at the expense of the poor rates and with a view to ultimate relief of these, by Commander V. L. Cameron, Final Report of the Commission on Depression of Trade, London, 1886, p. 74. On assisted emigration see R. Mayo Smith 'Emigration and Immigration,' New-York, 1890, p. 168.

(2) Cf. *infra* p. 209.

(3) On the economical influences of emigration, see G. Rumelin 'Bevölkerungslehre' in Schönberg's Handbuch der Politischen Oekonomie Tübingen, 1890, Bd. I. s. 756, E. von Philippovich Art. 'Auswanderung' in Conrad's Handwörterbuch der Staatswissenschaften, Jena, 1890, Bd. I. s. 1000; 'L'Emigration Européenne' in Revue d'Economie Politique, Paris, 1890, p. 341; 'Grundriss der Politischen Oekonomie Freiburg i. B. 1893; and 'On Emigration from the European Point of View' Quart. Jour. of Econ., Boston, 1891, Vol. V., p. 507; also R. Mayo Smith, 'Emigration and Immigration,' New-York, 1890, p. 30, and 'The Theory of Emigration,' Quart. Jour. of Econ., Vol. V., p. 249.

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ditions there can be little doubt that the comparative activity of trade and the comparative demand for labour in the country of origin and in the country to which emigrants propose to go are the most powerful factors in emigration. But even then antecedent conditions must be taken into account; and it may be said in general terms that when a large emigration occurs it is commonly directly due to the disturbance of mind caused by a period of depression succeeding one of relative prosperity. When people have been all along in a state of extreme destitution they have neither the means nor the spirit to try their fortune in a new country. It is rather when they have had an amount of prosperity which has enabled them not merely to live at or about their normal standard of comfort, but also to accumulate at least some slender reserves, and then a bad harvest or other serious economic disturbance begins to deplete these reserves and to deprive them of hope for the future that they tend to turn from the country of their origin to some other. Their choice of this country will be determined partly no doubt by the flattering tales of emigration agents but chiefly by the information which they can obtain by correspondence or otherwise from previous emigrants, or by means of actual delegation, as to the suitability of the country considered in relation to their occupations and to their idiosyncracies. If it appears that their condition will tend to improve rather than to deteriorate as seems to them to be likely to occur at home, a certain number will voluntarily emigrate. The United States has received the bulk of foreign emigration during this century, and the emigration statistics of that country may be regarded as illustrating the observation that emigration occurs most largely in a period of depression succeeding one of prosperity. Taking, for example, German emigration into the United States, it is found that the years of prosperity in Germany which immediately succeeded the close of the Franco-German war exhibit a comparatively slender amount of emigration. After the collapse which occurred in 1876 emigration from Germany to the United States assumed formidable proportions, reaching in 1881 and 1882 to nearly a quarter of a million a year. As German industry and commerce recovered from the exhaustion of the collapse, emigration fell off. Again as illustrating the point that the comparative activity of trade is an important factor, while in 1886 America was suffering from depression of trade in sympathy with English depression which reached its lowest depth in that year, German emigration to the United States fell to eighty-six thousand.(1)

The above considerations apply only to the case of alert and intelligent emigrants or to those who are influenced by the movements of these. In countries where the education of the wage-earning and of the cultivating population is at a low level, and where the authorities are more or less opposed to the spreading of information about other countries, partly because of the effect of it in producing emigration under certain conditions, the comparative economic outlook has little direct effect in producing emigration. For example, while the comparative activity of trade has been a powerful factor in German-American emigration all along, it cannot be said to have had any serious influence in Russian emigration, at least until quite recently. Indeed in Russia until serfdom was abolished in 1860, no emigration could take place even although the economical condition of the readily accessible surrounding countries was greatly superior to that of Russia. It was not until 1880 that Russian emigration began seriously. The increase of religious dissent in Russia, coupled with increased education and (during the decade 1880-90) with intensified autocratic pressure arising from the victory of the party of reaction which became dominant after the death of Alexander the Second and the consequent increased stringency of the military system had probably a good deal to do with the rapidly increasing emigration from Russia. This emigration consisted, as is well known, largely of Russian Jews, who expatriated themselves on account of the persecution to which partly on religious and partly on economical grounds they were subjected.(2)

It is worthy of notice that emigration across the sea has taken place to the greatest extent among those people who are most migratory in their habits even

(1) Cf. *infra*, 212.

(2) For special causes of Russian emigration see *infra*, p. 209.

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within the limits of their own or neighbouring countries. Thus the German artisan is an incurable wanderer in his own country and emigration has few terrors for him. It is from Germany that the most extensive emigration has taken place during recent years. The English are also a migrating people. They practically abandoned serfdom with its concomitant, fixity of residence, in the 14th century and were thus already inured to wandering before the New World was discovered.(1) That it is, however, the British workman who migrates rather than the British farmer or farm labourer may be inferred from the uniformity of the wages of artisan labour all over Great Britain and from the great diversity of the wages of agricultural labour, (2) as well as from the emigration statistics.

On the other hand, the Russian, for example, is more home-loving and more reluctant to change. This is perhaps due to some extent to the very recent emergence of the Russian peasant from a form of land tenure which implied fixity. The Russian peasant emigration to America from the valley of the Dnieper which is now going on, has been preceded by extensive migration of peasants from the same region into Germany.(3)

(c.) Irritating changes in the conditions of life may be set down as producing a situation which induces emigration from Russia. There the emancipation of the serfs has had among other effects the effect of changing the character of the Russian village community and even of the Russian family, (4) and the economical and social results of this change have made for emigration.

(d.) The pressure of military service, coupled with the increase of taxation, which is a necessary concomitant, has been a potent cause in Italian emigration, as well as to a certain extent, although not to be regarded as a principal cause, in the German emigration. It is possible that this also has something to do with the emigration from Finland.(5)

(e.) Throughout Eastern Europe, especially during the past twenty-five years, there has been undoubtedly an educational movement of some importance. Peasantry of all countries are slow to avail themselves of education in letters, and some of them, even where their intelligence cannot fairly be described as inferior, have grave doubts of the utility of education in that sense. Yet these ideas are giving way, even perhaps to some extent in Russia, and the result has been dissatisfaction with their conditions and a desire to change them, for rudimentary education alone produces everywhere discontent. These changes, especially in Western Russia, have probably contributed to the desire for improvement of condition which has produced the Russian migration into Germany, (6) and later Russian emigration to America.

(f.) Religious or quasi-religious persecution has been a factor in the emigration of the Jews, Mennonites and Doukhobortsi from Russia during recent years. In the cases of the last two, the pressure of military service which came into conflict with their religious views was also a determining factor.(7)

(g.) Political disabilities and disturbances have not been a conspicuous influence during recent years; although German emigration was probably stimulated by the Anti-Socialist legislation of 1878.(8) The case of Finnish emigration also may be held to have been due probably to a certain extent to political circumstances.

(a.) Increased facility of communication is a contributing cause of migration and of emigration. The rapid development of railways in Eastern Europe, especially in Germany, Austria and Russia, is well known and need not be detailed. (9) The

(1) On the relation between mobility and race see a curious and interesting article by C. C. Closson 'Disassociation by Displacement' in *Quart. Journ. Econ.* X. p. 186.

(2) See Instructive Table of Wages of Agricultural Labourers in Report on 'Changes in rates of Wages and Hours of Labour, 1898' (C.—9434), London, 1899, p. 124.

(3) See also *infra* p. 210. Migratory movements of this kind have of course been going on for ages in Eastern Europe. Feudalism was in a sense a device to prevent them.

(4) Cf. *infra* p. 212.

(5) Cf. *infra* pp. 215.

(6) Cf. *infra* p. 212.

(7) On the Doukhobortsi, see *Christian Martyrdom* by V. Tchertkoff, etc., Toronto, 1899.

(8) Cf. *infra* pp. 209.

(9) Some of the economic effects of railway extension are noted below, p. 211.

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simultaneous development of the railway systems of new countries, especially the United States and Canada, has facilitated the distribution of immigrants. The great improvement in marine transportation has diminished the risks and increased the conveniences of ocean travelling vastly during the past twenty-five years. While, however, improved means of communication increase mobility they only do so under certain conditions; and it is too much to say that 'the only hindrance to the more rapid colonization of Greater Britain lies in the difficulty of traversing the intervening ocean.' (1) There are other difficulties of a more serious character.

Still, it is fair to say that the diminution of time expended in crossing the ocean, the great reduction in the cost of the voyage and the increased safety and convenience of travelling which have occurred especially during the past quarter of a century have simply enabled the vast movement of population to take place. To contrast widely separated instances—the total movement from Europe throughout the eighteenth century from all countries was less than that which now takes place in a single year. (2)

The increase of German emigration, for example, has been co-incident with the great extension of the docks at Hamburg and at Antwerp, and with the development largely by means of government subsidies of direct communication by sea between the continental countries and America.

(b) The activity of steamship and railway canvassers for passengers is an incident in the development above noted. Several thousand steamship agents ply their trade throughout Europe. (3) These people employ as sub-agents: parish priests, teachers and others, who are in a position to influence the peasantry, and who sometimes share their commissions with them. This undoubtedly accounts for much of the independent emigration. The extent to which emigration agency has been carried in Italy has led to an attempt on the part of the Government to control it. The attempt has been only partially successful, for emigration agents establish themselves on the frontier, and so transact the business in an almost unfettered way. (4)

(c) A large amount of German and Italian emigration to the United States has been produced by the system of remitting passages to emigrants by the members of their family or others who have previously emigrated. (5) Suggestion coupled with assistance from this source is unquestionably a potent influence in determining the occurrence and the direction of emigration.

Increase of population may be held to have an indirect connection with emigration through its effect upon the economical situation, though since emigration is found to take place not from the most densely populated parts of a country but often from the districts where the population is least dense, (6) the growth of population cannot be regarded as having a direct influence. Moreover, statistics of the movement of population in Europe disclose that emigration is succeeded by immigration.

For example, the outflow of emigrants from Germany to America has been numerically compensated by the inflow of immigrants from Austria and from Russia, and the outflow of emigrants from Finland has apparently been partly compensated by immigration from Sweden. Even the emigration into Germany from Russia has been more than compensated if the official statistics may be relied upon. (7)

It is impossible at all events as yet to draw unassailable conclusions from the corresponding statistics of emigration and population. The most careful writers refrain from dogmatizing on the point. In general terms the withdrawal of paupers or of unemployed persons may promise no economic change excepting such as may

(1) Lord Brabazon (now Earl of Meath) in *Nineteenth Century*, Vol. XVI, p. 765.

(2) Cf. Philippovich "L'Emigration Européenne" *Revue d'Econ. Polit.*, IV, p. 343.

(3) In 1889, it appears that the Inman Company alone employed 3,500 agents in Europe. See R. Mayo Smith, 'Emigration and Immigration,' New-York, 1890, p. 46.

(4) See *infra*, p. 226.

(5) R. Mayo Smith, *op. cit.* p. 186.

(6) Cf. *infra* p. 209-219.

(7) 'According to official statistics there was in Russia an excess of emigration over immigration in the case of Russians of 1,146,052 in 33 years (1856 to 1888), and a surplus of immigration of foreigners of 2,304,717 during the same time,' *Statismen's Year Book*, London, 1899, p. 914.

be produced by diminished pressure upon charitable and compulsory contributions for the dependant class; but the withdrawal of labourers will likely produce a vacuum which the employers of labour will do their best to fill up by importation of labourers where these can be had. In default of this importation, wages will tend to advance owing to the scarcity of labour, the standard of comfort will rise, and the marriage rate and consequently the birth rate will tend to rise also. The net result is that the population will tend to resume its former condition both as regards numbers and comfort, although its personnel will be different, perhaps even widely different in point of race. This seems reasonable on the face of it; but it would require a very intimate study of a district in which these movements take place to prove it in detail.

The concentration upon relatively small areas of a growing population results in general in advance in agricultural rents and increase in the price of peasant lands. In countries where the land is in the hands of great land owners as in Hungary and parts of Austria, this is alleged to be an important cause of emigration. But such emigration can only take place largely when railway or other transportation facilities are extended to the agricultural districts and also when information about other countries and their economical prospects comes to be conveyed to the peasantry. Yet emigration as matter of experience does not take place directly from these overcrowded districts, but rather from those which have been affected by the withdrawal of a portion of their population to the cities. The cities appear to become saturated with population for the time, and the people of the rural districts who have been as it were set 'on the move' emigrate rather than migrate. It is difficult to move a peasant population; but once a migrant spirit enters into it, it is equally hard to stop it.

It will thus be seen that while in case of an extensive emigration from a country at a particular moment there is usually one dominant cause, there are also a number of contributing causes which together give rise to the concurrence of circumstances under which the emigration occurs.

To form an estimate of European emigration for the future then would appear to require a study or at least some general idea of the economical and social conditions of the European countries. (1) It would be out of the question to attempt in any exhaustive sense such a study here; all that is aimed at in the following notes is a strict relevancy to the emigration question as it affects Canada.

#### FRANCE.

The stationary character of the population of France appears at present at any rate to preclude of itself the possibility of any extensive emigration. Besides the high productivity of the French soil, the industry of the peasants and the absence of fertility in the population have combined to produce a general high level of comfort. Moreover, the deeply-rooted attachment of Frenchmen to the soil of France deters them from leaving it, even for purposes of travel. These conditions contribute to make France a negligible factor in the emigration question. (2)

#### GERMANY.

The fluctuations in German emigration which have already been noticed indicate the extent to which economical causes determine the movement of population. The closeness with which the curve of the Emigration Returns approximates inversely to the curve of general trade suggests, even if there were nothing else to

(1) On the present rate of wages in the countries mentioned, see the very interesting 'First Annual Abstract of Foreign Labor Statistics, 1898-9.' Board of Trade (Labor Department) C.-9442, London 1899.

(2) Yet in 1890 there were 20,560 French emigrants, in 1891, 6,217, in 1892, 5,528, and in 1893, 5,300. About 3,000 emigrate annually to the United States. Statesmen's Year Book, 1899, p. 513.



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confirm the suggestion, that it is not the German farmer or farm labourer who emigrates but that it is the German workman. (1)

While prices and wages in the great industrial centres in Germany fluctuate considerably, the prices in the rural markets and the wages of labourers in the rural districts are for the most part well established by custom and are susceptible to fluctuation within very narrow limits. While the people in rural districts in Germany feel no doubt to some extent the expansion of trade when it expands, they do not feel depression either so immediately or so deeply as do the people of the towns. German emigration is therefore chiefly the emigration of artisans, and these will naturally go by preference to countries where there is active employment for artisans, and when there is such employment. German emigration therefore naturally flows to countries where industry is highly developed rather than to countries which are predominantly agricultural. In the present phase of the development of Canada relatively to that of the United States it is likely that the German artisan would prefer to go to the United States rather than to Canada excepting to the Eastern provinces. There is another phase of the question which is very important. Partly owing to the fact of the military system in Germany taking up for so long a period so large a number of the working force of the country, partly owing to the relatively highly developed organization of the German workmen in their trades, and partly owing to the governmental and voluntary institutions for dealing with vagrancy and with unemployment, the residuum which plays so large a part in the English social problem is in Germany prevented, by means of the elaborate organization referred to, from pressing upwards.

## (1) STATISTICS OF GERMAN EMIGRATION 1879 TO 1898.

Year.	Numbers.	Per 1,000 inhabitants	Year.	Numbers.	Per 1,000 inhabitants.
1880.....	117,097	2.60	1890.....	97,103	1.97
1881.....	220,902	4.86	1891.....	120,089	2.41
1882.....	203,585	4.45	1892.....	116,339	2.31
1883.....	173,616	3.77	1893.....	87,677	1.73
1884.....	149,065	3.22	1894.....	40,964	0.80
1885.....	110,119	2.36	1895.....	37,498	0.72
1886.....	83,225	1.77	1896.....	33,824	0.64
1887.....	104,787	2.20	1897.....	24,631	0.46
1888.....	103,591	2.16	1898.....	20,837	0.38
1889.....	96,070	1.97			

The figure for 1898 omits the emigration of Germans through French ports, which is not considerable. Statistisches Jahrbuch für das Deutsche Reich 1899, Berlin, 1899, p. 19.

## PRUSSIAN EMIGRATION, 1898.

Emigration by Provinces shewing the relation of the numbers of emigrants per 1,000 inhabitants to the density of population.

	Inhabitants per square Kilometre.	Emigrants per 1,000 Inhabitants.
East Prussia.....	55.2	0.17
West Prussia.....	58.5	0.61
Brandenburg (including Berlin).....	112.8	0.42
Pomerania.....	52.3	0.49
Posen.....	63.1	0.74
Silesia.....	109.5	0.13
Saxony.....	106.8	0.15
Schleswig-Holstein.....	67.7	0.92
Hanover.....	62.9	0.87
Westphalia.....	133.6	0.17
Hesse-Nassau.....	111.9	0.34
Rheinland.....	189.3	0.21
Hohenzollern.....	58.6	0.29
All Prussia.....	91.4	0.37
All Germany.....	96.6	0.38

Statistisches Jahrbuch für das Deutsche Reich, 1899, Berlin 1899, pp. 1 & 19. The figures in the first column are calculated from data given.

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Thus the conditions which make for emigration are definitively limited in their field.

While German industry has to some extent been drawing upon rural labour to supply the places of those who have emigrated, advance of wages in the towns has inevitably resulted from the depletion of the labour market through emigration and has caused a flow of Russian and Austrian workmen and farm labourers into Germany. (1) Thus while Germany has no doubt lost in German population (2) by the huge emigration to the United States, yet numerically she has not lost, for the immigrants, though of another race, have to some extent made up for the emigrants. (3)

The diminution of emigration from Germany which has occurred during the past few years has been coincident with a period of good trade and also with the adoption of social legislation designed to ameliorate the condition of the working population. (4)

#### RUSSIA.

The emigration problem as regards Russia is a very complex one. There is to be considered first, the disinclination of the Russian government to allow emigration; second, the anxiety of the government to utilize any surplus population in European Russia for the colonization of Siberia; third, the demand for artisan labour arising from the rapid expansion of Russian factory industry; fourth, the poverty of the agricultural population.

1. The Russian government frequently refuses passports to those who desire to emigrate; and the local authorities in many cases also refuse to grant passports to leave the district if there is any reason to believe that the travellers have no intention of returning. Among the reasons for this are, first, the exigencies of the military system; second, the desire to distribute the people within the empire rather than to allow them to leave it; and third, the circumstance that the emigration of adult males at the most productive period of their lives leaves the community in the absence of immigration with a disproportionate number of very old and of very young persons.

2. The approaching completion of the Trans-Siberian Railway and the extension already from Lake Baikal to the Amur afford ready means of access to the Asiatic possessions of Russia. A great part of the region through which the Siberian Railway passes is suitable for settlement, while some of it is rich in gold and silver, of which already there is a great deal of exploitation, especially by Englishmen and Chinese. The colonization of Siberia does not appear to have been carried on so far as I have been able to learn in any systematic way. Various inducements are offered to colonists in the shape of free land for example; but once set down upon the land, the colonists are practically left to themselves. Sometimes

(1) Galicians have migrated from Austria into Germany, and Russians have also in considerable numbers migrated especially from the government of Minsk. This latter movement has gone on in spite of the rigid passport system maintained by Germany on the Russian frontier.

(2) The emigration may also be compensated by a net natural increase which may be larger than would have been the case had the emigration not been what it was. It is difficult to form precise conclusions, where the factors are so numerous and subject to so much interaction; but it is a fact that the surplus of births over deaths in Germany has risen from 11.6 per 1,000, which was the mean of the years 1880-82, to 15 per 1000, the mean of 1896-97. 'Staat. Jahrb. für das Deutsche Reich' 1899. s. 17.

(3) Thus the foreign born population in Germany which was only 276,057 in 1880, was in 1895 (Census) 486,190. 'Staat Jahrb,' &c. 1899, s. 1.

(4) Old Age pensions, Compulsory Insurance against accidents and the like. This legislation has been forced upon the continental governments partly no doubt by the socialist and other critical propaganda particularly the criticism of the Kathedersocialisten (Cf. E. von Philippovich. 'The Verein für Sozial Politik.' Quar. Jour. Econ. V. p. 220), and by the conservatives through desire to avoid Social revolution; but has also been influenced importantly by the mere fact of emigration. Even an autocratic government dislikes the denudation of its provinces by the emigration of people who find the conditions of life intolerable. This feeling accouns also in some measure for ameliorative influences which have been going on in Russia and for the reluctance with which during recent years the Russian Government has met the demands of employers for stringent action when strikes occur. A rivalry among nations to keep their citizens in their respective countries by attractive social legislation might be expected to have very remarkable economical results.

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they exhibit remarkable power of spontaneous organization; but often their extreme poverty renders it difficult to establish themselves without some aid in the initial stages of settlement. Free transportation is, I believe, not usually accorded to them. Although the fares on the Siberian Railway are extremely low, I am given to understand that the cost of transportation is a barrier to the settlement of the country. As the colonization of Siberia is a matter of great importance to Russia, it is not unlikely that some system of free transportation for selected emigrants may be offered. (1)

3. There can be no doubt that especially since the Russo-Turkish war, Russian factory industry has taken a great leap forward. The internal trade of Russia, already immense, has been stimulated by the construction of railways and by the development of internal waterways. The rapid decay since the emancipation of the serfs in 1860, of the village industries and the consequent breaking up of the self-contained industrial groups have contributed to increase the movement of goods from the great centres; at the same time the economical disturbances which these incidents have produced have affected injuriously at least for the time being the rural districts. The concurrent centralization and decentralization which railways tend to produce have resulted in Russia as elsewhere in disproportionate growth of the great centres and in the destruction of the small ones. The growth of the larger towns at the expense of the smaller ones results in the deprivation of the country districts around these small towns of the customary outlet for their produce, with consequent agricultural depression until the small towns fill up again or until the reduction of railway rates or increased facilities of transportation bring the country districts into touch with the markets of the increasing centres. While this process is going on, the agricultural regions in the neighbourhood of the large cities become very prosperous, owing to the increased market to which they have ready access. Land rises in value in their vicinity, and wages also rise partly because of the competition of the factories in the cities for labourers and partly because of the increasing demand for farm produce; but the remoter rural districts suffer correspondingly. The great cities like Moscow and St. Petersburg, but principally Moscow, have grown at the expense of the smaller towns. Even places like Nijni-Novgorod, the periodical mart for the commerce of Eastern Russia and of Western Asia, have suffered partly from this cause and partly from the decentralization which the Siberian Railway has already to some extent produced. Yet the position of Nijni as the great port on the Volga in the heart of Russia is probably only temporarily and partially obscured. (2)

The phase through which Russia is passing in transition from a country where agriculture is predominant to one in which factory industry assumes a large place is characterized by incidents usual in such transitions. The peasant does not become artisan altogether or at once. While he finds it profitable to employ himself as an artisan for some weeks or even for some months in the year, he does not wholly abandon the cultivation of the soil, and thus, although labour combinations are not encouraged in Russia, the Russian working class possesses in this practice an immense reserve fund, and therefore wages are not infrequently maintained by simple abstention from artisan labour. In the neighbourhood of the industrial centres like Moscow and St. Petersburg, for example, the Russian mill hand cannot be relied upon for continuous labour, because after a spell of work in the city he goes off to

(1) The population of Siberia in 1897 was 5,727,190. The area of Siberia is 4,833,496 Eng. sq. miles. The mean density of population is one person per square mile. The immigration into Siberia from European Russia was approximately as follows: 1889, 58,000; 1890, 36,000; 1891, 60,000; 1892, 100,000; 1895, 100,000; 1896, 150,000; 1897, 200,000; 1898, 80,000. Statesman's Year Book, 1899, p. 915. There is, however, to be taken into account the considerable immigration into Eastern Siberia of Chinese and Koreans. The Russian government imposes no barriers to Chinese immigration, and even facilitates immigration from Korea by treating the immigrants with great consideration. I am told by residents of Eastern Siberia that excellent schools have been established for Korean children.

(2) My information on these points has been derived partly from mercantile people in Moscow and in the country and partly from personal observation.

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his village to spend a few weeks with his family. (1) This condition and also the comparative absence in the Russian population of a proletariat, excepting in the cities, together with the increasing demand for artisans have produced relatively a scarcity of labour, and have caused in some places disputes between the factory owners and the employees.

Under these circumstances the migration of artisans from Russia from economical causes alone seems unlikely to occur to any great extent. (2)

4. The effect upon the peasantry of emancipation has been for some years the subject of much study and controversy in Russia. From almost every one of those who have made a study of the question, whatever their views of the causes of it may be, one hears the same complaint, viz: that since emancipation the lot of the peasants has on the whole been worse than it was before. The apologists for the Government attribute this to the incompetence of the Village Councils into whose hands local administration has fallen. Those who take an opposite view admit this incompetence, but attribute it to the interference with the Councils of a remote and ill-organized central executive. A report was recently (July 1899) laid before the Tsar recommending the complete reorganization of the Councils. To those who take the view of the Government this reorganization would increase their efficiency; to those who take the opposite view it would destroy it.

The poverty of a large part of the Russian peasantry which manifests itself in pitiable fashion periodically in so-called famines appears to be really chronic. It is attributed partly to defective administration as universally recognised, partly to disease induced and propagated by the inadequacy of the means of life of the peasants, partly to the transition from a communal industrial basis to an individualistic one, and partly to the change in family system from the undivided household or composite family to the separate family system universal in Western Europe. (3) These changes may perhaps ultimately be beneficial, but in the meantime their effects are undoubtedly injurious upon a people reluctant to change and utterly unprepared for it. In certain governments, notably the government of Kazan, where the people are more primitive than perhaps anywhere in Russia, the economical disturbances produced by these causes together with deficient harvests have resulted in a state of extreme destitution in which the people suffer as much from disease as from hunger and where all the springs of hope have left them. (4) While the government of Kazan is no doubt peculiarly unfortunate in these respects, the peasantry in other parts of Russia are suffering, though to a less extent, from the same causes, namely, the breaking up of the village system, change in their family life and the moving of their markets from the small to the great centres. This is the case in the government of Mohilev, where, for example, the small towns on the Dnieper have suffered by the growth of Minsk on the one hand and of Smolensk on the other. The depression of the small towns is very great and it affects the rural districts around them. On the other hand the market of Minsk, for instance, is crowded by the peasants in the neighbourhood who find ready sale for their produce. What emigration is taking place from Russia is taking place from districts in which the peasantry have been subjected to relatively sudden depression. They do not suffer from disease nor have they suffered from famine as in the government of Kazan. They are industrious and frugal and many of them have made up their minds to go to some new country while yet they have the means to do so. The same is true also of some of the governments in Southern Russia. It is to be noticed that the districts which have suffered most from

(1) The disparity of the sexes in St. Petersburg, 4 men to 3 women, is incidental proof of this. Cf. Reclus. Geog. Univ., Vol. V, p. 595. It may be mentioned that this practice, which is due no doubt partly to the domesticity of the Russian peasant, has been followed in the North-west Territories of Canada by the Doukhobortsi settlers there. The habit is an irritating one to the employers; and to them is even a breach of contract. It has, however, many advantages, and interference with it would naturally be looked upon as a limitation of an amount of personal freedom which they enjoyed undisputed in Russia.

(2) An exception must be made in respect to Russian Jewish artisans who emigrate on account of mixed causes.

(3) For the effects of this change in the Russian family, see 'Modern Customs and Ancient Laws of Russia' by Maxime Kovalevsky, London, 1891, p. 47 et seq.

(4) See the interesting letters of Miss Jane Hay, 'Scotsman,' Edinburgh, August, 1899; and the letters of Rev. Mr. Francis of St. Petersburg in *The Times* (London), July, 1899.

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famine are ethnographically distinct from the rest of Russia. The Tchermisses and the Votiaks in the government of Kazan are, for example, not Slavs.

## FINLAND.

The population of Finland is of a different character from that of the rest of the Russian Empire. It is true that there is a great intrusion of Finns in Russia proper and that there is perhaps but a small representation of the earlier inhabitants of the country within the borders of Finland itself. (1)

The possession of the country by Sweden for five hundred years has left a very definite ethnical impression. The culture of Finland is not Russian; it is really Swedish, and this is true not merely of the Swedish population of Finland but of the Finnish as well. Russia belongs to the East; Finland is distinctively Western. In Russia oriental mystery and mysticism meet one everywhere; in Finland nowhere.

## THE CONSTITUTIONAL STRUGGLE.

Since the constitutional struggle in Finland is likely to have an important influence upon Finnish emigration, it seems advisable to give a brief account of the chief incidents of it.

Finnish history may be said to begin with the attempt on the part of Sweden to conquer Finland in the 12th century. Finland was really conquered by Sweden in the 14th century, and from that time until the beginning of this century onwards the history of Finland is that of Sweden. It became an integral part of the Swedish Kingdom. It sent its representatives to the 'Riksdag' and took part in the election of the kings. The Finns bore their share in the Swedish wars. In the Thirty Years War a great portion of the army of Gustavus Adolphus consisted of Finns, and under him the Finnish cavalry became famous. (2) During the five centuries of association with Sweden the Swedish and Finnish races have become closely intermingled, and when in recognition of the growth of Finnish individuality apart from Swedish the title of Grand Duchy was conferred upon Finland by Johan the Third in 1581 and still more when Gustavus Adolphus held a separate Finnish Landtdag in 1616, the conception of Finnish nationality was definitely recognised.

When Peter the Great founded his capital on the banks of the Neva, Finland came almost to his very gates, and this led to the first encroachment by Russia upon the Finnish frontier in 1721 and to the second encroachment in 1743. The ingenious idea of endeavouring to separate Finland from Sweden otherwise than by force of arms occurred to the Empress Elizabeth, who proposed to establish an 'independent Finnish State under a Russian Protectorate.' Although this did not meet with general approval in Finland, yet a small pro-Russian party was created in the country. But this party appears to have wholly died out.

The practical cession of Finland to Russia by Sweden which occurred in 1808, was the result of a compact between Napoleon and Alexander the First at the Peace of Tilsit. (3) When the Russian troops invaded Finland they were stubbornly resisted. The Finns refused to surrender, and Alexander was ultimately obliged to convoke a Diet. This Diet was opened in Borga, the Emperor being present in person. In his speech from the Throne he said: 'I have wished to see you in order to give you an additional proof of my aims for the welfare of your native country. I have promised to maintain your Constitution, your fundamental laws; your assembling here is a pledge for my promise. This meeting of the Estates will be the

(1) There is a considerable literature on the Ethnology of the Finns. A good bibliography will be found in 'The Pre- and Proto-historic Finns both Eastern and Western.' Hon. John Abercromby, London, 1898. The ancient literature of Finland is represented in the 'Kalevala' (most useful edition, Helsingfors, 1894) and 'Suomen Kansan muinaisia Loitsurunoja' (Bygone Magic Songs of the Finns), edited by Dr. Lönnrot, Helsingfors 1880. Translation of a large part of the latter will be found in the Second Volume of Mr. Abercromby's work cited above.

(2) Dr. J. N. Reuter, 'Russia in Finland,' 19th Century, Vol. cclxvii, p. 701.

(3) Ib. p. 703.

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starting point of your political existence.' (1) In his Act of Assurance dated March 1809 he 'confirms and sanctions the religion and Constitution of the country, also the rights and liberties hitherto enjoyed according to the Constitution.' (1) Thereupon the Estates took the oath of allegiance to Alexander as Emperor and Autocrat of all the Russias and Grand Duke of Finland. Further, in his Decree concerning the Oath of Fealty taken by the Estates Alexander undertook in a most solemn way to respect Finnish autonomy. The Czar thus undertook to occupy the anomalous position of the autocratic Ruler of one country and the constitutional Ruler of another. Alexander the First, his successor Nicholas the First and Alexander the Second all faithfully carried out the provisions of the Agreement between Alexander the First and the Finnish people. It is really only about twenty years ago that the movement known as 'The Russification of Finland' began. From the Finnish point of view any attempt to Russify the country implied a breach of explicit engagement. From the Russian point of view represented in its extreme form by the Slavophile party Finland is looked upon as an integral part of the Russian Empire. The Finnish people are regarded as unfairly enjoying privileges to which the Russians themselves are strangers. Moreover, the pressure of military service which had greatly increased after the Russo-Turkish war bore unequally upon Russia and Finland. The Finnish people had up till 1878 been exempt from conscription. In that year conscription was introduced, but the Finnish army was limited to 5,600 men. This meant a draft of 1,920 men per annum balloted for out of 8,000, the annual contingent of young men fit for service. Various attempts of a minor sort, relating to the use of the Russian language for example and having for their object the Russification of the country, were made in a more or less half-hearted manner from time to time. While Russian officials were not as a rule popular in Finland, it happened, however, that the Governor-General Count Haden, a man of great tact, was able to avoid any friction between the Russian and Finnish Governments. When, however, Count Haden retired and was succeeded by General Bobrikoff the Slavophile party headed by Mr. Pobyedonostseff and General Kuropatkin developed a new military scheme which was intended to have the effect of compelling Finland to render her due quota to the Russian army. The scheme involved the increase of the annual draft of men from 1,920 out of 8,000 to 7,200 out of 8,000; the excess of 5,280 were not to be added to the army in Finland but were to serve for five years with the Russian army beyond the Finnish frontier. It is only fair to say that while this proposal was undoubtedly initiated by the Slavophile military party, yet it met with general approval in Russia, even from those who were not of that party, for the reason that the Constitution of Finland notwithstanding, the Russian people could not see why the Finlanders should enjoy the benefits of belonging to the Russian Empire without contributing their due quota to the defence of it. They argued that circumstances had altered since the Constitution was granted, and that the Finlanders ought to respond by constitutional action to the demands of the Russian Government, and that if they did so there was no intention to interfere with their autonomy. What the Russian people, however, who entertained these views did not fully realize is the essentially non-military character of the Finlander, his indifference to the Imperial interests of Russia and his dislike of Russian culture.

The Tsar's Manifesto of the 3rd of February, 1899, puts the Russian case against Finland quite concisely: 'Whilst maintaining in full force the now prevailing statutes which concern the promulgation of law touching exclusively the internal affairs of Finland, we have found it necessary to reserve to ourselves the ultimate decision as to which laws come within the scope of the general legislation of the empire.' (2)

The various steps in the controversy between the Finnish Diet and the Emperor regarding this interpretation of the scope of Finnish autonomy need not be detailed. In 1899 a protest handed to the Tsar on behalf of the Senate of Finland by the Finnish Secretary of State having been fruitless, the vice-president of the senate and the procurator-general, the highest judicial authority in Finland, went to St. Petersburg with the object of seeking a personal interview with the Tsar. This was

(1) *Ib.*(2) *Ib.* p. 712.

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refused. The chairmen or speakers of the four Estates of which the Diet is composed (the nobles, the clergy, the merchants and the common people), went also to St. Petersburg, but were likewise refused access to the Tsar. A monster deputation consisting of one representative from each commune in the country went to St. Petersburg with the same result. And later an international deputation consisting of representatives from France, Holland and Sweden, supported by a considerable array of English signatures to an international protest was equally denied an audience.

It must be said, however, that while adopting an inscrutable attitude the Russian government appear with one exception to have refrained from adding any fuel to the flame which their military proposals had kindled. This one exception was the demand which was made by the Russian government to the English government to dismiss the British consul at Viborg, Mr. Wolff, on the ground of his interference in Finnish political affairs. The British government dismissed Mr. Wolff and his dismissal was followed by the resignation of all the British vice-consuls in Finland.

The effect of the carrying out of the new military law may not improbably be the stimulation of emigration; at the same time it must be observed that the increase of the Finnish army from about 6,000 to about 30,000 will have the effect of taking from the labour market, already not very extensive in Finland, between 20,000 and 25,000 men. There can be no doubt that this will cause diminished competition for employment, and therefore an advance of wages. This advance of wages must act as a deterrent to emigration.

While there can be no doubt that the dissatisfaction produced by these incidents has permeated all classes of society and has penetrated to every part of the country, it is also probably true that very little of the emigration from Finland up till the present has been determined by the political situation. The causes of Finnish emigration are probably after all chiefly economical. There does not appear to be any reason to believe that except in rare cases they will be otherwise than economical. Some young men may leave because they dislike military service and some of the leaders in the national movement may emigrate or they may be obliged to go into exile; but this is unlikely to be the case to any marked extent. Besides the Russian Government has shewn so far no disposition to force matters to a crisis.

## THE INDUSTRIAL AND AGRICULTURAL SITUATION IN FINLAND.

The population of Finland is employed principally as follows:—In Helsingfors, the capital and business centre, there are miscellaneous manufactures; at Åbo there is engineering and shipbuilding, sugar refining and papermaking; at Borga there are furniture factories; at Tammerfors, the Manchester of Finland, there is linen manufacture and papermaking; along the coasts of the Gulf of Bothnia and in the Åland Islands the population is chiefly engaged in fishing; in the south-east corner of Finland iron is dredged from the lakes and smelted; throughout the east, the centre and the north lumbering in the pine and birch forests employs a large number of men.

Tar burning is carried on in Osterbotten especially and very extensively in the region to the north of the Uleå river, the tar being conveyed in long boats to Uleåborg where it is shipped. The principal agricultural districts are, (a) The district between the Björneborg and Tammerfors line and the Åbo and Helsingfors line,

(1) There has been especially during 1899 a great amount of literature in Finnish, Swedish, German and English upon the Constitutional Question in Finland. The following are among the more important:—C. G. Estlander 'I fosterlandska ämmen.' Helsingfors 1898; M. G. Schybergson 'Ur Finlands Konstitutionella Historia 1809-1863.' Helsingfors 1898; 'I den Finska Fragan' Roster ur den Finska Prassen Helsingfors 1899; 'For Fosterlandet Tanker och uttalanden.' Helsingfors 1899; 'Finland och Ryssland' af Dmitri Filoseoff, Helsingfors. 1899; 'Staatsreich in Finnland und national-russische Eroberungspolitik' von Dr Boris Minzes, Berlin 1899; 'Le coup d'état en Finlande' Leipzig (1899); 'Facts about Finland,' London 1899; 'Finland' (3 issues) London 1899; see also 'Monarkernes Bekræftelse af Storfurstedømmet Finlands Grundlag og Statsforfatning....' Helsingfors 1899 and 'Finlands Grundlagars innehåll Framstaldt' af L. Meckelin Helsingfors 1896.

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which is fairly well watered by lakes and streams, (b) The Wasa or Nicolaistadt district, (c) The Gamla-Karleby district, and (d) the northern Osterbotten district.

During the past ten years Danish methods of butter making have been developed in Finland largely through the energy and skill of Mr Borgstrom, of Hango. Although the process of increasing the quality of the stock for dairying purposes has necessarily been a slow one, yet already the farmers in the Province of Satakunta and in the southern part of Osterbotten employ separators and butter is exported to a large extent principally from Hango.

*Wasa.*—The bulk of the emigration from Finland has taken place from one district, the district of Wasa. This is a fairly good agricultural region.

The town of Wasa is the port for the Southern part of Osterbotten, an extensive province which stretches from latitude 62 to latitude 68. In its southern part Osterbotten is about 60 miles wide and in its broadest part in the latitude of Kainuum (latitude 64) it is about 300 miles wide stretching across Finland. The centre of the agricultural district of which Wasa is the port is Ostermyra. Ostermyra is situated in a plain, wide moors stretching on every hand, with frequent clumps of birch. Beyond the moors one passes into an agricultural region with good hay meadows. The district is watered by the Kauha Joki and the Lupuan Joki. There are, however, very few lakes in the district, and these are very small. The district as a whole is composed of wide moorland interspersed with extensive cultivated areas. The holdings vary considerably in size. (1) There are many large farms, especially near the railway line. In the remoter part of the district the holdings are small. Even the large farms are cut up into small fields.

The farming population lives in villages normally of some 30 to 40 houses but sometimes larger. Their cultivated fields are thus sometimes at a distance from the village; but the smallness of the holdings renders the distance in no case very great.

Throughout a great part of the district the soil is a heavy clay. The drainage is very good and the ditches are kept clean. Two results have followed the emigration of the past few years. First, a very considerable advance in agricultural wages due to the scarcity of male labour, (2) and second, the very extensive employment of women in the fields, and even in the heavier operations of farm labour, ditching and plowing for example. In some parts of the district there is as one might expect from the diminution of labour a good deal of weedy land; and in many parts also the fences and farm buildings, even the dwellings have been allowed to go out of repair. Still these conditions occur on the whole seldom. Many of the larger villages have good wooden houses and in the neighbourhood are found good fields well looked after. The methods of agriculture in the district are apparently rapidly improving. American agricultural machinery is being imported in considerable quantities.

The people of the Wasa district exhibit a predominant Scandinavian type. In aspect they resemble greatly the people of the north-east portion of Aberdeenshire. They are extremely well dressed and are very intelligent. They take an alert interest in the public affairs of the country.

The large farmers are reported to be gradually buying up the small farms, and this has greatly facilitated the emigration movement from the district, because it has provided the small farmers with means to seek their fortunes elsewhere. It is probable, however, that this particular aid to emigration will spend itself ere long. The emigration has taken place mainly from the villages of the interior. The farmers on the coast who have the alternative of fishing to fall back upon have not emigrated to any extent. The statistics of emigration from this district shew this.

The Swedish element predominates along the coastline. As we go into the interior we still find intrusions of a type apparently Scandinavian, although the

(1) The normal size of small farms in the Wasa district is 15 to 16 tunlands (about 15 to 16 acres). The larger farms are 30 to 40 tunlands. The farms in the Wasa district are of a mean size of rather less than 30 acres. See, *infra*, p.

(2) During the past three years wages are said on the spot to have advanced forty per cent in the Wasa district.



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popular conception of the Scandinavian type, namely, yellow hair and blue eyes, is a very unsafe guide. Indeed in the east of Osterbotten where *ex hypothesi* the Finnish type should prevail, the eyes of the children are blue and their hair is almost white. (1)

*Gamla-Karleby.*—Gamla-Karleby is the port for that portion of Osterbotten which lies immediately to the north of the Wasa district. Here the conditions are somewhat similar to those at Wasa, excepting that the background of forest is more in evidence. The characteristic feature is an agricultural community in a clearing. Some parts of the district have gone out of cultivation owing to emigration. The region is occupied chiefly by small farmers. There are no lakes. The country is watered by several rivers. The normal area of a farm is 20 to 30 acres. The large farms consist of 120 to 130 acres. The value at present is approximately \$12 an acre. On the whole poor farming predominates in this district.

As we go north the season naturally becomes later. In the Gamla-Karleby district potatoes cannot be planted until the end of June.

Frost attacks the ground in the lower places to the extent of two feet and one half, in the higher places often to ten feet. Snow does not disappear until the middle of June. Late seasons are not infrequent. In the northern part of the district we encounter great areas of flat land with small pine and birch, few large trees and almost no cultivation.

The remarkable absence of forest fires indicates the carefulness with which the forests are attended to.

*Osterbotten North of the Ulea River.*—In Northern Osterbotten we find the first signs of forest fires. The clearings are few and poor. Farms occur at intervals of 6 or 7 miles along the post road. The comfortable farm buildings which one finds further south exist here but rarely. The land is well taken care of but the crops are thin and poor.

The soil in the district covered in the long drive from Utajarvi to Puolango and to Hyrynsalmi is very poor, the mass of the country is covered with forests and only here and there are there small groups of farms. The farm houses in this district are by far the poorest and the stock the scantiest of any of the districts of Finland I visited. The post horses which form a kind of index of the condition of a district were the poorest, and the carts, frequently springless, were by far the least comfortable vehicles which I found anywhere in the country. So far as I was able to gather the only prosperous people in the district are the tar-burners, who extend their operations northward to the lake region around Kitkajarvi, Taivalkoski and Kausamo. The farmers appear really to live at the margin of subsistence; and their methods, though probably suitable to the region are extremely primitive.(2) Whenever a severe spring damages the crop, the farmers suffer great privations, yet their character is extremely independent and no one hears of Finnish famines. In 1898 there was a bad year, the crops were meagre, and the people suffered much. In 1899 the season was extremely late, there was indeed still ice in the northern part of the Gulf of Bothnia on the 22nd June, and the weather was cold and wintry in the Uleåborg district until July. The farmers in the neighbourhood of Puolango expected in 1899 another shortage of the crops. It is this uncertainty of the season and the extremely narrow margin of gain which the best season affords that render emigration from that district very likely to occur. The people although poor are extremely thrifty and very industrious. While no doubt there is even here some mixture of Swedish and Finnish blood, Finnish blood is probably predominant and the Finnish language is universally spoken. The people are tall and well built. The scanty population is scattered over a wide area of hilly country, fairly well watered by lakes and rivers and covered with the exception of rare clear-

(1) These features are no certain indication however, for they may occur in any race. All children's eyes are blue at birth and when they remain so it is probably due to deficient nutrition. Cf. A. C. Haddon 'Study of Man,' London 1898, p. 28.

(2) I even noticed what I took to be an example of 'Brand' agriculture, a very ancient method which in the middle ages was common over a great part of Europe. The native plough is of wood shod with iron and is probably effective in the stony soil, although it may be heavy upon the horses. It is, however, managed by women who are often seen ploughing in the fields.

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ings by pine and birch forests. At intervals the scenery is very beautiful, as for example at Hyrynsalmi, and at Puolango.

## POPULATION OF FINLAND.

The total population of Finland as at December 31, 1896, the last official census, was 2,555,462. The districts of which special notice has been taken above, namely, the district of Åbo and Björneborg with an area of 23,136 square kilometres has an urban population, 56,701 and a rural population of 368,325, giving a total population of 425,026. As compared with the statistics of 1890, this represents an increase of fully nine per cent, the increase in population of the rural districts having proportionately quite kept pace with the urban. In 1890 the total population in the district was 395,474, the Finnish speaking folk numbered 330,746, and the Swedish speaking folk 64,331. In the Wasa district which for statistical purposes also includes Gamla-Karleby, there is an area of 38,309 square kilometres. In 1890 the population of Finnish speaking folk was 290,630, and of Swedish speaking folk 126,430, total population 417,192. The total population of the district on December 31, 1896, was 440,833. Of these the rural communes contained 415,810 and the towns 25,023, more than one half being in the town of Wasa alone.

The district of Uleåborg, which comprises by far the larger part of Osterbotten, has an area of 156,979 square kilometres. In 1890 there was a population of 246,993 of which 243,607 were Finnish speaking and 2,172 were Swedish speaking. In 1896 the total population was 264,434 of which 20,900 were resident in towns, principally in Uleåborg, and 243,474 in the rural communes.

The population of Finland at intervals of 20 years from 1830 was as follows:—(1)

1830	Urban.....	76,489	
	Rural.....	1,295,588	1,372,077
1850	Urban.....	104,212	
	Rural.....	1,532,703	1,636,915
1870	Urban.....	131,603	
	Rural.....	1,637,166	1,768,769
1890	Urban.....	235,227	
	Rural.....	2,144,913	2,380,140
1896	Urban.....	281,216	
	Rural.....	2,274,246	2,555,462

The distribution of population is very unequal, as the following will show:—

## NUMBER OF INHABITANTS PER SQUARE KILOMETRE. (2)

Governments.			
	Nylands.....		24.3
	Åbo & Björneborg.....		18.4
	Tavastehus.....		15.6
	Wiborg.....		12.3
	St. Michels.....		10.7
	Kuopio.....		8.5
	Wasa.....		11.5
	Uleåborg.....		1.7
1896	Mean density of the population per sq. kilometre....	7.7	
1890	do do	7.2	
1870	do do	5.3	
1850	do do	4.9	
1830	do do	4.1	

(1) 'Statistisk Årsbok for Finland.... 1899' Helsingfors 1899, p. 13.

(2) Calculated from data in Statistisk Årsbok for Finland..... 1899. Helsingfors 1899, p. 4 et seq.

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The governments from which emigration has chiefly proceeded have been Wasa and Uleåborg. Some have gone also from Kuopio (1).

## NUMBER OF SMALL PROPRIETORS IN EACH DISTRICT OF FINLAND. (2)

	PROPERTIES IN HECTARES OF CULTIVABLE LAND.					Number of small farmers.
	Over 100 hectares.	25-100 hectares.	5-25 hectares.	Less than 5 hectares.	Total.	
Nylands.....	239	1,474	3,742	514	5,969	4,755
Abo & Björneborg.....	339	3,171	6,092	1,571	11,173	18,052
Tavastehus.....	595	1,995	4,207	418	7,215	8,784
Viborg.....	382	6,823	14,173	9,562	30,940	3,921
St. Michels.....	421	1,533	5,076	1,931	8,961	6,305
Kuopio.....	281	2,447	7,978	4,202	14,908	9,048
Wasa.....	428	4,212	13,305	5,003	22,938	14,534
Uleåborg.....	9	517	6,103	8,961	15,590	6,178
	2,694	22,172	60,676	32,162	117,704	71,577

One hectare = 2½ acres approximately.

## EMIGRATION FROM FINLAND.

According to the Statistics given in the Year Book of Finland there is by emigration even a small gain. (3) It may be observed, however, that many leave Finland without passports. It is easy to cross over into Sweden by steamer, by railway to Uleåborg and road to Tornea or even by open boat in fine weather across the Gulf of Bothnia. There is, however, much going and coming between Sweden and Finland, and in certain years even the return of emigrants from the United States to Finland amounts to something. Still the absence of adequate outlets in Finland for the energies of young men and young women produces unquestionably a considerable emigration each year. It is notable that of the 1,916 persons who took out passports for America in 1897, 574 were between 16 and 20 years of age, and 992 between 21 and 32 years of age. (4)

The greater part of Finnish emigration has been to the United States. Year by year since about 1880, from 1,000 to 3,000 Finns have left for the United States, while a few have come to Canada. (5) In addition to the 2,000 Finnish tailors and tailoresses in New York, there are large numbers of Finns in the mining and lumbering regions of Michigan, Montana, Colorado, Oregon and Washington Territory. There is scarcely a group of houses in the Wasa or Gamla-Karleby districts that has not a representative in America.

(1) That is to say from the governments where the population is least dense.

(2) Statistisk Årsbok for Finland, 1899, pp. 28-9.

(3) Statistics of Emigration and Immigration for 1896 from Finland.

Rural Communes.....	Immigration.....	46,009	
do do.....	Emigration.....	51,725	
			5,716
Towns.....	Immigration.....	15,506	
do.....	Emigration.....	9,860	6,146

Net gain by immigration..... 430

Statistisk Årsbok for Finland, 1899, Helsingfors, 1899, p. 15.

(4) Cf. infra, p. 57.

(5) There are about 60 families—say 300 souls in the New Finland settlement in the Qu'Appelle Valley near Whitewood, N. W. T.; and other small groups of Finns at Rat Portage, Port Arthur, Sudbury and at a few places in British Columbia. There are a few Finnish artisans, (tailors,) about 14 families, in Toronto. Probably it would be within the mark to say that the Finnish population of Canada at present is under 1,000.

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NUMBER OF PERSONS WHO HAVE TAKEN OUT PASSPORTS FROM FINLAND FOR AMERICA IN 1897. (1)

(a) BY PROVINCES.

Provinces.	Age Under 16.		Age 16-20.		Age 21-39		Age Over 40 and unknown.		Total.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
	Nyland.....	5	5	1	9	6	42	4	7	16
Åbo and Björneborg.....	3	2	7	28	18	38	3	8	31	76
Tavastehus.....		1			8	7				
Viborg.....	1	3	2		4	5	1	2		
St. Michels.....			1		5		1			
Kuopio.....					5	1				
Wasa.....	66	65	232	227	327	399	50	47	675	738
Uleåborg.....	20	24	22	45	57	70	17	14	116	153
Total.....	95	100	265	309	430	562	76	79	866	1,050

(b) BY OCCUPATIONS.

Peasants.....	4	1	10	7	36	32	25	9	75	49
Peasants' sons and daughters.....	26	19	105	94	144	115	8	7	283	235
Farming class.....	30	20	115	101	180	147	33	16	358	284
Artisans and others.....	65	80	150	208	150	415	43	63	508	766
Total.....	95	100	265	309	430	562	76	79	866	1,050
Total farming class.....										642
" for other classes.....										1,274
Grand total.....										1,916

It has not been possible to procure complete detailed statistics of a reliable character of the emigration from Finland during 1898 and 1899. The following statistics referring to 1899 are, however, perfectly reliable as far as they go. They give the number of through tickets taken out for countries out of Europe in three of the four principal ports in Finland during the greater part of 1899. The only ports of note which are not represented by returns are Helsingfors, Åbo, Björneborg, and Gamla-Karleby. Very few emigrants embark at the three ports first named; while from Gamla-Karleby during the year about 350 booked passages for the United States. The periods over which the detailed statistics extend are as follow:—

From Hango, January 1 till September 30, 1899.

From Wasa, January 1 till July 31, 1899.

From Uleåborg, January 1 till July 8, 1899.

In order to complete the statistics for 1899, a provisional estimate for the twelve months ending December 31, may be made thus:—

ESTIMATE OF FINNISH EMIGRATION DURING 1899.

Known emigration from principal ports as detailed.....	3,876
From Gamla-Karleby, estimated Jan.-Dec.....	350
“ Hango, “ Oct., Nov., Dec.....	500
“ Wasa, “ Aug.-Dec.....	500
“ Uleåborg, “ July 8-Dec.....	100
“ Other ports, “ Jan.-Dec.....	200

5,526

(1) Statistisk Årsbok for Finland 1899, pp. 24-5.

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I believe these figures are approximately correct. Very exaggerated statements appeared in the English newspapers during the summer about the emigration. Yet the emigration amounted to nearly three times as much as in 1897.

The following precise details shew the distribution of the emigrating population.

**PARTIAL STATISTICS OF FINNISH EMIGRATION 1899.**

New York State,		Shell Lake.....	1
New York City.....	652	Commonwealth.....	2
Buffalo.....	2	Florence.....	2
	<hr/>		<hr/>
	654		69
Massachusetts,		New Mexico,	
Boston.....	137	Chama.....	2
Worcester.....	246	Albuquerque.....	2
Fitchburg.....	138	Muskegon.....	3
Rockport.....	54		<hr/>
Gardner.....	55		7
Gloucester.....	10	Idaho,	
Tremont.....	6	Wardner.....	3
West Gardner.....	5	Kethun.....	1
Plymouth.....	2		<hr/>
Barnstable.....	3		4
West Barnstable.....	6	Colorado,	
Fall River.....	1	Denver.....	9
Milleville.....	7	Silverton.....	5
Clinton.....	5	Leadville.....	3
Falmouth.....	4		<hr/>
	<hr/>		17
	679	New Hampshire,	
Maine,		Marlboro.....	7
Thomaston.....	3	Keene.....	1
Rockland.....	6	Troy.....	1
	<hr/>		<hr/>
	9		9
Connecticut,		Louisiana,	
New London.....	9	New Orleans.....	4
New Haven.....	34	Texas,	
Hartford.....	5	Orange.....	22
	<hr/>	Missouri,	
	48	Kansas City.....	3
Rhode Island,		Oregon,	
Pawtucket.....	1	Astoria.....	22
Providence.....	1	Portland.....	1
Woonsocket.....	7	Pendleton.....	1
	<hr/>		<hr/>
	9		24
Alaska,		Vermont,	
Juno.....	4	Proctor.....	3
Wisconsin,		California,	
West Superior.....	22	San Francisco.....	65
Ashland.....	3	Tellurida.....	2
Racine.....	3	Red Bluffs.....	1
Marinette.....	5	Marysville.....	2
Centralia.....	1	Pueblo.....	2
Clifford.....	2	Colfax.....	7
Rhineland.....	6	Sacramento.....	6
Prentice.....	4		<hr/>
Hurley.....	18		85

Montana,		McKeesport.....	1
Great Falls.....	9		
Iron Belt.....	4		69
Missoula.....	2	Ohio,	
Butte.....	13	Ashtabula.....	223
Anaconda.....	1	Painesville.....	81
Phillipsburg.....	1	Conneaut.....	49
Belt.....	6	Gerrard.....	16
Red Lodge.....	5	Warren.....	8
	<hr/>	Youngstown.....	3
	41		
Minnesota,		Michigan,	380
Sparta.....	1	Minnusaug.....	3
Menahega.....	1	Iron River.....	4
Conato.....	6	Stephenson.....	10
Wadena.....	1	Ludington.....	3
Knoxtane.....	1	Newgave.....	1
Duluth.....	44	Kalaska.....	1
Ely.....	46	Marguerite.....	1
Eweleth.....	34	L'Anse.....	1
Virginia.....	37	Iron Mountain.....	8
Brainerd.....	5	Greyling.....	4
Cloquet.....	5	Ishpeming.....	170
Little Falls.....	1	Daggon.....	1
Annandale.....	1	Grand Rapids.....	1
Hibbing.....	15	Wakefield.....	29
Minneapolis.....	10	Escanaba.....	8
New York Mills.....	5	Champion.....	7
Tower.....	18	Houghton.....	23
Fall River.....	2	Cook's Mills.....	4
Moose Lake.....	2	Crystal Falls.....	45
Two Harbours.....	4	Ontonagon.....	8
Biwabee.....	4	Trout Creek.....	2
	<hr/>	Metropolitan.....	1
	243	Manistique.....	24
Wyoming,		Tower City.....	4
Carbon.....	19	Manistee.....	1
Hanna.....	9	Baraga.....	6
Rock Springs.....	5	Republic.....	10
	<hr/>	Gladstone.....	22
	33	Gogebie.....	3
South Dakota,		Bessemer.....	55
Deadwood.....	6	Negaunee.....	82
Frederick.....	4	Hancock.....	197
Lead City.....	3	Calumet.....	136
	<hr/>	Newbery.....	9
	13	Ironwood.....	72
Pennsylvania,		Sault Ste. Marie.....	26
Philadelphia.....	14	Marquette.....	22
Belle Vernon.....	2	Trout Lake.....	1
Allenport.....	9	Menominee.....	1
Erie.....	14	Huntspur.....	1
Gazzon.....	4	Cadillac.....	8
Newcastle.....	9	Norway.....	5
Pittsburg.....	2	Sidnaw.....	8
Greensburg.....	2	Covington.....	1
Blasbury.....	6		
Westport.....	6		
			<hr/>
			1024

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North Dakota, * Lakota.....	4	North Carolina, Wilmington.....	3
Illinois, Chicago.....	9	Iowa, Council Bluffs.....	2
Joliet.....	1	Washington, Aberdeen.....	4
Wauhegan.....	32	Tacoma.....	1
De Kalb.....	21	Snowhonuach.....	4
	<hr/>	Olympia.....	6
	63	Spokane.....	2
Salt Lake, Utah.....	19	Carbonado.....	11
Eureka.....	5	N. Whatcom.....	2
Frisco.....	3	Seattle.....	12
	<hr/>		<hr/>
	27		42

SUMMARY.

UNITED STATES.

New York.....	654	California.....	85
Massachusetts.....	679	Montana.....	41
Maine.....	9	Minnesota.....	243
Connecticut.....	48	Wyoming.....	33
Rhode Island.....	9	South Dakota.....	113
Alaska.....	4	Pennsylvania.....	69
Wisconsin.....	69	Ohio.....	380
New Mexico.....	7	Michigan.....	1,024
Idaho.....	4	North Dakota.....	4
Colorado.....	17	Illinois.....	68
New Hampshire.....	9	Salt Lake.....	27
Louisiana.....	4	North Carolina.....	3
Texas.....	22	Iowa.....	2
Missouri.....	3	Washington.....	42
Oregon.....	24		<hr/>
Vermont.....	3		3,594

CANADA.

Sudbury, Ont.....	64	Pilot Butte, N. W. T.....	4
Halifax, N.S.....	1	Salmon Arm, B.C.....	3
Montreal, Que.....	7	Shuswap, B.C.....	2
Quebec, Que.....	39	Revelstoke, B.C.....	16
Copper Cliff, Ont.....	11	Sicamous, B.C.....	6
Port Arthur, Ont.....	79	Vancouver, B.C.....	2
Prescott, Ont.....	9	Kamloops, B.C.....	5
Nepigon, Ont.....	2	Glanwilliam, B.C.....	4
Winnipeg, Man.....	2	Nanaimo, B.C.....	2
Fort William, Ont.....	17	Whitewood, N.W.T.....	1
Canmore, N.W.T.....	3		<hr/>

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SOUTH AFRICA.

Town.....	2
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## GRAND TOTAL.

United States .....	3,594
Canada .....	280
South Africa.....	2
	3,876

From the circumstances that emigrants take out tickets in the Finnish ports direct to sometimes obscure places in the United States, it appears to me likely that a large part of Finnish emigration is suggested and assisted by those who have already emigrated. They drift to places where they find employment or secure land, and then write to their friends to join them, sometimes sending them money, more frequently undertaking to assist them until they obtain employment. In doing this it would appear that they are sometimes aided by private banks.

## SUITABILITY OF THE FINNISH PEOPLE AS SETTLERS.

From the point of view of culture and from the circumstance of their ethnical relationship the Finns may be fairly compared with the Icelanders. Like the Icelanders they are fond of reading and their educational condition is very high. Like the Icelanders they have made the most of a country not naturally fertile. They both have a singular capacity for avoiding discouragement, a capacity which is perhaps associated with their relatively high intellectual development. This also perhaps accounts for the democratic habits of thought which one finds among both peoples and for their enthusiasm for political organization.

They profess the same form of religious belief, namely, Lutheranism, and it is singular that ostentatious religious enthusiasm is absent among both people. Like the Icelander the Finn is spontaneously orderly. So conscious are they both of their disinclination to crime or disorder that they not only possess the simplest police system but they have a great dread of anything else.

In Finland there are policemen in the towns; but in the country a farmer is appointed to the office, the duties of which seldom draw him from his customary work. The percentage of illegitimate births is not higher than in other predominantly agricultural countries. (1) The judicial statistics indicate an amount of crime which compares favourably with that of crime in other countries. (2)

The general tone of public opinion is decidedly democratic and the expression of it is quite fearless. The sense of class distinction is, however, by no means slender. Still, the aristocratic class is not numerous enough nor wealthy enough to dominate the mass of the population, who are peasant proprietors. It remains to be said what may have become evident from the foregoing, that unlike the Russians the Finns are accustomed to national self-government.

I found a notion prevalent among those who were interesting themselves in Finnish emigration to the effect that it would be advantageous to promote the emigration of different classes so that the structure of Finnish society as it exists in Finland might be reproduced in the Finnish colony wherever it might be situated. This idea is, as is well known, that which lay at the root of the scheme of Mr. Edward Gibbon Wakefield. (3) There are several reasons, however, why such a

(1) In 1896 the proportion of illegitimate births to total births was 75 per thousand (Stat. Årsbok, 1899, p. 18)

(2) In 1894, 20 persons were convicted of murder, and 40 of manslaughter. The total number of convictions was 15,330. (Stat. Årsbok, 1899, p. 164).

(3) As described in his 'Art of Colonization' etc., London 1849. Mr. Wakefield secured for his scheme the approval of many men who cannot be charged with want of insight, for example, John Stuart Mill, (See his 'Political Economy,' People's Edition 1880, p. 231.) The scheme was applied in New Zealand and in Victoria (Australia) but it did not succeed.



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schemic would be inapplicable to the case of Finnish emigration to Canada. The immense preponderance of the cultivating class in Finland over the middle class would render any middle class emigration insignificant in point of numbers. Since society is a necessary condition of middle class life a scanty number of middle class emigrants would find themselves isolated and would therefore fail to find in a new country anything like a reproduction of their life in the old one. Thus from the point of view of social organization a composite emigration from Finland to any of the remoter parts of the North-west of Canada would be likely to be disappointing. From the point of view of industrial organization, the special reason for encouraging emigration of the middle class is that they should bring their capital with them. As is well known, however, middle class capital is more mobile than middle class men, and the inducements which draw capital into a region are not the same as those which draw men into it. Besides it is the case that under the special conditions of the North-west what is wanted is labour rather than capital. The laborer if he has merely the means of support for one or two years, can secure a comfortable living upon his homestead without mortgaging any great part of his future to a capitalist. It is one of the strong arguments in favour of such a peasant proprietary as exists in Canada, that the peasant may, if he chooses, become practically independent of the capitalist. (1)

The circumstance that the cultivator of the relatively small area has a great advantage in a new country has developed on the one hand facilities for his borrowing capital from loan companies and similar institutions, and on the other has developed also more or less extensive demands that the resources of the state should be employed for his benefit. These two sources of capital can be drawn upon and are drawn upon to such an extent that the cultivator is practically independent of local capital. It may thus be said with truth that the increasing quantity and mobility of available capital in general, and the conditions in the North-west in particular, render it unnecessary to promote middle-class emigration for purposes of industrial organization. Any system based, therefore, on the Wakefield plan is now probably wholly impracticable.

Another proposal which was too vaguely placed before me to allow of any judgment upon its merits was to establish a colonization company. So far as I understood the plan, the idea was to obtain a grant of land from the government, and to open this up for settlement by Finnish settlers. This proposal is open to certain obvious objections. The shareholders and responsible officers of the company would necessarily be non-residents and would, moreover, not be British subjects. The company thus formed would interpose between the government and the settlers and the risk of friction would be very serious. Moreover, the danger of exploitation or alleged exploitation of the settlers by the company would not be appreciably diminished by the circumstance that the company was promoted in a large measure on philanthropic grounds. The risk of loss to the shareholders and of consequent discredit to the country would be very great, principally on account of the extreme difficulty likely to be met with in securing competent management, which is the experience of nearly all companies of this kind.

It seems on all grounds advisable to promote direct holding under the state rather than holding through an intermediary. The history of the Canada Company and of similar companies seems to suggest that at any stage in the development of a country such companies are a doubtful advantage; and the present phase of Canadian development appears to me to offer a field which is not favourable to such

(1) The non-success of the great farm and also of the great cattle ranche, even although these may be conducted by an adequate amount of capital and by the best available management, and the splitting up which is now in progress of these great enterprises into small ones, suggest that the importance of the possession of large capitals in pioneering in a new country and the concentration of large pioneer enterprises under individual management have been greatly exaggerated. The successful farming in the North-west and the successful cattle ranching have been done on farms and with herds of moderate size and by the aid of constant labour and continually developing power of adaptation on the part of the individual farmer or rancheman. Where individual farmers have attempted to deal with more land than they could effectively cultivate, they have committed the same mistake as the large capitalistic concerns and have in many cases come to similar grief.

enterprises. It is now cheaper and easier for the cultivator to borrow, if he must, in the open market than to run the risk of permanent bondage to an institution.

#### ITALY.

The 'agrarian crisis' which has affected every country in Europe more or less acutely has pressed with great severity upon Italy. The agrarian situation in Italy may be described as chronically bad in spite of the immense fertility of a great part of the country. The reasons for this do not lie wholly in the character of the people, although probably the effect of past conditions in suppressing the vitality of Italian character has much influence; they lie rather in existing conditions. These conditions vary, however, in different parts of the country. The south of Italy is now in the position in which the greater part of Europe was at the close of the middle age. Feudal tenures still prevail with their 'archaic and odious' incidents. (1) From the situation thus produced, there is no escape for the victims but a change of system or emigration. (2) The Italian Emigration Statistics shew a very large emigration from the south of Italy, to the United States and to the Argentine Republic. (3) The north of Italy is in a different position. There, a large part of the cultivated land consists of farms of moderate but still sufficient size, owned by the cultivators and worked by the aid of farm labourers. Proprietors in the north of Italy do not subdivide their land to the extent to which this is done in Sardinia for example, (4); and are thus fairly well off. They do not emigrate to any extent. The emigration from the north of Italy, from Piedmont, for example, consists almost entirely of farm labourers and shepherds who find it hard to get employment owing to the scarcity of capital among the farmers. High taxes (although the land tax on small holdings has recently been abolished), (5) the enormous extent of mortgage indebtedness of the small proprietors and other conditions combine to produce a situation in the north of Italy, which, though greatly superior to that of the south, inevitably leads to emigration. Great numbers of farm labourers thus pour through Switzerland to Antwerp, and there take ship for the United States, or go by the Italian ports to that country or to the Argentine. While no doubt the Piedmontese are a fine race and inured to a climate rather rigorous in the winter, yet it is doubtful whether they would make satisfactory settlers in Canada. Apart from doubts about the climate, the class which is emigrating is not accustomed to farm on its own account, is indeed wholly accustomed to work for wages. The emigrants require immediate employment on landing, and unless they get it would inevitably at least for a time, be a burden upon the community. It is obviously to their advantage to emigrate to a climate not too severe, and to a district which has been so far developed that they can readily secure employment.

(1) G. Fiamingo 'The Agricultural Crisis,' *Econ. Jour.* London, 1898, Vol. III, p. 261. For other notes on the present economic conditions in Italy, see same writer's 'Capitalists and Landowners in Italy,' *id.* Vol. V, p. 128.

(2) The enquiry instituted in 1883 by the Director General of Statistics shewed that 'few working men in Italy were wellfed,' and that the hardships endured by agricultural labourers are 'in certain cases scarcely credible.' See Bodio (Director General of Statistics) *Annuali di Statistica*, 3rd series, Vol. VIII, Rome 1883, pp. 50 *et seq.*, and remarks by Prof. F. S. Nitti, *Economic Journal*, London, Vol. VI, p. 46. Since 1883 the conditions have become aggravated. Between 1887 and 1891, the decrease in the amounts of foodstuffs imported into Italy was very great, shewing a continued fall in the standard of comfort. Yet the plain fact is that Italian workmen and farm labourers alike have been starving and therefore seek to escape from Italy to save their lives. (See details in Albertoni and Novi, 'Sul bilancio nutritivo del contadino Italiano,' Bologna 1894, p. 49, quoted by Nitti, *loc. cit.* When, however, the Italian labourers reach the Western States of America food in plenty soon endows them with vigour, and they quickly accustom themselves to the higher scale of comfort which their higher wages enable them to secure. 'If one examines the diet of Italian labourers, rich as it is in hydrocarbonates and very poor in albumenoids, it will at once be understood why the Italian workman, who is so prompt, lively and intelligent, and of such wonderful adaptability, should be so weak in labour-energy' (Nitti, *Econ. Jour.* London, Vol. VI, p. 43).

(3) See the annual volumes 'Statistica della Emigrazione Italiana.' Rome.

(4) Cf. Fiamingo, *Agric. Crisis.*, *loc. cit.* (1) *id.* p. 260.

(5) No country offers more elaborate statistics of emigration than does Italy. Yet there can be no doubt that the statistics do not reveal by any means all of the emigration.

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## NOTES ON IMMIGRATION AND COLONIZATION.

As I conceive that you may desire me to make some general observations upon the whole question of emigration and colonization I may perhaps be allowed to observe, that there are two positions either of which may reasonably be taken and on both of which much may be said.

(a) That there is no necessary advantage in mere magnitude of population and that the general standard of comfort is highest where the population increases slowly rather than quickly.

(b) The contrary view held in an exaggerated form by the mercantilist writers of last century that the principal object of national policy should be the increase of population is still held in a vague way, especially in cities where an increase of population is customarily looked upon as a sign of prosperity, the immediate and obvious results being a demand for houses and an increase in retail trade.

It is obvious that no general rule is applicable, and that the special circumstances of a country must determine whether a rapidly increasing population would or would not be an advantage, and whether it is expedient or otherwise to promote emigration or even to allow it to take place. Thus, for example, although there are unoccupied regions in England and Germany, no one would seriously suggest a project of emigration to these countries. On the other hand, the greater part of Russia in Asia, a large part of the United States, and still more immense areas in the British Colonies are as yet unoccupied or scantily occupied by population. It is difficult to see any valid objection to the peopling of these areas and to the cultivation of them, the only questions are, the rate at which they should be occupied and the persons by whom they should be occupied. If the extension by natural increase of the contiguous or ruling population is such as to render it likely that an unoccupied area must soon be required for its own people, it may readily be admitted that to alienate the unoccupied lands by allowing immigration into them would be against the interests of the group of people in question. On the other hand, if the period during which the expansion from natural causes could occupy the area in question were a very long one, and if immigration would result in increased production over the whole area and in immediate economical benefits to the native group, it may be that the balance of advantage is in favour of allowing immigration at least up to a certain point. It is after all really a question of balance of advantage.

To occupy territories by means of promoting emigration to them is to produce the following amongst other results:—

(a) To increase cultivation and therefore production; and thus assuming an equitable system of distribution to increase the well-being of the community, provided the natural increase of it is not out of proportion to the increase in production.

(b) To ameliorate the conditions of pioneer life by means of the mutual help which large groups of people render to each other, and by means of the modification of climate and other physical conditions which mere settlement brings about, and

(c) While increasing the absolute amount of taxation owing to increased cost of administering an increasing population, to diminish, other things being equal, the amount of taxation per head.

If then an increasing population is an advantage in these senses in a particular case, it becomes a question as to the character of the emigration which it would be expedient to promote.

On this point again there are two definitely opposed views. First, that immigration should be confined to the race to which the pioneer settlers belonged, and that it should take place exclusively from the country of their origin.

Second, that all comers should be freely welcomed.

The first view may be held to have largely determined the character of the French settlements of New France and also of the earlier attempts at colonization

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in Virginia and Maryland. The latter view has in the main determined the policy of the United States.

1. An undoubted difficulty in colonization is the jealousy with which the older colonists receive the new ones. This feeling, which has existed more or less acutely in all colonies at all times, (1) is not determined exclusively by racial differences; but is determined chiefly by the mere fact of competition in the markets for labour and in the markets for goods. The feeling is, however, not one of which the colonies have a monopoly. At the Trades Union Congress held at Norwich in 1894, a resolution was carried urging that an 'employer who brought to any locality extra labour when the existing supply was sufficient for the needs of the district should be treated as having committed a penal offence.' (2)

At various periods the newcomers have been numerous enough and strong enough to denounce the elder colonists as the holders of exclusive privileges. A notable modern instance of the refusal on the part of old settlers to grant political status to newcomers will occur to everyone.

It is not easy to discriminate between the attitude of mind which is characteristic of the original grantees who hold tenaciously to the privileges they enjoy and that of the settler who looks askance at the new settler who comes into his neighbourhood. (3) While the feeling is a perfectly natural one, it cannot be said to be characterised by any breadth of view even in an economic sense, for an increase of population, other things being equal, tends in the long run to increase the value of the settlers' labour, tends indeed in isolated regions to give it a value. It tends also to increase the value of land, thus in the case of individual ownership giving an increased value to the property of the earlier settlers. It brings also in its train, with some drawbacks, the great advantage of intellectual and moral stimulus. This stimulus is perhaps most conspicuous where there is even a conflict of cultures.

2. The emigrants rejected by the United States on account of their not conforming to the immigration law in respect to their possession of a certain amount of property are an insignificant fraction of the total immigration (4); and the rejection where it does occur is not on account of race. A possible exception to this is the case of the Chinese, although even in that case the fundamental ground of objection to Chinese emigration is not because they are Mongolians, but because they are supposed to work for low wages.

While the general attitude of the United States towards the immigrant has undoubtedly implied a 'generous welcome,' yet projects of restriction of this welcome are not confined to the exclusion of the Mongolian race. The actual exclusion of the European so-called pauper immigrant has, however, been carried only to an insignificant extent, probably owing to the immense power in politics of the capitalistic interests, for it is clear that the 'generous welcome' implies among other immediate results increased competition for employment; and therefore apparently and perhaps really, for the time being, the keeping down of wages. Wages are, however, not merely a function of the numbers of the community, for the general level of wages may be said to depend upon the prosperity of the community, or more exactly upon the productivity of it. Other things being equal, it is clear that a large community of energetic workers will have a larger aggregate wealth than a small community of workers similarly energetic.

(1) Cf. H. Cabot Lodge in *North American Review*, January, 1891; and A. Caldicott 'English Colonization and Empire,' London 1891, p. 209.

(2) Report of Trade Union Congress 1894, p. 49. See comments on this by Mr. Lecky, 'Democracy and Liberty', Vol. II, p. 462.

(3) An interesting parallel might be drawn between the 'alodial owners' whose families formed the primitive aristocracy of England (really the original settlers), and the incipient aristocracy constituted by the families of the early settlers in all new countries in modern times. Public opinion upon the point seems to vary in general with the fluctuations of the economical situation. 'Cosmopolitan humanitarianism' does not seem to have much influence upon the direction of opinion. See, however, R. Mayo Smith 'Emigration and Immigration,' New York, 1890 *passim*.

(4) For example, the foreign emigrants passing through the United Kingdom to the United States for six years, 1888-1893, numbered 491,357, and of these only 357 were rejected and sent back to the United Kingdom.

Reports on the Volume and Effects of Immigration, &c., C.—7406, London, 1894, p. 14.

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Between these two opposing views there come many colonization schemes, having for their object the settlement of unoccupied areas, by means of selected emigrants; for example, there is the well known scheme of Mr. Edward Gibbon Wakefield. (1)

It is highly probable that the 'generous welcome' extended to all comers by the citizens of the United States in the early part of the century and even now to a large extent has had a great deal to do with the rapidity with which the country has been populated and with its consequent material prosperity.

The question as to the outcome of the mixture of race which is going on in all new countries has been an interesting topic of speculation especially during the past two generations. Without discussing this complex matter fully, it may be pointed out that there is nothing new in the mixture of races. Not only is our own race a very mixed one, called indeed Anglo-Saxon by a mere misnomer; but so great is the mixture of races in Europe that it is almost impossible, except in cases of reversion of type, to discriminate decisively, to take extreme examples, between the Scandinavian, and the Italian. The fact is that the inhabitants of Europe including Great Britain, correspond more or less definitely to a common European type. The superficial distinctions which obtruded themselves while national costumes were still in vogue have largely disappeared with these costumes. While it would be idle to deny that fixity of type has certain advantages, it would be equally idle to suppose that it is essential to progress, or that it is even a sign of it. (2) While no doubt migration is the great destructive agent of cultures in the special sense, it cannot be denied that through mere concussion of ideas it is an agent of culture in the wider sense, and that the humanising influence of the close contact of different races with each other is an important factor in general progress. Absorption in an ethnical sense is a question of time and of fertility. (3)

There is no doubt a limit to the power of absorption in an economical sense of population by a new country. (4) It may, however, be the case that at a certain stage of its development, a colony may absorb a much larger number of immigrants of a certain kind than may be possible for it to absorb of another kind; and similarly that in different stages it may have varying powers of absorption apart from minor fluctuations. Thus the number of wage-labourers seeking employment which a country can absorb must be limited by the stage and rate of industrial development; but the number of self-sufficing and self-supporting cultivators which it can absorb in an economical sense is limited solely by the capacity of its unoccupied cultivable lands.

If immigrants are immediate competitors for employment, the tendency must be in the direction of reduction of wages or of prevention of their advance; on the other hand if they are cultivators pure and simple the effect of their cultivation, if they produce a surplus and sell it in the market is to diminish the price of farm produce—the demand in both cases being the same. If, on the other hand, demand becomes greater, a larger number of labourers will after a certain point yield a net social advantage. No doubt in the absence of customary prices an increase of supply will affect the local market if there is no external outlet for it. Yet in the case of wheat and some other produce the addition of many thousands of farmers to the producing population of Canada would not under normal conditions be sufficient to produce any appreciable effect upon the market. The Canadian wheat market is not large enough as yet to be independent of the Wheat Pit in Chicago or of Mark Lane. There is a demand sufficient at present to absorb the whole supply whether it be twenty millions or thirty millions of bushels and the price is fixed almost altogether independently of the volume of local production.

(1) See 'A View of the Art of Colonization with present reference to the British Empire in Letters between a Statesman and a Colonist,' edited by Edward Gibbon Wakefield, London, 1849.

(2) The Egyptian Fellahin are perhaps the purest of races, but no one would allege that they are the most progressive. Cf. G. Maspero, 'The Dawn of Civilization Egypt and Chaldea, London, 1895,' p. 48. The peasantry of all countries are perhaps the least mixed in an ethnographic sense. This may account to some extent for their lingering in progress.

(3) For instance, the Mennonites of Ontario have become indistinguishable from the rest of the population. In time those of Manitoba will doubtless become so also.

(4) As for example Sir Charles Dilke notices. 'Problems of Greater Britain,' ed. London 1890, p. 538.

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If, however, the immigrants are cultivators who farm their own land and consume their own products, to the extent to which they do so, they will enter into competition neither with the labourer in seeking employment, nor with the farmer in selling his wheat.

The net result is that while Canada might at the present stage of the development of the country be readily over stocked with labourers seeking employment, (1) there is no such danger as regards those who cultivate their own land, and consume their own products. It would be difficult to conceive of an over-supply of such immigrants when one considers the vast areas of unoccupied lands that we still possess. It is true that the greater the immigration the more administrative machinery is required to deal with it; and in this sense there might be a temporary excess even of such immigrants. But disregarding this, even if for a time the cultivators produced no surplus over their actual requirements, they would still be a net gain to the community in an economic sense since they would contribute through taxation to the administrative expenses and by their mere presence in the country tend to ameliorate the physical conditions of it. There is to be considered on the other hand the contingency that the new settlers while possessed of some small means have insufficient to enable them to wait until their cultivation bears fruit. This lack of means may be due to several causes; but where it is due to the sacrifice of property in the country of origin in order to emigrate, well advised temporary assistance may have the result of enabling the people not merely to resume the standard of comfort at which they formerly lived but may even enable them to pass rapidly beyond it, and to become permanently successful settlers.

*Selected Emigration.*—So far as the United Kingdom is concerned, it is possible to exercise some discrimination as to the emigrants who may be canvassed to become settlers in Canada, because the emigration agents there are directly under the control of the Government of Canada, and are, moreover, in a position to make such enquiries as may be necessary; and because there is now little likelihood of the local authorities lending themselves to any scheme for the wholesale emigration to the colonies of unsuitable persons. With regard to foreign countries the case is more difficult. A scheme was brought forward about ten years ago by Mr. Eugene Schuyler, formerly United States Minister at St. Petersburg. Under this scheme it was proposed that persons who desired to emigrate should be required to present themselves to the United States Consul at their place of residence or at the port of embarkation. Should this Consul be satisfied on enquiry that they were suitable emigrants, it would be his duty to draw up a certificate in triplicate, one copy of which was to be given to the emigrant, the second copy was to be retained by the Consul and the remaining copy was to be sent to the authorities in the United States. No others were to be admitted into the country than those who possessed such certificates. (2) Apart from the difficulties in administering a scheme which would involve a great amount of labour on the part both of the Consuls abroad and of the Immigration Department, the effectiveness of the enquiry which it would be possible for the Consuls to make may be doubted. It is difficult to see how such a scheme could be adapted to the case of Canada. It would either involve the presence of a Canadian officer at each European port from which emigration proceeds, or else it would involve an arrangement with the British Government for the services of the Consuls. Moreover, as the British Consuls are frequently agents for the steamship companies, an inconvenient conflict of interests might arise. Even a fee whether paid by the emigrant or paid by the Government would not obviate these difficulties.

From time to time suggestions have been made that a system should be encouraged which would enable employers of labour to employ labourers in foreign countries or in Great Britain and bring them out at the expense of the employers or by means of advances to be afterwards deducted from the wages of the labourers.

(1) There is, however, a periodical scarcity of farm labourers during the harvest in the West, and there is still activity in the emigration of farm labourers into Ontario where the conditions are so highly developed that so far there does not appear to be any difficulty either in securing employment on the one hand or in absorption on the other.

(2) See R. Mayo Smith 'Emigration and Immigration,' New York, 1890, p. 281; and Mr. E. Schuyler in *Political Science Quarterly*, New York. Vol. IV, p. 490.

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Apart from the objection which would naturally at once fairly be raised by the Trade Unions to any scheme of this kind on the ground that it might be used in cases of dispute about wages or conditions of labour to the great disadvantage of the working population, the experience of the United States and of the Australian Colonies is wholly against any such system. While restrictions upon emigration have been adopted only to a limited extent in the United States the Alien Contract Labour Laws (1) have received too universal approval to render it likely that they will be withdrawn.

At the present stage of the industrial development of Canada it would appear as though it were likely to be the case that a sufficient amount of wage-labour of a suitable kind might be expected to find its way into the country and an unsuitable kind be prevented from coming into it by the operation of natural causes if these are left to take their course. A more general principle of selection might perhaps be more advantageously adopted by offering definite inducements to suitable emigrants or to the persons who send them from certain approved localities and the prompt stoppage of these inducements if it were found that the suitable emigrants were not forthcoming. It seems idle to disguise the obvious fact that emigration has proved so profitable a business for the shipping and railway companies that the direction which it takes is very largely due to them. It is clear also that they will induce emigrants to take the direction which yields them the largest profit. While no doubt any commission which may be given to them for suitable emigrants may form a comparatively small part of their total profit, yet rates for the transportation of considerable bodies of emigrants are now so extremely low that this commission must form an increasing proportion of that profit, and in some cases might even perhaps represent almost the whole of it. If then the steamship companies found it to be to their advantage to canvass suitable classes of emigrants and to leave unsuitable classes of emigrants alone, there might reasonably be expected to be few of the latter. If, for example, a bonus were paid to the steamship companies not on the mere arrival in Canada of emigrants at so much a head irrespective of quality, but if the bonus were paid on those emigrants alone who took homesteads and when they did so, it is probable that the steamship companies would find it to be to their advantage to bring such people out. Or if it were deemed to be advisable under exceptional circumstances to give a capitation grant on arrival, this grant might be a very small one, and a larger grant given for those emigrants who made homestead entries. The mode of selection is necessarily variable in different countries, and it would appear to be the case that the persons who are established in business in those countries are more likely to adapt their mode of working to the needs of the case than the emigration agents pure and simple. On the other hand, of course, there is the disadvantage that the whole matter is involved in a more or less desperate struggle among the shipping companies for the ocean traffic, and that since any system of selection might be regarded by them as making rather for the diminution of traffic than for the increase of it, they might not look upon any project of this kind with favour.

*Pauper Immigration.*—While the immigration of persons who have been habitually in receipt of poor relief is inexpedient on all grounds,(2) a mere property test is clearly inadequate even as a means of discovering the cause of such emigration. Moreover, given energy and character an immigrant may make a useful member of society no matter how slender his monetary basis may be. The immigration of peasants who have maintained an independent economical position cannot, however poor they are, fairly be regarded as pauper immigration.

(1) See 'A Report of the Commissioners of Immigration upon the causes which incite immigration to the United States.' (In two vols.) Washington 1892.

(2) The immigration of imbeciles is also undoubtedly to be prevented as far as possible. The colonies are frequently taken advantage of by the deportation from Europe of persons of weak mind or of broken character. All the writers on emigration deal with this question. Saving a few philanthropists, who look at the question from the narrow standpoints of locality and pressure upon rates, there is unanimity of opinion to the effect that no country is entitled to send its wreckage to another; but is bound to deal with its self or to change the system which produces it if that can be done.

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*The Value of an Immigrant.*—Many calculations more or less purely speculative have been made to find the mean value of an immigrant. (1) The discussion of the value of an immigrant must, however, really form part of a larger question, perhaps incapable of solution, the problem of the value of population, that is the value of the 'living capital' of a country. (2) It is clear at the outset that the value of a man depends rather upon future production than upon past cost. The elements are, however, numerous and the necessary data difficult if not impossible to procure. The following plan may, however, be suggested: If the expectation of life in an occupation be known, if the mean earnings in that occupation be known, and if the cost of maintenance and education, etc., before and after the productive period of the occupation be known, some idea more or less useful may be formed of the mean value of persons engaged in that occupation. As regards immigrants who are just entering the producing period fully equipped for it, no deduction need be made from the total value on account of cost during youth, while anything that they bring in the form of capital might be recognized although it does not form a part of the 'living capital' but rather of 'dead capital.'

If thus it be the case that the mean duration of effective life in an occupation is thirty years, and if it be assumed that after this period no production whatever ensues; if also it is ascertained that the surplus of produced value over consumed value is \$100 per year and that the cost of maintenance, education, etc., prior to and after the productive period is a gross amount of say \$2,000, then the mean net social value per person in the occupation would be \$1,000. (3) To be accurate, however, this calculation would have to be carried a little farther and allowance made for interest on past advances and for discount on future accruing annual values. The value as capitalized is really illusory; it would be fairer to express human value in yearly amounts, the value of men being as a rule realizable only in this way. The popular estimate that the worth of an immigrant is \$1,000 is probably based upon the price of a healthy male slave shortly before the abolition of slavery, a basis for which there is very little to be said.

#### THE PROBLEM OF THE CANADIAN NORTH-WEST.

The problem is how to people and how to bring into cultivation a vast territory of possibilities indefinite alike as regards maintenance of population and as regards production. It is possible that these two aims are really coincident and that the total of production (not to be seen in mere statistics of special crops exported to other countries, but in the really much vaster statistics if the collection of these two were possible, of home production for home consumption) depends upon the total of working population.

The assumed necessity of producing a large surplus of a particular product with the view of bringing it to the market is probably an error when pioneer cultivation is in question.

External trade is absolutely necessary for the Yukon and for a great part of British Columbia under any conditions; it is necessary also for Ontario and for part of Quebec under existing conditions and even also for parts of Manitoba where specialization of crop production has been carried far. But it is not necessary, at present at all events, for the outer margin of settlement in the North-west Territories, nor for any similar region remote from markets, provided that region is susceptible of yielding the necessaries of existence for the people who inhabit it.

The thousands of square miles of even now readily accessible lands in the North-west Territories offer no such inducements to the adventurous emigrant as do the

(1) Some of these calculations (those of Engels, Kapp, Farr, Becker) are discussed in detail by R. Mayo Smith in 'Emigration and Immigration,' New York 1890, pp. 93 *et seq.*

(2) On this larger aspect of the question see e. g. Giffen 'Essays on Finance,' 2nd Series, p. 403, and J. S. Nicholson 'The Living Capital of the United Kingdom,' Economic Journal, London, Vol. I, p. 95.

(3) If it were worth while making such a calculation, the case might be limited to the farming class. A very close study of the productive power of the farmers and of their consumption would have to precede a valuation of the men.



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mining regions of British Columbia or of the Yukon; but they do offer to the intelligent and industrious cultivator a living under conditions of almost absolute freedom. If he is content to lead a simple life he may escape altogether from the evils, and that without entirely foregoing the benefits, of civilization.

For these outlying regions there can be little doubt that a population which is accustomed to relative remoteness, which comes over and is expected to come in sufficient numbers to form social groups of adequate size, and which has in itself the resources necessary for the development of its own culture is, other things being equal, the best.(1)

It must be realized that prior to the acquisition of the country by the Dominion of Canada, the North-west Territories had never been otherwise than most scantily inhabited by bands of Indian hunters and trappers, and that the ameliorations in physical conditions which result from settlement have so far as regards a very large part of it yet to be brought about. It would be hazardous to say that, given the possibility of overcoming initial difficulties, tremendous no doubt to the pioneers, there is any part of Canada which is quite uninhabitable. When the United States surveyors were surveying Minnesota they reported to the Federal authorities that 'it was impossible to live the whole year in that state because of the extremely cold winter.'(2) Yet settlement has taken place throughout the whole state, the soil has been cultivated and large cities have been built. A more recent and impressive case is that of the Yukon where, although no cultivation is possible, as yet, on any extended scale, several considerable towns have grown in the mining regions, and the conditions of life have very rapidly become perfectly tolerable. Dawson City, for example, has nearly all of the conveniences of any other Canadian town. The houses are extremely comfortable although the rents are rather higher than they are in Montreal or Toronto. Yet three years ago the pioneers suffered the severest hardships.

The first necessity of a pioneer is to produce the necessaries of life for himself and his family and it is expedient that he should do that upon what slender capital he may have rather than to mortgage his future by borrowing capital, even although the product under capitalistic conditions would inevitably be larger than otherwise. Under capitalistic conditions, the new comer must always be at a disadvantage. His credit is lower and therefore the interest rate which he must pay is higher than is the case with the established settler. He is, moreover, at a disadvantage in producing for a special market in which he comes into competition with established settlers who have improved their lands, whose credit is relatively high and who can borrow at relatively low rates. The new settler must be at a disadvantage, he has not improved his holding and he has not established his credit.

It may be pointed out that while the British emigrant has developed a capacity for producing certain special commodities for sale, the continental emigrant has as a rule retained the capacity of producing everything that he requires for his own maintenance; and that considering the somewhat lower plane of his wants, the continental emigrant is therefore more full of resources in satisfying them.(3)

(1) Moreover, a people accustomed to a continental climate will, other things being equal, prosper better in a similar one than in the moist climate of an ocean coast. As regards European-American emigration, the northern races of Europe have preferred the northern parts of America while the Latin races have preferred for the most part to go to the South.

(2) E. S. Talbot 'Degeneracy. Its causes, signs and results', London 1898, p. 136. Minnesota has been settled largely by Scandinavians, so also Wisconsin, although there are also in that state large numbers of Germans and Swiss.

In 1880 there were in Minnesota, 107,768 persons born in Norway, Sweden or Denmark. 10th Census United States America, Vol. I, p. 465.

For an interesting account of the foreign settlements of Wisconsin, see the Wisconsin Historical Collections, the Proceedings of The Wisconsin Historical Society and the Annual Reports of R. G. Thwaites, Secretary of the State Historical Society of Wisconsin, particularly report of 1890 on 'The Distribution of Foreign Groups in Wisconsin.'

(3) As an illustration of this the Doukhobors, instead of importing bricks into their colony, made them from the inferior clay of the neighbourhood, which cost only labour; and instead of importing spades made them in their forges from iron bars, using charcoal which they had themselves made. These methods primitive as they are, and from one point of view unproductive, are nevertheless the methods that enable continental pioneers to dispense with much of the capital to the employment of which the British settler is accustomed and with which he cannot so readily dispense.

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Where the conditions are such as they are in a great part of Manitoba and the North-west Territories, for example, where land may be had on homestead terms, where there is little or no clearing to be done and where under normal conditions of weather a crop may be obtained in the first season of occupation, the best kind of settler is not the farmer who will at once plunge into the market as a wheat producer, and therefore as immediate competitor; but the farmer who will build his own house, break up his land, and thriftily establish himself.

To put it shortly, the most suitable colonist for the development of a country where organization has to begin at the beginning in order that there may be stable and continuous growth, is probably either the most adaptive and intelligent of emigrants coming from countries where agriculture is highly developed or the peasant who has been accustomed to primitive agriculture and knows nothing else.

No one who is familiar with the early history of settlement in Ontario, for example, can fail to see that the permanently successful settlers were those who relied least upon capital and most upon their own strong arms and upon their adaptiveness in utilizing what lay near to them rather than upon the purchase of things ready made, by means of their own or borrowed capital.

That is to say, those succeeded best who were most skilful in dealing with primitive conditions in a primitive way, and in choosing the moment when improvements could be introduced with effect.<sup>(1)</sup>

The economical effects of the maintenance until a very recent period of the domestic system of industry in the province of Quebec and its abandonment have not so far as I am aware been worked out. The suggestion may, however, be hazarded that while the abandonment of it may be an indication of prosperity it is perhaps rather to be accounted for by the increase of the system of working for wages (to a large extent, in the United States). The inevitable consequence of a transition of this kind is instability in economical equilibrium. If a commercial crisis were occurring in which French Canadian labourers were thrown out of employment the result must be a period of misery such as under the domestic system French Canada could not have known. It is to be hoped that this incident usual in such industrial transitions will not occur.

In effecting settlement by means of continental emigration it is very important to keep always in view the idiosyncracies of the people who may happen to be the subject of it. Some people prefer to settle in an isolated way, which the system known as 'The Alternate Section System' involves. Others prefer to settle in more or less considerable groups. When the intermediate sections are filled up of course the settlers come closer together; but it is probably within the mark to say that it is now generally recognized that the alternate section system was a mistake and that the number of persons who prefer the isolated life to which it conduces has after all been shown to be very small, that the isolation has on the whole been proved especially in the second generation of the settlers to be an immense disadvantage. People who emigrate from over-crowded centres are apt to over-estimate the advantages of solitude. Continental emigrants as a general rule have been accustomed to live in villages varying in size from say 20 to 100 families; and the relative solitude of the pioneer district is to them therefore much less of a strain and of a hardship than it is to emigrants who have lived in a country where the population is so densely packed together that solitude seems a kind of bliss, and who have only to experience it for a short time to have their illusions about it dispelled.

In considering the suggestion that a people accustomed to a self-contained village life are likely to prove immediately the most contented and comfortable and in the long run the most productive settlers for pioneer settlement on the prairie lands of the North-west Territories of Canada, it is necessary to keep in mind the special circumstances of the case. With the inducement of a great and speedy return for their labour British and Irish adventurers will go anywhere and submit to any discomforts. The case of the exploitation of the Yukon shews this fully. When it comes to pioneer farming for years for a bare living, people with less

(1) An instance of an opposite kind was the supplying with agricultural machinery of the Highland Crofters who were assisted to settle at Saltcoats, Man. The result was of course disastrous.

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craving for the society of cities and with fewer and less complicated wants have a great advantage over the British, Irish or American settler.(1)

While the British emigrant has thus proved himself on occasion an adventurous and successful pioneer, yet his invincible desire for a constantly increasing standard of comfort rather tends to diminish his chances of success in continuous cultivation on the frontier. He tends to come in or to drift into the town. This tendency is very conspicuously exhibited in Ontario, where it is exceedingly difficult for the farmers of British extraction to keep their families on the farm. Nor does the difficulty apply only to these; but it applies equally to foreign settlers who have come from urban districts in the country of origin.

It is true that the outcome of the self-contained system is not immediately and directly favourable to the storekeeper who wants to supply everything ready made and to draw off the farm produce in order that he may sell it and make a profit out of it; but the ultimate outcome of it is not questionable. It is the universal experience of every European people that the basis of a prosperous peasant population has been the self-contained village,(2) at least until it has established itself as a special producer. It is the germ from which development may come. The store and special production may usefully come in time; but the practical experience of all new communities seems to suggest that they may come before the community is ready for them.(3)

While these conclusions appear to me to coincide with well-considered theoretical considerations, they are not founded upon abstract speculation; but would appear to follow from the actual outcome of colonisation in Canadian experience.

Admitting the advisability of the most effective and speediest exploitation of the agricultural resources of the country it appears to be advantageous to secure sooner or later the settlement by emigrants specially suited for the appropriate kind of cultivation and for the inevitably severe climatic conditions, of the outer fringe of the visibly available cultivable area. The management of this is being greatly facilitated by the extension of the railway systems along this outer fringe.

It should be observed, however, that it might be a fatally injurious policy to alienate the nearer and more economically valuable areas to speculators on any terms. The system of individual grants and sales of land to cultivators has on the whole worked well. At all events it seems to be the mode which yields the largest result alike in production and in the well-being of the people. Land speculation on a large scale would almost inevitably be a national injury.

It is hazardous to venture upon forecasts; but in the present case it seems necessary to inquire whether in existing conditions there lie any indications of changes which are likely to occur in the near future. Some of these indications seem to me to be as follows:—

1. Industry in Europe has experienced during the past five years a period of unexampled prosperity. The volume of international trade has increased enormously and industry has been stimulated in almost every direction. Every period of infla-

(1) This point is well put in a private letter from a correspondent in the North-west Territories: 'If one had to express an opinion on the relative merits of the various settlers in this locality, he would probably give the palm to the better and more energetic Canadians, next the Germans, then Swedes and Norwegians. The Germans from the Baltic provinces of Russia are doing admirably and they are peculiarly a good sort of folk for the conditions here. They aim at a clean and comfortable home-life; they are most industrious and thrifty; and their content in to-day and the things of to day gives them a wholesome influence. The Galician partakes of this calm philosophy, and so, too, does the Scandinavian, in his sadder way. As for the American he is more strenuous; accomplishes more, but he is a being of strange unrest; his idea is gilt-edged; when not working like two or three men he is killing time (!) for the day is in itself a thing to be peevishly endured.

'It is not often that you meet here settlers from Britain and of the few English, Irish and Scotch it seems to me that while at first they are pleased with the easily-got abundant food and fuel, &c., they soon come to complain. They miss poignantly the softening influences of climate and wealth and kindness which in England somehow appear to smooth the harsh edges of the labourer's lot. Men and women alike suffer grievously here from the isolation which is consequent upon the reservation of the odd-numbered sections. They become eloquent grumblers.'

(2) Large numbers of the most successful Scotch colonists have gone from villages in Aberdeenshire for example which up till the past twenty years were practically self-contained.

(3) The experience in the earlier stages of settlement in the western States of the Union seems to support this conclusion.

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tion has an end and it may be that the years of plenty are drawing to a close. The very fact that production has so greatly increased may render it peculiarly susceptible to changes which influence the equilibrium between supply and demand. If depression of trade ensues, it is clear that the movement of population would be more or less seriously affected by it.

2. The statistics of European emigration appear to shew that emigration becomes specially active after great wars. This was the case in Germany after the wars of 1865-66 and 1870-71. It was also the case in France after the close of the war of 1870-71.(1) If this rule holds good, we may expect an unusual amount of emigration from Great Britain soon after the war in South Africa is over. The reasons for this surmise are shortly these:—during the war, and for a time after, there will be stringency in the money market and investment will be less active. Industrial enterprises always suffer at an early stage since they are carried on mainly by means of capital borrowed for short periods; wages will tend to fall and many will be thrown out of employment and will therefore be disposed to emigrate.

3. In addition, there is the probability, a very strong one, of the adoption by Great Britain perhaps in some disguised or modified form, of conscription.(2) Should Great Britain follow the continental nations in a rearrangement of her military system on such a basis, there can be little doubt that emigration will follow from this cause alone. The direction of emigration so caused would to a large extent naturally be determined by the consideration of the likelihood of a similar system being adopted by the country to which the emigrants think of going. If at this point there were any disposition on the part of the British colonies to adopt a similar system, there would by so much be less inducement for such emigrants to go there.

4. This emigration would almost inevitably be predominantly industrial rather than agricultural for the reason that the agricultural population of Great Britain forms so small a proportion of the total; and experience has not as yet shewn that artisans can be successfully established as farmers even on free lands.

5. A check may, however, be imposed upon emigration by (a) the sudden withdrawal from the labour market of a large number of men which would result from the adoption of conscription or even the increase to any grave extent of the army on its present basis,(3) (b) the reopening of avenues of trade at present practically closed during the war, producing activity in certain directions and through them reacting upon the whole field of industry. These causes would, other things being equal, contribute to the maintenance of the level of existing wages or even perhaps tend to their increase and thus to diminish the inducements to emigration.

6. The emigration caused as suggested, if it did take place, may be regarded as being almost certain to go to the Australian colonies, to Canada or to the United States. Whatever may be the character of the emigration, there seems little reason to expect that any considerable amount of it will at all events permanently find lodgment in South Africa. It is unlikely to do so for the reason that in the South African colonies manual labour is almost wholly rendered by coloured natives. Inducements to immigration appeal therefore chiefly to miners, to speculative adventurers and to mercantile people; and only to a comparatively small extent to either artisans or farmers.

7. A large number of causes seem to be contributing towards an economic level as between America and Europe. The characteristics of Europe, 'high price of land and low wages,' (4) are being modified, especially as regards wages (5) in the direction of American conditions. The social legislation also referred to above has its influence in contributing to this economic level. In America too the production

(1) Cf. R. Mayo Smith, 'Emigration and Immigration,' p. 27.

(2) The adoption of conscription has it is understood been urged upon the British Government by high military authorities and the likelihood of its adoption has undoubtedly been increased within the past few months. For a plea in this direction see article by Sidney Low, *Nineteenth Century*. Vol. cclxxi, p. 383.

(3) This has already to a certain extent taken place through the calling out of the Militia in Great Britain. When the army returns to a peace footing, then a large number of men must be thrown upon the labour market.

(4) E. von Philippovich. *L'Emig. Eurp. Rev. d'Econ. Polit.* IV, p. 372.

(5) First Annual Report on Foreign Labour Statistics Board of Trade, London, 1899 *passim*.

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of special commodities for sale has resulted in the same urgent need of foreign markets which characterizes western European production. Whether these movements result in the long run in raising the level of comfort to the standard of the most prosperous Canadian provinces and American States, or in the lowering of the standard of comfort to that of the least prosperous of the European States, there seems little reason to doubt the likelihood of a gradual approximation to a general economic level.(1) As this economic level approaches, the inducements to emigration must diminish. The least prosperous States will naturally be the last from which emigration will cease; and those in which industrial development lags behind the others and in which the conditions are otherwise favourable to immigration will continue still to attract emigrants. Excluding the influence of local fluctuations in trade it would appear as though German emigration on a large scale had already ceased, while that of Austria-Hungary and Italy still goes on, the conditions which have made for the amelioration of the working population in Germany not having been operative to the same extent in these countries.

8. There is the further consideration of the relative attractiveness of the countries that invite immigration. As the economical conditions of the United States approximate more and more to those of the European States, as wages fall and land rises in price, and as the fluctuations in commerce which are characteristic of countries undergoing rapid industrial development become more and more violent, the attractions now presented to emigrants will probably diminish relatively to those of other countries less fully developed.

The considerable immigration into Canada from the Dakotas and from California during the past few years seems to suggest that the time is coming when without any effort, the stream of emigration may turn towards Canada. The problems to which this condition will give rise may rather involve restriction than expansion.

In my confidential report I have made some suggestions as to practical measures which might under certain contingencies be adopted. May I add to these the suggestion that in any pamphlets which may be issued for circulation among desirable immigrants, as definite information as may be possible should be given about the portions of the country which are available for homestead settlement. Further, that prominence should be given to the advantages that the Canadian settlers enjoy in respect, for example, to the admirable work of the Experimental Farms, and in connection with the organization of creameries, the improvement of stock and other matters of this nature. Nothing has struck foreign visitors to Canada during recent years more favourably than the intelligence and activity which are being expended in educating the farmer and in aiding him to establish himself, (1) alike by the Dominion and by the provincial governments.

I might also perhaps be permitted to make the suggestion that in order to profit by the experience of the United States in dealing with immigration, a careful study of the conditions especially in the Western States might be made with great advantage.

With a view to brevity, the qualifications necessary to precise statement have not always been fully set forth in the foregoing report. The caveat proper in all economic reasoning must not be omitted, namely, that the 'neglected element' may arise to falsify any forecasts however comprehensive and penetrative may be the view which has preceded them, qualities which can be said in no measure to characterize the observations which it has been possible on this occasion to make.

JAMES MAVOR.

(1) Philippovich, loc. cit.

(2) See, for example, the complimentary notices by Prince Kropotkin in 'Fields, Factories and Workshops,' London 1899; and the same writer's articles on 'Canada' in the Nineteenth Century, 1898.

PART III

REPORT

OF THE

LIEUTENANT GOVERNOR OF KEEWATIN.

## ANNUAL REPORT OF THE LIEUTENANT GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,  
WINNIPEG, December 30, 1899.

The Honourable CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honour to report that owing to the appropriation for travelling expenses having been dropped from the Keewatin estimates, I was unable to visit the district during the past year, but by means of correspondence and from reports which have been furnished me by the officials of the Hudson's Bay Company and other residents of Keewatin, I am enabled to submit the following facts:—

During the year there has been a considerable amount of destitution in the district arising principally from the scarcity of rabbits, which when abundant, form the chief article of food for the Indians when hunting game and fur-bearing animals.

Owing partly to the restricted opportunities for hunting which thus arise, and partly to the scarcity of some of the fur-bearing animals, the Indians and Esquimaux have not been as well off during this year as in the previous one. In the northern parts of the district the foxes, upon which the Chipewyans and Esquimaux are largely dependent, and in the southern parts many other kinds of furs, including even lynx, were not as numerous as usual. It became therefore a matter of necessity to afford sustenance to those sick and destitute, and I am glad to be able to state that this assistance, which was made by the Hudson's Bay Company on behalf of the Dominion Government, was distributed carefully and in cases only where it was absolutely needed. It is much to be hoped that the Indian Department will see its way to recommend a continuance of this aid to those in distressed circumstances, and I feel sure that the present arrangement if continued will ensure relief being given to those only who are actually starving.

It is satisfactory to be able to state there has been no epidemic sickness this year throughout the district.

The missionary work conducted amongst the Indians goes steadily on, and any one knowing the district must feel that too great acknowledgment of the faithful and disinterested services of the missionaries can scarcely be made.

The people continue law-abiding, and no authentic case of crime has been brought to my notice during the past year. A report has been made that two white men had been killed by Esquimaux in the extreme northern part of the district, and a rumour appears to have circulated that these were two of Andree's party. This rumour has not been verified and it will be very difficult to obtain confirmatory intelligence, as the locality where the occurrence is said to have taken place lies far beyond the most northerly post, and there is but very infrequent communication.

As tending to show the advance of commercial enterprise, I would mention that the fishing industry on Lake Winnipeg has been extended to its northern end and is now conducted in the neighbourhood of Norway House, and there is during the summer months weekly communication to that place.

I have again to acknowledge my indebtedness to my correspondents in the various parts of the district for the information they have afforded me, as well as to Mr. C. C. Chipman, the Commissioner of the Hudson's Bay Company, who has kindly obtained for me many particulars relating to the condition of the people and the country from the reports of the officers in charge of the company's various posts.

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

J. C. PATTERSON,  
*Lieutenant-Governor.*

PART IV  
YUKON TERRITORY

*(This Part will appear as a supplementary report.)*



PART V.

ROCKY MOUNTAINS PARK



## ROCKY MOUNTAINS PARK OF CANADA.

BANFF, November 22, 1899.

To the Hon. CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honour to present the following report of the various works carried out in connection with the Rocky Mountains Park during the twelve months ending October 31, 1899, and other matters of interest relating thereto.

## ROADS.

The work on the roads consisted principally of repairs. A short piece of new road was opened to connect with the new bridge over the Spray river. This work included a quantity of rock cutting, consequently the same progress could not be made as on most of the roads in the park, but it will fully compensate for the extra labour, as it is pronounced one of the most romantic and interesting drives in the park. Owing to the unusually heavy rainfall during the months of July and August the main road leading from the Canadian Pacific Railway station to the hotel became cut up to such an extent that I found it necessary to renew it with a coating of gravel. Some repairs were also necessary on the road to Lake Minnewanka, caused by a violent storm and cloud-burst on the face of Cascade mountain, the water from which came down the mountain in torrents and washed out the road in several places; but in consequence of having a gang of men at command the breach was readily repaired without any detention to the traffic. The low level road between Banff and Anthracite, which was opened and improved by the North-west Government some years ago, and which it has been decided must come under the jurisdiction of the Dominion Government in the future, will require special and careful consideration. The whole valley of the Cascade river at Anthracite is of such a treacherous nature, and subject to such sudden fluctuations of the stream that nothing but a thoroughly devised system of crib-work will prevent the periodical destruction of bridges and roads.

The road leading out of Anthracite towards the high level road has been destroyed this year by the diversion of the Cascade river by the railway company, and a new bridge will have to be built there next spring and also some new road graded.

The whole question of the roads in this portion of the park will require special attention. No part of the park appropriation has yet been laid out in that direction; and indeed, the small amount available from the appropriation would be lost if not supplemented by sufficient money to make the work complete and permanent.

The amount appropriated for roads this year was \$1,000, and when it is remembered that there are sixty-five miles of constructed road in the park which has to be gone over entirely at the commencement of every season and kept in thorough repair for at least six months in the year, it will be admitted that \$15 is but a small allowance for each mile of road. I have not the data available to make the comparison, but I doubt if there is any road in the country which is travelled so much by the public demanding a good road which costs so little per mile. The amount now appropriated is the smallest amount with which the present road condition can be maintained.

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## BRIDGES.

A new wooden bridge,—125 feet span,—was built over the Spray river last winter to replace the iron bridge that was carried away by the floods in 1897.

## WHARF AT LAKE MINNEWANKA.

Early this season a new launch was placed on Lake Minnewanka by the Canadian Pacific Railway Company, and many persons availed themselves of it to take a trip up the lake, which affords so many attractions. To make the landing safe and convenient it was necessary that a wharf should be constructed. This was done during the month of July, and consists of eight piers sunk and filled with stone, extending a distance of 200 feet into the lake, to give the necessary depth of water.

## FOREST FIRES.

The spring was later than usual in opening, and the summer cool and showery, so that little trouble or anxiety was experienced from forest fires in the park. The clearing up also of dead and fallen timber each year is having a good effect in the prevention of local fires.

## HAY.

Tenders were called for the hay crop in the park, and the highest tender accepted. The hay was much later than usual owing to the heavy rains, and some of it was spoiled by frost before being cut. The hay crop in the park could be much increased by cutting some ditches at a small expense.

## FLOODS.

There was no damage done last spring in the rivers of the park, the water not rising beyond the usual limit.

## MUSEUM.

Over 1,500 visitors registered at the museum this season. The exhibits lack a good deal of being as complete as they should be, and I think money would be well expended in adding as complete an exhibit as possible of the agricultural and mineral resources of Western Canada, as a large number of tourists stay over here who do not leave the train in any other part of the Dominion.

## BUFFALO.

In my last report I referred to the herd of buffalo that have arrived from Silver Heights during the summer. Sixteen head were wintered here without danger or much trouble, and all were in excellent condition in the spring. During the season there has been an increase of five, so that the present herd number twenty-one, eleven males and ten females. The whole herd are now fat and in a healthy condition, and the effort put forth to preserve and increase them must be pronounced a success.

The buffalo prove a never-failing source of attraction to all visitors to the Park, and I consider that the money spent in looking after and maintaining them, as well as any additional money that may be spent in rendering Banff more attractive as a place of call for the travelling public, by procuring other animals that are indigenous to our country and climate, such as deer, moose, elk, mountain sheep, musk ox, &c., will prove not only a present but permanent valuable investment, and add to the wealth of the Dominion generally.

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## CEMETERY.

During the year a survey was made of the cemetery, and walks and drives laid out, and a plan and register of the lots will in the future be kept in this office. The grounds have been cleared of rubbish and the shrubbery will in the future be cultivated and trimmed, so as to make the cemetery as ornamental as possible.

## THE SPRINGS.

The reputation of the sulphur springs continues to increase from year to year, as their beneficial and curative properties become more widely known and recognized. The three principal hotels, namely, the Canadian Pacific, the Sanitarium, and the Grand View, are all supplied with hot sulphur water for the use and benefit of their guests. A register is kept at the latter hotel, in which persons going there to take the springs, record their experience and the result of their treatment. It is satisfactory to read the records and see the number of persons therein who so strongly express their satisfaction at the cures that have been effected on them.

The cave and basin continue to attract the public; indeed, so great has been the rush of bathers during the last season to the basin that the accommodation there has been insufficient, and if its popularity continues to increase, the third spring, which now runs to waste, may soon have to be brought into use.

## VISITORS.

It is highly satisfactory to observe the increase in the number of visitors from year to year, and particularly during the past year. It is noticeable that many of these repeat their visit annually, and bring many others with them to enjoy what they describe as the finest scenery and the most beautiful atmosphere they have ever experienced.

The aggregate number of tourists visiting the park during the year from November 1, 1898, to October 31, 1899, was 7,387. To determine whether or not the park is becoming more travelled and fulfilling gradually the mission for which it was created, namely, as a health and pleasure resort for the benefit and enjoyment of the people, the following comparison of the totals is made from records from 1895 to the present date:—

1895, 4,924; 1896, 3,996; 1897, 5,087; 1898, 5,537; 1899, 7,387.

The gradually extending knowledge of the park is thus illustrated from year to year by the number of persons from all parts of the world who visit it, and there is no reason to doubt its increasing popularity as a resort for health and pleasure. To hold out and create greater inducements towards the development of this annual influx of visitors should be a primary object, and with this view all the attractions that the park is capable of should be brought out and developed.

## TOURISTS AND SPORTSMEN.

The many attractions afforded by the mountains for the tourist and sportsman are fast becoming known. Each year brings additional numbers of gentlemen who spend the summer months for the pure love of adventure, in exploring the several passes, and scaling the mountain peaks. Many of these persons are not satisfied with a mere cursory examination covered by their trip, but carry on as well a rough survey of the region passed over, and on their return at the end of the season produce very useful maps and reports of their summer work, which are usually published in some scientific work in England or the United States. These are matters of the greatest importance not only to the park but to Canada generally. To encourage enterprise of this description every reasonable assistance should be afforded persons who desire to spend their time and money this way, by extending the several bridle roads now leading out from Banff but

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which terminate at the present limits of the park, beyond which no part of the appropriation can be expended without further legislation. These bridle roads could be constructed cheaply and be quite sufficient for the pack horses carrying the outfits of the tourists and sportsmen.

The stocking of the rivers and lakes within the park with a variety of fish from some of the hatcheries in the Dominion is also a matter of great importance, and would remedy the one defect that is complained of in the many attractions of the park.

My efforts to preserve and maintain the park intact, and for its protection and improvement have been ably seconded by the officers and men of the North-west Mounted Police of this command, also by all the other employes of the department here.

I submit herewith the meteorological record as kept by Mr. Sanson, of the museum

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

H. DOUGLAS,  
*Superintendent.*

### CANADIAN PACIFIC RAILWAY HOTEL.—BANFF SPRINGS HOTEL.

VISITORS from May 11, 1899, to October 2, 1899.

From where.	No.
United States.....	1,499
Canada.....	1,067
England.....	294
Australia.....	54
Hawaiian Islands.....	40
Scotland.....	39
China.....	32
India.....	19
Ireland.....	14
Japan.....	17
France.....	14
Germany.....	13
New Zealand.....	7
Italy.....	5
Austria.....	4
Phillippine Islands.....	4
Wales.....	3
Finland.....	3
Switzerland.....	2
Egypt.....	2
The Hague.....	2
Sweden.....	1
Ceylon.....	1
Central America.....	1
	3,137

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## SANITARIUM HOTEL.

VISITORS from October 31, 1898, to October 31, 1899.

From where.	No.
Canada .....	1,847
United States .....	213
England .....	51
Australia .....	12
Scotland .....	8
China .....	7
New Zealand .....	5
Hawaiian Islands .....	4
Japan .....	2
Ireland .....	1
Austria .....	1
India .....	1
Germany .....	1
France .....	1
Fiji Islands .....	1
West Indies .....	1
Total .....	2,156

## GRAND VIEW HOTEL, HOT SPRINGS.

VISITORS from October 31, 1898, to October 31, 1899.

From where.	No.
Canada .....	314
United States .....	31
Japan .....	2
England .....	1
Total .....	348

## BEATTIE'S HOTEL.

VISITORS from October 31, 1898, to October 31, 1899.

From where.	No.
Canada .....	413
United States .....	29
England .....	3
Scotland .....	1
Total .....	446

TOTAL number of Visitors to the Rocky Mountains Park of Canada from October 31, 1898, to October 31, 1899.

Canadian Pacific Hotel .....	3,137
Sanitarium Hotel .....	2,156
Grand View Hotel .....	348
Beattie's Hotel .....	446
Excursion .....	1,000
Summer visitors residing in cottages and boarding-houses, about .....	300
Grand total .....	7,387

63 VICTORIA, A. 1900

## CARETAKER OF THE CAVE AND BASIN'S ANNUAL REPORT.

SHOWING number and Nationality of Visitors from November 1, 1898, to  
October 31, 1899.

From where.	No.
Canada.....	1,491
England.....	241
Scotland.....	55
Ireland.....	21
Australia.....	28
New South Wales.....	11
New Zealand.....	15
Queensland.....	9
South Africa.....	12
India.....	14
Egypt.....	4
United States.....	765
Honolulu.....	35
Fiji Islands.....	5
China.....	21
Japan.....	15
Germany.....	8
Switzerland.....	7
Italy.....	5
Sweden.....	13
Total.....	2,775

D. D. GALLETLY,  
*Caretaker Cave and Basin.*

## MUSEUM.

VISITORS from October 31, 1898, to October 31, 1899.

From where.	No.
Canada.....	826
United States.....	434
England.....	136
Australia.....	18
Hawaiian Islands.....	18
Scotland.....	14
China.....	13
Switzerland.....	8
New Zealand.....	7
Germany.....	7
Japan.....	5
Ireland.....	4
India.....	4
Wales.....	3
Sweden.....	3
France.....	2
Mexico.....	2
Fiji Islands.....	1
Italy.....	1
Ceylon.....	1
Spain.....	1
Cuba.....	1
Total.....	1,509



ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperature and the General State of the Weather between November 9, 1898, and November 9, 1899.

THERMOMETER READINGS.					Weather.	THERMOMETER READINGS.					
Date.	Maximum.		Minimum.			Date.	Maximum.		Minimum.		Weather.
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1898.	°	°	°	°		1898.	°	°	°	°	
Nov. 9.	18.8	25.0	4.5	6.5	Cloudy.	Dec. 25.	33.8	36.0	25.0	30.2	Cl'dy, lt. snow
" 10.	22.8	27.1	18.5	17.5	Fair.	" 26.	33.8	42.0	31.8	33.0	" lt rain and snow.
" 11.	23.5	28.6	5.2	8.5	"	" 27.	45.5	48.0	41.8	39.2	" rain, very squ'ly wind.
" 12.	28.8	29.2	15.5	14.2	"	" 28.	40.0	33.5	32.0	19.0	Cloudy.
" 13.	27.5	35.3	20.5	18.8	" Bow River frozen over.	" 29.	22.0	4.2	3.5	-5.0	Fair, snow flur
" 14.	32.2	27.6	25.0	22.0	Fair.	" 30.	-2.0	-10.2	-13.7	-15.3	"
" 15.	25.2	34.2	23.5	22.8	"	" 31.	-14.0	-4.0	-25.5	-24.4	"
" 16.	31.8	32.5	26.0	24.0	"	1899.					
" 17.	30.8	35.5	29.8	28.6	Fair, snow flur.	Jan. 1.	-4.0	-1.2	-11.2	-16.5	Fair, snow.
" 18.	52.8	29.3	22.5	16.8	Cl'dy, lt. snow	Jan. 2.	-2.8	-5.0	-7.6	-8.7	Cloudy, lt snow first sleighing but bad.
" 19.	17.5	4.1	-2.0	-3.5	" "	" 3.	-6.0	-3.2	-11.0	-14.2	Fair, lt. snow.
" 20.	-2.2	-2.0	-9.7	-10.0	Fair, lt. snow.	" 4.	-5.5	-0.2	-26.0	-22.4	"
" 21.	-9.5	8.8	-15.5	-15.8	"	" 5.	0.5	3.8	-12.0	-13.2	"
" 22.	-2.5	18.2	-7.3	-5.6	"	" 6.	4.5	4.5	-11.2	-13.0	"
" 23.	13.8	22.0	2.8	2.0	" snow flur.	" 7.	2.2	14.2	-4.5	.....	"
" 24.	14.8	20.2	-4.3	-5.2	"	" 8.	14.0	19.5	7.8	11.8	Cloudy.
" 25.	20.2	30.0	13.5	13.0	" sq'ly wind	" 9.	17.8	25.5	13.5	14.2	"
" 26.	28.8	29.6	26.5	25.0	"	" 10.	27.8	30.8	21.2	20.8	Fair, snow flur
" 27.	27.2	32.5	16.5	26.2	" snow flur.	" 11.	28.8	27.5	9.8	9.0	"
" 28.	29.5	29.2	21.5	20.0	"	" 12.	27.8	28.0	22.0	20.0	"
" 29.	25.5	23.0	9.2	7.8	"	" 13.	24.0	21.8	7.2	8.0	"
" 30.	20.5	27.6	12.1	13.2	" ice on Bow riv. 7 in. thick	" 14.	22.2	25.8	16.0	15.0	"
Dec. 1.	24.8	29.8	22.8	23.5	Cloudy.	" 15.	24.0	22.2	3.8	7.5	Cl'dy, s. flur.
" 2.	26.8	26.8	10.5	9.8	Fair, L'ke Minnew'ka frozen over.	" 16.	17.0	29.2	8.0	8.0	Fair.
" 3.	25.8	23.5	2.5	3.2	Cl'dy, snow flur	" 17.	29.2	37.0	23.8	24.8	"
" 4.	23.5	26.2	21.0	20.5	"	" 18.	38.0	38.2	29.5	31.2	Cl'dy, s. flur.
" 5.	20.8	19.0	2.0	-1.2	Fair.	" 19.	36.2	36.2	22.5	30.2	Fair, "
" 6.	18.5	28.2	6.0	8.5	"	" 20.	35.8	41.2	31.5	29.8	Cl'dy, lt. rain, main roads nearly bare of snow.
" 7.	24.5	26.2	19.8	18.5	Cl'dy, snow flur	" 21.	39.8	39.0	34.0	31.8	Cloudy, snow.
" 8.	25.5	22.8	13.8	10.8	Fair.	" 22.	35.0	24.8	23.8	19.5	Fair.
" 9.	17.8	15.4	2.0	0.4	"	" 23.	23.2	28.2	19.5	21.0	Cl'dy, s. flur.
" 10.	14.5	18.6	7.0	3.9	"	" 24.	28.2	35.5	24.5	26.0	" sq'ly wind
" 11.	16.2	15.8	3.2	0.5	"	" 25.	34.0	34.0	31.5	23.5	" snow.
" 12.	14.8	5.8	-2.5	-6.0	"	" 26.	28.0	33.2	21.2	28.2	" snow, first good sleighing
" 13.	5.5	21.0	0.6	5.0	"	" 27.	31.0	38.0	21.2	23.8	Cl'dy, lt snow and rain.
" 14.	20.5	27.0	14.0	13.8	"	" 28.	23.8	23.8	1.5	2.0	Cloudy.
" 15.	25.8	28.9	11.5	9.6	Cloudy.	" 29.	29.0	12.8	11.2	0.5	" snow.
" 16.	25.8	33.8	23.8	24.8	" light snow vv. sq'ly wind	" 30.	4.2	3.2	-6.3	-5.6	" snow flur.
" 17.	32.5	32.1	24.2	23.5	Fair.	" 31.	-0.2	-5.0	-7.1	-16.1	Cloudy, ice on Bow River 22 inches thick.
" 18.	33.2	35.5	27.5	31.8	"						
" 19.	33.8	35.0	30.0	30.0	" light snow.						
" 20.	32.8	28.8	28.0	25.0	"						
" 21.	26.5	30.0	24.8	23.2	"						
" 22.	27.5	23.5	21.8	16.8	" snow flur						
" 23.	8.2	23.8	4.8	7.0	"						
" 24.	22.2	29.0	18.0	20.0	"						

MAXIMUM and Minimum Temperature, &c.—Continued.

Date.	THERMOMETER READINGS.				Weather.	Date.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1899.	°	°	°	°		1899.	°	°	°	°	
Feb. 1.	-16.2	-13.8	-21.6	-25.7	Fair, snow flur.	Mar 24.	27.0	32.5	16.2	16.5	Fair.
" 2.	-21.8	-15.0	-40.3	-40.3	"	" 25.	16.2	24.0	-9.2	-11.2	" snow flurries
" 3.	-21.0	-17.5	-46.8	-46.8	"	" 26.	20.0	29.2	-4.0	-1.0	Cloudy.
" 4.	-18.8	-6.0	-31.1	-29.4	"	" 27.	23.0	33.0	2.0	1.5	"
" 5.	-6.0	-2.0	-24.9	-29.1	" snow drift'g.	" 28.	30.5	39.2	19.0	18.2	"
" 6.	-3.0	0.2	-21.6	-16.5	"	" 29.	35.8	24.2	20.5	18.0	" snow.
" 7.	0.5	11.2	-7.6	-1.0	Cloudy, parhelia.	" 30.	18.5	21.5	7.0	3.8	Fair.
" 8.	9.2	24.0	-5.3	-5.5	Fair.	" 31.	16.8	17.8	-13.0	-13.2	" snow flur., ice on Bow R. 25 in.
" 9.	21.5	21.2	-1.8	-2.0	Cl'dy, snow fl'ries	Apr. 1.	13.8	19.2	2.5	-2.8	Cloudy, lt. snow
" 10.	-0.5	-3.0	-9.4	-10.4	Fair, "	" 2.	9.5	27.8	-8.2	-7.4	Fair, perfect day
" 11.	-10.8	15.2	-28.3	-27.5	"	" 3.	23.5	42.8	-0.5	16.2	"
" 12.	18.2	26.0	12.0	13.2	" squally wind	" 4.	39.2	43.0	25.8	32.8	" snow.
" 13.	22.5	34.0	17.0	21.5	Cloudy, Chinook wind.	" 5.	33.5	40.0	17.5	18.5	" sleig'ng bad
" 14.	32.5	38.0	27.5	28.0	Cloudy.	" 6.	38.8	43.8	32.0	31.8	Cloudy, snow flur
" 15.	36.2	38.8	30.5	31.5	" snow flur.	" 7.	39.2	45.8	18.5	18.5	Fair, Western robins around.
" 16.	36.2	33.0	25.5	28.8	Fair.	" 8.	41.8	50.2	22.8	23.0	Fair, perfect day Bow R. br'k'g up
" 17.	31.2	38.8	27.2	27.2	" snow flur.	" 9.	47.0	42.5	33.2	36.2	Cl'gy, rain, Ruby Finches around
" 18.	38.8	47.0	34.0	36.8	Cloudy, chinook wind, vylt. rain	" 10.	38.5	38.8	30.5	30.8	Fair, snow flur.
" 19.	41.8	35.8	33.0	30.8	Cloudy, squally wind, snow flur	" 11.	34.5	36.0	24.8	25.0	Cloudy, snow.
" 20.	30.8	27.0	25.0	22.5	Cl'dy, snow flur sleighing bad.	" 12.	33.2	36.8	29.5	29.8	Fair, geese flying north.
" 21.	23.2	1.2	0.2	-11.4	Cl'dy, snow flur. vylt. squally wind	" 13.	30.8	32.5	15.2	16.5	Fair, lt. s. Devil's Lake ice 32 in.
" 22.	-11.2	8.0	-30.6	-30.6	Fair, ice on Bow R. 24 1/2 in. thick	" 14.	29.5	40.2	23.0	22.8	Fair, sleighing gone.
" 23.	7.2	21.5	4.0	5.0	Fair, sq'ly wind	" 15.	36.5	51.1	21.8	22.2	Fair, snow on grou'd in pat'ces
" 24.	20.0	24.8	-5.1	-4.0	Cloudy, snow flur	" 16.	47.5	43.5	28.2	32.0	Cl'dy, lt. snow rain and soft hail.
" 25.	5.0	-4.0	-9.2	-12.0	Fair, snow flur. parhelia, sq'ly wind.	" 17.	34.5	41.8	22.0	22.8	Fair, Oregon Juncos around.
" 26.	-8.5	19.0	-24.2	-15.5	Cloudy, lt. snow	" 18.	37.8	43.0	28.2	28.5	Fair, snow flur. Catkins on Wil.
" 27.	19.0	11.0	-0.2	-9.2	"	" 19.	43.0	43.8	26.0	25.8	Fair, snow flur.
" 28.	2.2	27.2	-7.1	-1.5	" ice on Devil's Lake 28 in thick	" 20.	40.5	47.0	32.8	32.5	" sq'ly wind.
Mar. 1.	25.5	26.2	-5.3	-9.2	Cloudy, snow flur squally wind.	" 21.	42.8	42.5	36.8	31.5	Cl'dy, snow flur
" 2.	7.0	11.2	-5.6	-7.1	Cloudy.	" 22.	34.2	38.5	21.5	21.0	Fair, light snow, soft hail.
" 3.	5.0	27.0	-0.5	0.5	Cl'dy, snow flur	" 23.	33.8	38.2	21.2	21.5	Cl'dy, frogs pip'g but rflies around
" 4.	24.0	24.0	-2.2	-1.0	Fair.	" 24.	37.5	54.1	18.2	18.8	Fair, perfect day
" 5.	20.2	31.0	8.5	9.0	"	" 25.	53.5	59.4	22.6	22.8	" " very sq'ly wind
" 6.	32.2	39.8	27.8	32.0	Cloudy, lt. snow	" 26.	54.3	47.5	37.2	37.5	Fair, chipping spar'ows around
" 7.	37.0	38.2	30.0	30.0	" snow lt. rain	" 27.	42.8	45.8	32.1	32.2	Cloudy, lt. snow
" 8.	34.0	37.2	28.2	27.2	" snow.	" 28.	35.5	42.3	20.5	20.8	Fair, perfect day anemones in bloom.
" 9.	30.5	18.8	12.0	9.8	" light snow	" 29.	40.5	44.7	32.5	32.8	Fair, snow flur. squally wind.
" 10.	13.2	31.5	-1.5	-4.0	Fair.	" 30.	42.8	30.8	22.5	21.9	Cl'dy, snow flur., Mtn. Bluebirds around.
" 11.	29.8	35.2	21.2	23.0	"	May 1.	28.5	35.4	16.2	15.9	Cloudy, lt. snow
" 12.	30.2	31.0	6.0	4.5	" light snow	" 2.	25.8	39.8	12.1	15.8	Fair.
" 13.	24.2	23.2	13.5	13.0	"	" 3.	36.8	46.0	20.2	18.5	"
" 14.	20.8	16.1	-3.5	-6.3	" parhelia.	" 4.	44.0	53.9	23.8	26.2	" Audubon's Warbler around
" 15.	12.0	28.5	-18.1	-19.1	"						
" 16.	24.0	30.0	-6.6	-3.0	"						
" 17.	27.0	41.2	-0.5	-1.8	"						
" 18.	38.0	45.0	16.0	13.0	" sq'ly wind						
" 19.	27.8	6.0	3.0	-0.5	Cloudy, snow, squally wind.						
" 20.	-0.8	9.0	-5.1	-1.0	Cloudy, snow flur						
" 21.	7.0	11.0	-12.7	-12.4	Fair, "						
" 22.	7.2	17.0	-16.5	-19.4	Cloudy.						
" 23.	17.0	30.2	9.0	16.8	"						

MAXIMUM and Minimum Temperature, &c.—Continued.

Date.	THERMOMETER READINGS.				Weather.	Date.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1899.	°	°	°	°		1899.	°	°	°	°	
May 5.	49.9	54.6	35.2	39.0	Fair, Junco's building nests.	June 18.	64.4	62.0	48.2	48.8	Fair, perfect day
" 6.	51.5	58.3	28.7	28.7	Fair, perfect day	" 19.	58.9	67.7	26.2	26.8	" "
" 7.	56.6	59.6	26.0	27.5	" "	" 20.	63.7	53.3	44.0	39.5	Cloudy, rain.
" 8.	56.6	54.3	35.4	41.2	honey bees arou'd Clo'dy, very sq'ly wind lt. rain.	" 21.	52.9	66.0	40.5	40.1	Fair, lt. rain.
" 9.	48.2	48.8	38.8	38.8	Fair, vy. sq'ly w'd swallows arou'd	" 22.	61.7	67.4	31.1	31.5	" perfect day
" 10.	42.5	42.2	26.8	27.0	Cloudy, lt. snow	" 23.	63.7	69.4	31.2	31.5	" "
" 11.	37.2	39.8	32.6	32.5	" snow, 3.50 in snow on ground at 6 a.m.	" 24.	66.4	71.5	37.2	37.8	Cloudy.
" 12.	35.5	40.8	22.5	23.5	Fair, snow flur.	" 25.	69.4	65.8	41.6	42.5	" rain, thud'er
" 13.	38.2	36.2	22.8	22.4	Cloudy, lt. snow	" 26.	61.7	60.0	43.2	46.8	" light rain.
" 14.	33.8	38.8	29.5	29.5	" "	" 27.	52.9	55.9	39.9	40.8	Fair "
" 15.	36.5	53.9	19.8	20.5	Fair, sweet colt's foot in bloom.	" 28.	51.6	55.6	42.6	43.8	Cloudy "
" 16.	52.6	51.9	25.5	25.5	Cloudy.	" 29.	52.9	62.6	40.3	42.3	Fair, sq'ly wind
" 17.	49.2	52.9	27.8	28.5	Cloudy, lt. rain.	" 30.	58.6	62.8	38.4	39.8	" "
" 18.	46.8	39.2	32.8	32.8	" rain and s'ow mosquitoes out.	July 1.	58.1	67.4	35.4	38.8	" "
" 19.	38.8	41.2	32.8	33.2	Cloudy, rain.	" 2.	61.5	68.7	33.0	35.8	Cloudy, lt. rain.
" 20.	39.5	42.5	32.1	32.1	" rain & snow	" 3.	64.7	62.5	39.8	40.5	Fair, "
" 21.	38.8	52.3	34.0	34.2	" lt. rain.	" 4.	58.3	57.3	47.5	44.1	" rain.
" 22.	50.9	59.9	31.9	32.0	Fair, light rain violets in bloom	" 5.	56.1	64.7	43.5	43.3	" light rain.
" 23.	56.9	63.5	29.8	30.8	Fair.	" 6.	60.6	69.7	44.2	44.5	" perfect day
" 24.	62.4	67.2	32.9	33.5	" lt. rain straw berry plants in blossom.	" 7.	67.8	75.0	34.9	36.5	" thunder and lightning.
" 25.	64.4	62.7	40.8	41.8	Fair, light rain.	" 8.	72.4	76.4	42.3	44.8	Fair, perfect day
" 26.	60.6	63.8	32.2	33.0	Fair, perfect day	" 9.	72.4	74.5	37.5	40.2	" light rain
" 27.	60.4	55.9	31.9	32.5	Cloudy, rain, American cow-slips in bloom.	" 10.	68.7	76.5	47.5	50.5	" perfect day
" 28.	42.2	57.3	29.3	30.2	Fair.	" 11.	70.7	75.8	35.8	38.5	" "
" 29.	54.1	60.6	27.0	28.8	" light rain.	" 12.	71.4	80.2	35.2	37.8	" "
" 30.	51.7	38.0	35.0	33.9	Cl'dy, rain and s.	" 13.	77.0	81.0	36.5	40.5	" "
" 31.	34.5	56.6	33.8	34.2	Fair, "	" 14.	73.4	77.7	39.7	42.8	" "
June 1.	52.9	63.9	28.5	29.2	" many plants in bloom.	" 15.	69.7	82.1	40.8	43.8	" "
" 2.	57.6	71.0	33.3	34.5	Fair, perfect day	" 16.	78.7	83.6	39.2	41.8	" "
" 3.	66.4	60.7	45.5	44.8	" "	" 17.	78.7	85.9	48.1	50.0	" "
" 4.	57.1	52.2	35.3	35.5	Cl'dy, snow flur. and soft hail.	" 18.	81.8	82.0	45.9	48.8	" perfect day
" 5.	47.2	49.9	30.2	29.6	Cl'dy, snow flur.	" 19.	76.7	79.3	45.2	47.0	" thud'er and lightning lt. rain
" 6.	43.5	50.6	34.0	34.5	" "	" 20.	73.4	75.2	47.5	49.5	Fair, lightning.
" 7.	49.5	61.4	28.6	29.5	Fair, Devil's L. free of ice.	" 21.	67.7	69.8	48.0	49.5	" rain, squally wind.
" 8.	56.4	59.3	29.6	30.5	Cloudy, lt. rain.	" 22.	57.6	63.0	39.8	40.8	Fair, rain.
" 9.	56.1	60.0	30.8	31.5	" "	" 23.	58.6	62.0	46.4	47.8	Cloudy, rain.
" 10.	55.6	59.4	40.8	41.2	" rain.	" 24.	56.6	58.4	39.6	41.2	" lt. rain.
" 11.	55.3	51.3	38.8	39.0	" "	" 25.	55.9	66.0	41.3	42.8	Fair "
" 12.	47.2	46.6	33.5	33.5	" rain & snow	" 26.	62.4	76.0	36.7	38.8	" perfect day
" 13.	44.5	63.0	33.8	34.0	Fair, perfect day	" 27.	71.4	50.7	43.3	43.5	" rain.
" 14.	61.2	64.0	33.5	33.8	" "	" 28.	49.2	66.5	39.2	39.0	" perfect day
" 15.	59.6	68.2	34.8	35.2	" perfect day	" 29.	64.7	76.4	35.6	35.8	" "
" 16.	66.7	67.3	53.8	54.2	" "	" 30.	70.7	70.3	36.8	37.5	" thund'r and lightning, lt. rain
" 17.	62.7	67.4	36.8	37.0	" light rain squally wind.	" 31.	59.4	60.4	46.5	47.0	Cloudy, thunder, lightning.
						Aug. 1.	51.3	65.0	44.8	45.0	Fair, rain.
						" 2.	64.4	68.9	34.8	35.0	" "
						" 3.	63.7	74.0	41.8	42.5	" "
						" 4.	70.4	72.7	37.4	37.8	Cloudy.
						" 5.	67.4	71.9	45.0	46.0	" lightning, lt. rain.
						" 6.	65.6	66.0	49.0	49.8	Cloudy, rain.
						" 7.	62.7	68.0	40.8	41.8	" light rain
						" 8.	64.7	65.4	37.8	38.5	" "
						" 9.	64.5	66.4	45.2	46.0	" rain.
						" 10.	62.4	50.3	45.3	45.2	" "
						" 11.	49.2	53.9	43.3	43.8	" "
						" 12.	52.9	67.7	35.6	36.2	Fair.

MAXIMUM and Minimum Temperature, &c.—Concluded.

Date.	THERMOMETER READINGS.				Weather.	Date.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1899.	°	°	°	°		1899.	°	°	°	°	
Aug. 13	64.5	66.4	35.2	35.8	Cloudy, thunder, rain.	Sep 29.	56.9	67.4	30.5	29.5	Fair, thunder and lightning, lt. rain
" 14.	60.6	50.6	46.8	46.8	Cloudy, rain.	" 30.	53.9	49.0	39.5	38.8	Fair, light snow.
" 15.	46.8	41.3	36.8	36.8	" "	Oct. 1.	42.2	45.8	31.5	31.0	" snow flurries
" 16.	41.5	57.9	39.8	39.8	Cloudy.	" 2.	39.9	44.5	37.2	36.5	Cloudy, soft hail
" 17.	55.6	64.0	34.0	34.5	Fair.	" 3.	42.5	53.2	40.0	39.5	Fair.
" 18.	58.3	64.6	35.2	35.5	Cloudy, rain.	" 4.	49.2	63.0	36.0	35.0	" perfect day.
" 19.	60.7	61.4	40.2	40.0	" "	" 5.	59.9	64.4	37.2	36.5	" squ'ly wind
" 20.	59.3	57.3	41.8	41.8	" "	" 6.	58.9	49.0	42.0	41.0	" rain & soft hail, squ'ly wind
" 21.	50.6	52.3	43.8	43.8	" "	" 7.	43.5	46.2	28.8	27.8	Fair, squ'ly wind
" 22.	46.5	54.4	38.1	38.2	" "	" 8.	45.0	49.9	40.0	39.1	Fair, soft hail, lt. rain, squ'ly wind
" 23.	53.7	57.9	41.2	41.5	Fair, rain.	" 9.	43.9	41.0	33.0	32.8	Cl'dy, rain, snow
" 24.	54.9	57.3	44.0	44.8	Cloudy, lt. rain.	" 10.	34.3	34.2	26.2	23.3	" wild geese flying south.
" 25.	50.7	45.8	39.7	39.8	Cloudy, rain.	" 11.	24.2	24.2	19.8	19.3	Cl'dy, snow flur. patches of snow on ground.
" 26.	43.5	46.2	32.1	32.1	" "	" 12.	20.0	24.2	14.8	14.2	Cl'dy, snow flur.
" 27.	43.8	52.4	36.8	37.0	" "	" 13.	20.6	31.6	11.5	10.8	Fair.
" 28.	43.8	52.9	32.0	32.8	" lt. rain.	" 14.	27.4	36.1	10.6	9.8	"
" 29.	50.8	55.9	43.3	43.8	Fair, very lt. rain	" 15.	32.8	39.9	18.8	18.0	"
" 30.	52.3	58.2	34.8	35.2	Cloudy, lt. rain.	" 16.	36.8	41.5	32.8	32.5	" snow flurries
" 31.	53.3	43.8	41.0	37.6	" rain & snow	" 17.	35.5	35.8	24.5	23.8	" lt. snow.
Sept. 1.	37.8	55.3	34.0	33.8	Fair.	" 18.	28.8	33.5	16.5	16.0	" snow flurries
" 2.	51.3	59.3	34.2	33.8	" "	" 19.	28.5	30.2	25.8	24.0	Cloudy, lt. snow and sleet.
" 3.	56.9	49.8	32.5	32.0	Cloudy, lt. rain.	" 20.	32.8	44.5	29.5	32.5	Fair, vy. squally wind.
" 4.	47.7	53.8	37.2	37.0	" "	" 21.	38.5	44.8	32.5	31.2	Fair.
" 5.	47.2	46.3	42.8	42.0	" rain.	" 22.	39.5	44.2	25.5	24.7	"
" 6.	42.8	52.2	37.8	37.8	Fair.	" 23.	38.2	40.6	27.5	26.8	"
" 7.	49.7	54.0	36.0	35.5	" "	" 24.	35.2	36.8	30.5	29.6	" lt. snow.
" 8.	50.3	57.9	28.7	29.5	" "	" 25.	29.8	37.6	18.0	17.8	"
" 9.	54.5	63.0	47.1	47.2	" "	" 26.	35.5	40.4	30.5	29.7	"
" 10.	59.1	68.0	45.2	44.8	" vy. squ'ly w'd.	" 27.	36.8	48.3	33.8	35.5	" vy. sq. wind
" 11.	65.7	71.0	53.5	52.8	" perfect day.	" 28.	46.0	51.6	43.8	42.2	"
" 12.	65.2	73.5	36.0	35.8	" thunder and lightning, lt. rain	" 29.	47.0	48.2	28.5	27.7	" perfect day
" 13.	59.3	54.7	47.0	46.8	Cl'dy, vy. squ'ly wind, light rain	" 30.	41.8	43.6	26.5	25.6	Cloudy.
" 14.	51.9	66.2	29.5	29.0	Fair.	" 31.	36.5	45.7	21.5	20.5	Fair, perfect day
" 15.	63.7	54.9	42.0	41.2	" light rain.	Nov. 1.	33.6	45.2	23.9	25.2	"
" 16.	51.4	60.2	33.0	32.7	Cloudy.	" 2.	36.8	45.8	22.8	20.7	" perfect day
" 17.	55.9	62.0	32.5	31.8	Fair, perfect day	" 3.	33.8	44.8	23.8	22.8	"
" 18.	58.6	65.4	30.8	30.0	" "	" 4.	35.5	47.7	29.0	28.4	Cloudy.
" 19.	56.6	68.9	30.8	30.3	" "	" 5.	44.8	43.2	30.5	29.5	"
" 20.	61.7	68.0	36.8	36.2	" "	" 6.	40.0	42.9	24.1	24.6	Fair, squ'ly wind.
" 21.	63.4	66.4	33.8	33.3	" "	" 7.	41.8	45.8	36.8	37.2	Cloudy.
" 22.	61.4	59.9	50.8	50.2	Fair, squ'ly wind	" 8.	41.0	46.3	38.2	37.7	" lt. rain and snow.
" 23.	55.5	57.0	49.2	48.5	Cl'dy, vy. "	" 9.	43.2	33.1	32.2	30.7	Cloudy, snow.
" 24.	53.1	66.7	47.2	46.0	Fair, perfect day						
" 25.	60.6	71.9	36.8	36.2	" "						
" 26.	66.5	68.7	40.8	38.9	Fair, rain, squ'ly wind.						
" 27.	53.9	57.9	31.5	30.6	Fair.						
" 28.	54.4	65.0	29.5	28.2	" perfect day.						

PART VI

DOMINION LANDS SURVEYS



SESSIONAL PAPER No. 13

## SURVEYS.

DEPARTMENT OF THE INTERIOR,

TOPOGRAPHICAL SURVEYS BRANCH,

OTTAWA, January 22, 1900.

JAMES A. SMART, ESQ.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to report as follows on the operations of the Topographical Surveys Branch, during the calendar year 1899. Not including the parties working in the Yukon Territory under the direction of the Commissioner, twenty-one survey parties have been employed on ordinary land surveys in Manitoba, the North-west Territories and British Columbia, and two parties were engaged in marking the boundary between British Columbia and the Yukon Territory.

## MANITOBA.

F. X. Fafard, D.L.S., was employed running outlines in townships 1 and 2, ranges 11 and 12, east of the principal meridian; he also surveyed part of townships 1 and 2, range 12. Over twenty-five settlers were found on the lands surveyed, and many more are expected. The South Eastern railway, which passes through township 2, range 12, will add to the prosperity of the settlement. He recommends the survey of the good land in township 1, range 11.

J. L. Reid, D.L.S., was at work in the Swan river district. He commenced in the month of May and has not yet closed operations. He was instructed to subdivide townships 34 and 35 and the east half of township 33, range 23; township 35, range 24; south half of township 35, range 25 and the northwest portion of township 34, range 27, west of the principal meridian. His report has not been received.

C. F. Aylsworth, D. L. S., started for the Swan river district on April 11, and closed his operations on November 11. He travelled to Fort Pelly by the trail from Yorkton, as from all he could learn the other trails, especially the one via Kamsack and Cote, were next to impassable. The trip from Fort Pelly to township 37, range 27, where he commenced operations, was very difficult owing to swollen rivers, and the extremely bad condition of the roads for heavy loads. His progress would in all probability have been arrested, for some time at least, at Knight's crossing of the Swan river, had it not been for the generous assistance of some Doukhobors in a village near by, who transported his wagons and effects across the river on their ferry. Mr. Aylsworth states that during the whole season he experienced great difficulty in moving camp from point to point through the country, because of the exceptional conditions due to excessive rainfall.

After completing the subdivision of township 37, range 27, he commenced the subdivision of township 37, range 25. A great portion of the township is covered with a dense growth of large poplar; in fact there is an abundance of timber for building purposes and fuel throughout the whole district. The soil is excellent, and generally speaking the country has more of the physical characteristics of the province of Ontario than of Manitoba. A remarkably large number of settlers are locating in these townships. Mr. Aylsworth surveyed some lines in township 37, range 26, and then moved into township 38, range 26. Considerable settlement had taken place in advance of the survey upon the lands bordering upon Woody river, and wonderful progress made, all within the space of something less than four months; very substantial buildings had been erected, roads made and large quantities of hay put up. The Canadian Northern

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railroad traverses the northern portion of the township. At the crossing of the Swan river, there is the very flourishing town of Swan river, with professional men, numerous stores, etc. On October 14, Mr. Aylsworth started for Kamsack to repost township 28, range 31. On his way between Thunder hill and Pelly he was agreeably surprised to notice the large number of Doukhobors settled in this locality, and he observes that it was very interesting to pass through the villages and witness the industry of these people. They have built substantial and comfortable houses, improved the roads, and the whole country round about is dotted with stacks of hay. The progress they have made is exceedingly remarkable, considering that only last spring the whole of this district was in its natural state. Many of the Doukhobors find employment on the construction of the Canadian Northern railroad, and the contractors express themselves as being highly satisfied with their services.

James Dickson, D.L.S., left for the Swan river district on March 28, for the purpose of making such surveys as were necessary to locate the large number of immigrants reported to be on their way. He commenced operations by subdividing township 38, range 27, where a considerable amount of land had been settled upon. He then moved south-east, intending to subdivide townships 33 and 34, ranges 19, 20 and 21, but found it was useless to attempt to do any survey work in this locality, as it was almost all under water. He was therefore instructed to subdivide townships 30, 31 and 32, range 21, and townships 31 and 32, range 22, within which there is a large percentage of good land, well watered with streams fed by springs from the mountains. A considerable portion of this locality is thickly covered with fallen timber, killed by fire some years ago, and a dense second growth has sprung up, which is in some places almost impenetrable. Another fire during the dry season would clear this off and put a large area of land in condition for the plough. The country is apparently level, yet there must be a very considerable fall as indicated by the current in the streams, which is swift even during the dry season of the year, and as the watercourses are deep, it would seem that to drain the land nothing more is necessary than to clean out the watercourses, which are nearly all obstructed by fallen timber. Mr. Dickson observes that this section of the country is developing with remarkable rapidity, and that the settlers between Dauphin lake and Duck mountain are most thrifty and contented. The government road from Dauphin to Swan river, and a good wagon trail from Ethelbert to Lake Winnipegosis traverse the locality, and, now that the Canadian Northern railroad is constructed to a point about twelve miles north of township 38, range 27, the prospective settler will have no difficulty in reaching the district. Ethelbert, in section 31, township 29, range 21, with several general stores, and Garland, about nine miles farther north, appear to be thriving villages. There is a sawmill and general store on section 12, township 31, range 22, and a brickyard in operation about three miles from the railway track in township 30, range 22. There appears to be an almost unlimited supply of the best clay for the manufacture of white brick. Mr. Dickson closed his operations on November 17.

E. W. Hubbell, D.L.S., left for the Swan river district on July 15, to relieve Mr. Woods, who was compelled through illness to leave the field.

After reorganizing Mr. Woods' party, he commenced operations by subdividing township 37, range 28, west of the principal meridian. This township is well watered by the Woody river and numerous creeks and brooks. The greater portion is covered with green poplar, averaging about seven inches in diameter, and a heavy growth of alder and willow; the soil is rather light and sandy, though there are several good sections suitable for homesteads upon which there is an abundance of hay. Except as to the north-west corner which is in the Porcupine hills, the surface is generally level; a few houses have been erected by squatters. The south half of township 38, range 28 was next subdivided. Fully 80 per cent is covered with green timber, principally poplar and spruce, suitable for manufacturing purposes. Mr. Hubbell thinks it advisable that this township should be set apart as a timber reserve. A settler on section 1 has been raising vegetables with very considerable success.

On October 17, Mr. Hubbell proceeded to township 35, range 25, in the Duck mountains. The soil is of fair quality, being somewhat sandy, with red clay subsoil, the surface is hilly and very much broken by rivers, creeks and ravines, and is covered



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with large dead timber, windfall and thick underbrush. It is well watered by the east and west branches of Favel river, the Duck river and numerous creeks. The colonization road from Dauphin traverses the northern portion of the township. Two settlers have recently located on section 32.

On December 1, Mr. Hubbell reported that his intention was to proceed with the survey of the ninth base line across ranges 24, 25 and 26, which will probably conclude his field operations for the season. The trails in this district were almost impassable, owing to the very heavy rainfall, consequently Mr. Hubbell experienced great difficulty in transporting supplies and moving camp equipage. The trail to the Swan river valley via Dauphin, was in exceptionally bad condition during nearly the whole season. However, it will no longer be necessary to use the greater part of this trail, as the Canadian Northern railway is now built as far as the Woody river. Mr. Hubbell reports this portion of the country as being well stocked with moose, bear and small fur-bearing animals.

J. E. Woods, D.L.S., left Ottawa on April 17, to survey outlines along the east and north sides of the Porcupine hills from Swan river to the Red-deer river. The trip from Cowan on the Canadian Northern railroad to Harlington on the Favel river, was accomplished with very great difficulty. The distance is only twenty-seven miles, yet it occupied no less than seven days to cover it; the frost was just leaving the ground, and this in a large measure contributed to the bad condition of the roads. From Harlington to the Porcupine hills the roads were more passable, but the rivers were in flood. Mr. Woods commenced operations by surveying the east boundary of townships 39 and 40, range 27, west of the principal meridian. From Birch river southwards, the timber along this line consists of large green poplar, white birch and spruce, some of the latter being as much as thirty inches in diameter. Having completed the above line, Mr. Woods turned eastwards to survey the 11th base line across range 26, but after running two miles, his supplies became exhausted and he was compelled to drop the survey for a time in order to procure provisions. He had taken with him from Cowan sufficient supplies to carry the survey until June 15, and arranged with a firm at Harlington to have the remainder freighted from Cowan to the Porcupine hills by the 1st of June, but unfortunately the arrangement was not fulfilled. Supplies having reached Mr. Woods by June 21 he was enabled to resume the survey of the 11th base line, which he completed across range 26. He then ran four miles of the east boundary of township 40, range 26, when on July 14 he was obliged through ill health to abandon the work and return to Ottawa.

On November 14, Mr. Woods left for Manitoba to re-survey the town-site of East Selkirk, situated on lots 71, 72, 73, 74 and 75 of the parish of St. Clements.

In 1875 the Dominion Government surveyed a part of these lots for a town plot. This point had been selected for the crossing of the Red river by the Canadian Pacific railway, and was expected to become the site of the principal city of the west. In 1882, a patent was issued to Mr. F. L. Hunt for the southerly two chains of lot 73 and the northerly two and one-half chains of lot 74 of St. Clements. Before the issue of the patent, Mr. Hunt conveyed the lands to Mr. A. H. Matthewman, who in 1882 had them subdivided into town lots. Lot 72 was patented to Mr. J. S. Dennis, jr., who had already conveyed it to Mr. Chester Glass. In 1884, Mr. Glass granted a half interest to Mr. David Glass, and they had the land subdivided into town lots. These two subdivisions were over the very same ground previously surveyed as a town site by the government. A number of lots had been sold by Messrs. Glass and Matthewman in their respective subdivisions when, in 1886, proceedings were commenced in the Court of Queen's Bench by the Attorney General to set aside and cancel the patents to Messrs. Hunt and Dennis. Judgment was given for the Crown, and orders of the court were obtained annulling the Glass and Matthewman subdivisions, except as to the lots sold by them and the adjoining streets.

The subsequent location of the Canadian Pacific railroad crossing of the Red river at Winnipeg caused many to abandon the town of East Selkirk, the land lost its value as city property, and the marks of the boundaries of lots and streets soon disappeared, so that new comers had nothing to guide them in the location of their lots. They built houses, cleared land and made improvements wherever it suited them all over the town

site, holding claims of irregular shape and size and without any knowledge of their location with respect to the original lots. The existence of two different town site surveys added to the confusion. The people who now hold claims mostly make a living by working outside of the town, and during their spare time garden and farm on a small scale.

The conditions and requirements of the squatters having changed so much since the original town site subdivisions were made, it was thought that the only practical and satisfactory way to settle the long standing difficulties was to ignore all prior surveys, to lay out the land into subdivisions of such sizes as would best accommodate the squatters, and to exchange the lots purchased from Glass and Matthewman for lots or portions of lots in the new survey.

Before beginning the subdivision of the town, Mr. Woods ascertained from the squatters the size of lots that would suit them best and the lands claimed by them. He then adjusted the boundaries of the different lots so as to make them of regular size, without interfering with the squatters' improvements. In some cases it was quite impossible to avoid encroaching to some extent upon another's improvements, but with only one exception the squatters were very reasonable and quite satisfied with the boundaries placed between their respective properties.

Mr. Woods took from each settler a declaration expressing his satisfaction with the re-survey: it now remains to have the prior surveys cancelled and the rights and interests of the parties claiming any portion of the lands determined by the county court judge under the provisions of the Manitoba Act respecting the cancellation of plans. The survey being made under the authority of a provincial statute, a provincial land surveyor, Mr. L. S. Vaughan, was employed jointly with Mr. Woods to make the survey. Mr. Woods' report has not yet been received.

A. J. Brabazon, D.L.S., was engaged from January 18 to May 12 in making surveys to locate the Doukhobors in the Kamsack colony. For this purpose he subdivided all the unsurveyed lands in townships 31, ranges 1, 2 and 3, west of the 2nd meridian, as well as a road from the Doukhobor village in section 28, township 30, range 1, to Bull's ranch, which will make a direct and good highway from the village to Yorkton. He refers in very satisfactory terms to the rapid progress made by the Doukhobors within the short time they have been in the country. They show every indication of being thrifty and successful settlers.

On September 9, Mr. Brabazon left Ottawa to make an exploration of the Swan and Red-deer river basins. In accomplishing this, he travelled from section 24, township 34, on the 2nd meridian to section 1, township 44 on the same meridian. Mr. Brabazon considers that the vast forests in this section of the country constitute the most important of its resources. Poplar is in such abundance as to assure an almost inexhaustible supply of pulp, while a large amount of spruce suitable for lumber is to be obtained. The soil is excellent, but because of the heavily wooded lands, the district does not offer to the agriculturist the inducements of a prairie locality.

Mr. Brabazon closed operations on November 21, and returned to Ottawa.

M. McFadden, D.L.S., was engaged upon surveys in the eastern portion of Assiniboia and north-east of Duck mountain, Manitoba.

He left Yorkton on May 15, for township 31, range 3, west of the 2nd meridian. He describes this as one of the best beef-producing localities in the North-west Territories. The soil being a rich vegetable loam, one to two feet deep, seems equally well adapted for grain growing. Townships 31, ranges 1, 2 and 3 were subdivided during the previous winter, but the surveyor had been unable to build the mounds as the ground was frozen. Mr. McFadden had therefore to complete the marking of these townships by erecting the mounds. He then started for the north limit of the Duck mountain. The roads were next to impassable, owing to the unusually wet season, and he states he experienced much difficulty in reaching his destination. He surveyed a portion of the north boundary and a few of the interior lines of township 35, range 22, but owing to the depth of the water, he suspended operations from July 7 to July 28. He then surveyed the west half and the greater portion of the south-east quarter of township 33, range 22.

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## NORTH WEST TERRITORIES.

P. R. A. Belanger, D.L.S., left on April 28, and was engaged for a portion of the season upon the survey of the 2nd meridian from the 10th base line north to the Overflowing river, a distance of sixty-five miles. Owing in a large measure to the flooding of the country, he was obliged at this point to postpone the survey until winter, and in the meantime return to the 11th base line, which he extended west as far as range 9. On December 4 he ceased work on the base line, with the intention of continuing the survey of the 2nd meridian. He went to Fort Pelly, and after arranging to have supplies forwarded from there, he started for Overflowing river to resume the survey. His freighters, however, met with serious difficulties in attempting to take the supplies through, and there was a possibility from this cause of the work being delayed for several weeks. Mr. Belanger therefore decided to discontinue the survey and return home, especially as he was suffering from ill health contracted through the exceptionally wet condition of the country. The Red-deer river valley seems to be remarkable for its excessive rainfall, the Indians term it the 'Rainy valley,' and Mr. Belanger's experience was that during three consecutive months he had only four entirely dry days.

The land on the 11th base line is not suitable for immediate settlement: it is for the greater part covered with dense bush. In townships 40 and 41, ranges 4, 5 and 6, Mr. Belanger reports excellent spruce timber from twelve to thirty-six inches in diameter, and eighty to one hundred and twenty feet in length. The many streams emptying into Red-deer river offer ready facilities for floating it out. He suggests that it may be advisable to reserve these townships as a timber limit.

J. A. Belleau, D.L.S., left for Yorkton on January 18, to make the necessary surveys, and otherwise assist in locating the Doukhobors then on their way to the Thunder hill colony. After organizing his party at Yorkton, he proceeded to Fort Pelly, via Kame sack, a distance of about sixty-five miles. The trip was a severe one as it was intensely cold, the thermometer registering from 48° to 53° below zero; the trail was in very bad condition. Mr. Belleau commenced operations by subdividing township 34, range 31, because the survey of this township would be of material advantage in case it should become necessary to locate the Doukhobor villages. The Swan river flows through the southern portion, the average depth of water being about four feet, and the current generally swift. The Fort Pelly trail to Swan lake traverses the township in a north easterly direction. Mr. Belleau draws attention to the very urgent necessity existing for a bridge at the crossing of the Swan river. He was instructed, at the request of the local government, to cross-section the river and make a survey of a suitable bridge site. On March 24 he proceeded to subdivide township 33, range 31, before the breaking up of winter if possible. From here he went to the 10th base line and commenced the survey of the boundaries of the Doukhobor reserves at the north east corner of township 36, range 31. This township is not suitable for immediate settlement, as it appears to be very much broken by deep ravines. The west half is covered by the Porcupine hills; the eastern portion is somewhat more level, but is heavily timbered with large poplar and spruce, some of which is as much as thirty inches in diameter. Mr. Belleau next subdivided the northern portion of township 36, range 29, and then erected the mounds marking the corners of sections in townships 33 and 34, range 31. He was unable to do this at the time of the survey as it was the winter season. On August 30, Mr. Belleau moved along the 9th base line, surveyed the meridian between ranges 32 and 33 in townships 33 and 34, and subdivided township 34, range 32. The soil in this township is a sandy black loam, well watered by the Swan river and numerous creeks. There are many large hay marshes, considerable open prairie and large bluffs of spruce and poplar timber; the township is on the whole admirably adapted for farming and stock raising purposes. The Doukhobors have selected land here and erected somewhere about twenty-eight houses, their villages being located on section one. Mr. Belleau then proceeded to the 10th base line and surveyed the meridian between ranges 31 and 32 in townships 35 and 36, and after surveying the north boundary and the first anterior meridian of township 35, range 32, he closed operations for the season.

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B. J. Saunders, D.L.S., was engaged upon surveys in Southern Alberta.

He commenced operations by making a survey of the cemetery at Banff, and, after staking out as many lots as there will probably be any necessity to use for some years to come, he went to townships 16, ranges 3 and 4 west of the 5th meridian, where he made some surveys required by the settlers. He then moved to township 18, range 4, but did very little work here, as he found the soil light and the township rough and hilly, with considerable timber, and altogether unsuitable for either ranching or agricultural purposes. He then made a few surveys from township 16 south to township 13, in ranges 1 and 2. This section is well adapted for ranching; there is an abundance of good water, the grass is excellent, and timber close at hand. Several winter quarters for cattle are established along both forks of Willow Creek, and a large quantity of hay is stored for winter feeding. Mr. Saunders then moved his camp south of Macleod, and subdivided portions of townships 6, ranges 26 and 27, and township 7, range 25. There are no settlers in any of these townships. The grazing is excellent, and a large quantity of stock roams over the whole of this section. Good building stone can be obtained on some of the sections in township 6, range 27. Township 2, range 23, west of the 4th meridian, was next subdivided. Part of it is on the Milk river ridge. The soil is black and clay loams, and produces a luxuriant growth of tall grass. The whole township is well watered by numerous sloughs and springs. There is no timber, but coal may be conveniently obtained on the north fork of Milk river. On October 8, just as Mr. Saunders had commenced work in township 1, range 23, a heavy snow storm set in, which compelled him to suspend operations for the season.

He reports the crops throughout Southern Alberta as excellent so far as quantity is concerned, but owing to the prevailing wet weather the grain continued to grow too late into the season, and consequently failed to properly mature. During the past year there has been a large immigration of Mormons to this district. They have to a considerable extent been engaged on the construction of the main irrigation canal from the St. Mary river, but are anxious to eventually settle in Southern Alberta.

J. K. McLean, D.L.S., was employed in northern Alberta. He subdivided townships 58, ranges 24, 25 and 26, and part of township 52, range 22, west of the 4th meridian. He also re-surveyed the north boundary of townships 57, ranges 24, 25 and 26, the marks of the original survey having been destroyed by fire. Township 52, range 22, is situated in the Beaver hills, it is rough and hilly. Owing to frequent fires the timber has been nearly all destroyed and the soil so burnt as to be rendered almost useless. In township 58, range 24, there are some sections of good land with deep black soil, but the major portion of the township is very sandy and hilly. The timber is principally jack pine, partially killed by fire. Nearly the whole of township 58, range 25, is exceptionally good land, particularly so in the southern portion, where several settlers have located; they had excellent crops last season. Nearly all the land east and south of Redwater river in township 58, range 26, is well adapted for agriculture. In the north-west portion of the township there is a valuable belt of spruce timber from twelve to thirty inches in diameter.

Fire has destroyed a great deal of valuable timber in these townships, but this is to some extent unavoidable, as in a few instances Mr. McLean observes that the fires have been traceable to lightning. The settlers are prosperous and well pleased with the country, their crops last season were remarkably good.

When townships 56 and 57, ranges 25 and 26 were subdivided, they contained a number of lakes, which have since receded to a very considerable extent or entirely dried up. Little Egg lake, for instance, which was about two and one-half miles long and upwards of a mile wide, has completely dried up, and the ground is now covered with a fine hay meadow. In all these cases Mr. McLean extended the subdivision lines and properly marked the section corners.

C. C. DuBerger, D.L.S., left Waterloo, Que., for northern Alberta on June 26, and returned on November 9.

He commenced operations by renewing the corners in township 45, range 22, west of 4th meridian, the marks of the original survey having been obliterated through fire and other causes. He then subdivided townships 47, ranges 27 and 28, and completed the subdivision of township 47, range 26, a portion of which had previously been sur-

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veyed. The soil is generally second class and covered to a large extent with burnt poplar; a great deal of it could be brought into condition for farming with very little labour or cost. Mr. DuBerger reports that during the month of August and the early portion of September there was an extraordinary fall of rain, and in consequence the sloughs and creeks were overflowed to such an extent as to materially interfere with the progress of the survey.

The only work done under contract last season was in the neighbourhood of Fort Pelly, and was performed by Mr. A. F. Martin, D.L.S. He was instructed to subdivide townships 32 and 33, ranges 32 and 33, west of the principal meridian, townships 31, ranges 4, 5 and 6, townships 32, ranges 1, 2, 3, 4, 5 and 6, and townships 33, ranges 1 and 2, west of the 2nd meridian. A considerable number of settlers had gone into these townships, and were anxious to have them subdivided, so that they might properly locate their homesteads. Mr. Martin also re-surveyed township 33, and a portion of township 32, range 3, west of the 2nd meridian.

## BRITISH COLUMBIA.

J. E. Ross, D.L.S., was again employed upon surveys in the railway belt, British Columbia.

He left New Westminster March 27. His first work consisted chiefly of the completion and checking of some old surveys in the New Westminster district, and comprised a survey of part of section 6, township 5, range 27, west of the 6th meridian, the east boundary of section 31, township 20, a traverse of part of the north bank of Maria slough, and retracing several section lines in township 12, New Westminster district. He then proceeded to Kamloops and made some surveys urgently needed in that district. These were also of a fragmentary nature and consisted of the survey of some scattered fractional sections adjoining provincial lots in township 23, range 16, and townships 17, ranges 9, 13 and 14, west of the 6th meridian: all the land suitable for settlement in these townships has been taken up. Mr. Ross then commenced operations in the vicinity of White lake, where he subdivided part of township 22, range 10, west of the 6th meridian. Some of the land he surveyed here is broken and hilly; there is, however, some fairly good land around the south end of the lake which would accommodate a few settlers. Notch hill, a station on the Canadian Pacific Railway is about six miles distant: settlement at this point is rapidly taking place. Mr. Ross next carried the subdivision surveys southerly from Revelstoke for some distance along the east side of the Columbia river, and also made a small survey north of Revelstoke. He afterwards went to the Spallumcheen valley, where he surveyed a number of lots in townships 17 and 18, ranges 9 and 10, west of the 6th meridian. Most of these are pre-emption claims for which certificates of record were issued subsequent to the date of the transfer of the lands in the railway belt from the province of British Columbia to the Dominion. Some of the settlers have made very extensive improvements, and were much pleased to have their claims surveyed, as they were anxious to obtain their crown grants. Mr. Ross then moved to a point on the Spallumcheen river about ten miles east of Enderby, for the purpose of making a survey of the limit of the railway belt near the river and Mabel lake, where considerable lumbering is being done. Mr. Ross states that the past season was a very unfavourable one for survey operations: the sky was continuously overcast for weeks at a time, and there was an unusually excessive rainfall.

## IRRIGATION SURVEYS.

The appropriation for irrigation surveys was not available until July 1, the commencement of the fiscal year, consequently the continuation of the photo-topographical survey of the Alberta watershed and the topographical survey of the irrigable portions of the plain areas could not be undertaken until after that date.

Prior to July 1, the staff of the irrigation surveys office at Calgary established a station for evaporation records at Mosquito creek crossing of the Macleod trail, having first obtained permission from the Superintendent of the Macleod division of the North-west Mounted Police to utilize the police department at the crossing for that purpose.

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One pan set in earth was in operation at Calgary, a similar pan at Mosquito creek and two floating tanks, supported by pontoons, on lakes in the neighbourhood of the latter point.

The necessary meteorological instruments used in connection with evaporation records, were loaned to the station by the Director of the Dominion Meteorological Service, and an observer placed in charge of the station.

Nilometers, hydrographs and gauge rods were also set on the several streams to which they had been assigned.

Good results have been obtained from all these sources.

Mr. Macintyre, of the irrigation surveys staff, was permitted to assist the Canadian North-west Irrigation Company in initiating the topographical surveys required in connection with lands to be irrigated by that company. During this period his salary was paid by the company. He returned to the Calgary office in time to take charge of his survey work in the Lethbridge district soon after July 1.

Cross-sections and measurements for velocity were made of a number of streams in close proximity to the recording instruments and gauge rods set thereon, with a view to furnishing an estimate of the discharge for any level of the stream recorded.

On July 1, the organization of the survey parties commenced, and shortly afterwards three were placed in the field.

Party No. 1, under Mr. Wheeler's personal direction, continued the photo-topographical survey of the Alberta watershed. Primary triangulation of the foothills areas comprising the district surveyed was extended southward along the Livingstone range to township 12, and the latter portion of the season employed in photographing the section of country embraced, and in making a micrometer traverse down Willow creek from its head. The party closed work on October 6.

Party No. 2 was again in charge of Mr. R. W. Macintyre. His work lay in the Lethbridge district, south of the Belly and east of the St. Mary rivers. It was located in this section with the view of giving the Canadian North-west Irrigation Company an early opportunity to take advantage of the topographical surveys now being carried on in the irrigable portions of the plain areas.

By arrangements previously made with the officers of the irrigation company, they were allowed to participate in these surveys to the extent of furnishing an extra leveller and rodman for the purpose of obtaining greater detail.

The party received instructions to close field work on October 9, but, owing to representations made by the company, the work was continued until November 15, the company paying all expenses of the party during the extended period of the work.

Party No. 3 was under the direction of Mr. J. Gordon McIntosh. He visited all the streams upon which gauge rods and recording instruments had been placed, made cross-sections and measurements for discharge, took levels for fall of water surface, and generally continued the work done in this direction prior to July 1.

This branch of the irrigation surveys is of great importance in the administration of water rights and avoidance of legal difficulties between the owners thereof.

With a view to utilizing the full supply of a stream, water rights are granted, not only at low water stage but, when that is exhausted, at the stage between low water and high water, and again between high water and flood stages. It thus becomes necessary to establish an average for the stages of low, high, and flood waters; this can only be done by a series of observations extending over a number of years and by measurements, etc., similar to those obtained last season.

Mr. McIntosh completed the work assigned to him on September 18 and immediately joined party No. 1 in the foothills, where he took charge of the micrometer in the traverse work being carried on.

Two hydrographs, three nilometers, and twenty-six gauge rods were in operation, records being kept, similarly to last year, by sergeants of the police force and section foremen attending railway bridges, upon which the majority are set.

Four evaporation tanks furnished records. Several ditches were inspected to adjust claims of damage, with a view to the issue of final licenses and for valuation to admit of purchase under the regulations affecting lands irrigated.

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## BOUNDARY SURVEYS.

The northern boundary of British Columbia is the sixtieth parallel of north latitude: it crosses lakes Teslin, Atlin and Bennett, also the Dalton trail. With the development of the country adjoining this line, questions of jurisdiction between the province and the Dominion arose, and a demarcation of the boundary became imperative.

The work was executed by two parties. One in charge of George White-Fraser, D.T.S., fixed by astronomical observations a number of points of the sixtieth parallel; the other party, under A. St. Cyr, joined these points by a line having the curvature of the sixtieth parallel.

Mr. White-Fraser left Ottawa on March 13, for Lake Bennett; he established a point where the parallel crosses the lake and there erected a monument. He then went to Atlin lake, from where he worked east to Teslin lake and erected five monuments at an average distance of sixteen miles apart. Having finished this portion of the work he returned to Bennett for the purpose of undertaking the western section of the work. On September 12, he left Bennett, but after travelling about twenty-five miles by the Homan valley, he found it was impossible to proceed any farther in consequence of glaciers and the depth of the snow on the mountains. He therefore returned to Bennett, and proceeded with the central section of the work, extending from Bennett to Taku arm.

Stations were occupied at the following points:

On the west shore of Teslin lake.

On Hall river.

At a point about 28 miles east of Atlin lake.

On a river about 15 miles east of Atlin lake flowing north westerly.

On the east and west shores of Atlin lake.

On the west shore of Taku arm.

On the east and west shores of Lake Bennett.

The astronomical observations were made with a twelve inch altazimuth read by two micrometer microscopes. The stars were selected from the "Berliner Astronomisches Jahrbuch" and properly distributed north and south of the zenith. The error in latitude at any of the points fixed by the observations is expected to be less than one hundred feet.

Owing to extremely cloudy weather, only a small proportion of the nights throughout the season were suitable for observing, in consequence of which the work was much delayed.

Mr. White-Fraser's report has not yet been completed.

Mr. St. Cyr left Ottawa on July 2. Organizing his party at Vancouver, he proceeded to Bennett, and commenced his survey at the monument previously established by Mr. White-Fraser.

From this point the survey line was carried over a range of mountains five thousand feet high, which divides lake Bennett from Windy arm. This arm, which is a deep indentation of Tagish lake, is crossed at the eighth mile and at a distance less than one and a half miles north of its southern extremity. Fifteen miles farther the line intersects Taku arm, also a part of Tagish lake; its width, at this place, is one and a half miles. Taku arm is the route to the new gold fields of the Atlin district, and during the summer months, steamers ply regularly between the villages of Bennett and Taku. Beyond Taku arm the line runs through a forest of spruce and pine, which covers the western slope of the range dividing Taku arm from Atlin lake. The best timber is found, however, in the immediate vicinity of the arm.

The total distance between the initial point of the survey, on the east shore of lake Bennett and the western side of Atlin lake where the second astronomical station on the parallel had been established by Mr. G. White-Fraser, is  $36\frac{1}{2}$  miles. Two-thirds of the distance is extremely mountainous, and as may be expected, the country is of an exceptionally impracticable nature. Pack animals could not be used to carry the supplies and outfit: the extension of the line was therefore extremely difficult. The general

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direction of the mountain ranges being north and south, the party could not follow around their bases and had to climb over.

Notwithstanding obstacles, a continuous line was carried over the summits of the mountains which will simplify the work of posting and mounding the true line.

The method adopted for the survey was to run a trial line between the two nearest monuments of Mr. White-Fraser's. This line consists of a series of tangents to the 60th parallel of north latitude: their individual lengths are not a fixed quantity, but vary with the distances between the instrumental stations usually placed on the crests of mountain ranges or prominent ridges.

The survey has shown that certain timber limits near the outlet of Tutshi lake, for which application had been made to the Dominion, are in British Columbia.

Mr. St. Cyr's report has not yet been completed.

#### PROVINCIAL GRANTS IN THE BRITISH COLUMBIA RAILWAY BELT.

The difficulty of distinguishing lands in the British Columbia railway belt under the control of the province from those which passed to the Dominion under the terms of union has been alluded to in previous reports. For removing this and other difficulties, an agreement was made with the province and approved by Order in Council of December 13, 1897. Section 6 of the agreement provides as follows:—

The title to any lands which upon the completion of the survey of the boundaries of the belt or of any portion thereof have been found to have been alienated by the province under the belief that they were outside of the belt, but which are ascertained by such survey to be within the boundaries of the belt, shall be confirmed by the Dominion upon receipt from the province of the purchase money therefor.

In addition to the grants provided for in section 6, a number of pre-emptions had been issued by the province for lands which were found to belong to the Dominion. It was decided that these pre-emptions should be surveyed as they were recorded, with the view of patenting them to the pre-emptors.

In order to carry out these arrangements, it was necessary to furnish to our surveyors in the railway belt a description of every lot granted by the province or pre-empted under provincial regulations. We had a list of something like 1,500 provincial crown grants, which was the result of twelve years' work of several draughtsmen employed in copying the records of the Lands and Works Department at Victoria. This list, even for crown grants, was known to be incomplete, and we had no information whatever concerning those pre-emptions for which crown grants had not issued. Steps had to be taken to complete our information and to collect from the provincial records merely what was required for our purposes, instead of copying all the papers found on record as was done before. So little was known here of the methods of the Lands and Works Department for keeping their records, that it was difficult to say what documents should be copied; it was thought advisable that I should discuss the matter personally with the Deputy Commissioner of Lands and Works and the officers of his department. I visited Victoria in August last, and received every assistance from the Deputy Commissioner, Mr. W. S. Gore, and from his Chief Clerk, Mr. B. H. John. Arrangements were made for completing rapidly the list of provincial grants and pre-emptions, copying the descriptions of these lands, dates of record, &c. Various details relating to surveys were also discussed. On my way back, I stopped a few days at Vancouver and Kamloops to see the Dominion Land Agents, Messrs. McKenzie and Nash. At Kamloops, I met by appointment our surveyor, Mr. J. E. Ross, to whom I explained the new arrangements in regard to surveys. The result of my visit to British Columbia has been to clear away many of our difficulties, and I have every reason to believe that satisfactory progress will now be made with the surveys. A second survey party in charge of W. J. Deans has been placed in the field. He is to work in New Westminster district and the western part of the railway belt; Mr. J. E. Ross, who is in charge of the other party, will remain in the eastern part of the belt.



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## OFFICE WORK.

The correspondence consisted of :—

Letters received.....	2,250
Letters sent.....	2,310

The accounts examined and payments made were :—

Accounts examined and passed.....	329
Amount of accounts.....	\$150,383 19
Cheques forwarded.....	1,077

The following is a synopsis of the work of the draughting office :—

Plans and field notes of subdivision examined.....	54
Plans and field notes of mineral claims examined.....	15
Plans and field notes of correction and other miscellaneous surveys examined.....	90
Township plans completed for printing.....	102
Declarations of settlers received.....	106
Progress sketches received.....	131
Proofs of plans examined.....	110
Miscellaneous plans, tracings, &c., made.....	327

The increased extent of the survey work in the field involved a corresponding increase in the work of the office.

The following sectional maps, covering the railway belt, British Columbia, were prepared for lithography :—

Spilimacheen.	Yale.
Donald.	Lytton.
Sicamous.	Kamloops.
Seymour.	Port Moody.

The map of the Northwestern part of Canada, left unfinished by the late geographer, Mr. J. Johnston, was completed for publication by Mr. Jacob Smith. This map was engraved on stone by the Mortimer Lithographic Co., of Ottawa, and is a very creditable piece of work. Late in the autumn, an additional number of copies being needed, some fresh information was added to the map. The position of geographer, left vacant by the death of Mr. Johnston, has been filled by the transfer of Mr. James White from the Geological Survey Department, of which he was chief draughtsman.

Plans have also been prepared of the town site of Dawson, claims on Bonanza creek, claims on Eldorado creek, claims on Dominion creek and of Fort Saskatchewan settlement.

A large number of applications were received for information as to the marking of corners on the ground, the lengths of boundary lines, areas, &c.

Among other work performed is the preparation of instructions to surveyors, including sketches showing the marking of corners with which they have to connect, &c., making descriptions of land for patent, copying field notes, investigating errors reported, making estimates of the cost of new surveys, &c.

The work executed by the photographers and lithographers has been tabulated and is shown by the schedules appended.

## BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The Board of Examiners met, as required by law, on the second Monday in February. Simultaneously with this meeting in Ottawa, an examination was held at Victoria, British Columbia, by Mr. Tom Kains, D.L.S., a member of the board, at which

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three candidates were present. The papers forwarded by Mr. Kains were subsequently examined by the board at a special meeting, and all were found satisfactory. The following are the candidates who passed the examination :—

- At Ottawa, C. H. Ellacott, P.L.S., of British Columbia.
- At Victoria, E. A. Cleveland, P.L.S., of British Columbia.
- At Victoria, A. E. Ashcroft, P.L.S., of British Columbia.
- At Victoria, W. A. Bauer, P.L.S., of British Columbia.

After consideration of an application from a graduate in civil engineering of the University of New Brunswick, it was decided by the board that the course of instruction in that university fulfilled the requirements of clause 111 of the Dominion Lands Act.

No meeting was held in August, amendments to clause 101 of the Dominion Lands Act, passed at the last session of Parliament, having then come into force, changing the constitution of the board and providing for a regular meeting in February of each year only. Under this clause as amended, the board consists of the Surveyor General and two Dominion Topographical Surveyors appointed from time to time by Order in Council. Messrs. W. F. King and Otto J. Klotz were under the authority of this clause appointed by Order in Council of September 30, 1899, to be members of the Board of Examiners.

The first meeting of the new board was held on December 18 last. It was expected that some candidates would attend for examination, but they failed to appear. The board appointed Mr. P. B. Symes secretary, revised the programme of subjects for examination, adopted rules for holding the examinations, and prepared papers for the various examinations. Among other minor changes, it was arranged to reduce to one day the time necessary for the preliminary examination of candidates who hold university or college degrees and who, in obtaining such degrees, have followed a regular course of study in the mathematical subjects prescribed for this examination during the regular university or college sessions for at least two years. Steps were also taken to shorten somewhat the final examination in the case of provincial land surveyors.

An application having been received from a candidate for examination at Dawson in the Yukon Territory, Mr. Wm. Ogilvie, D.L.S., the Commissioner of the Territory, was, by Order in Council of September 21 last, appointed special examiner under the provisions of sub-clause 5, of 101 of the Dominion Lands Act, as amended, but no examination was held, the candidate having left Dawson before the arrangements were completed.

The correspondence of the board amounted to :—

Letters received.....	123
Letters sent.....	123

#### APPENDICES.

The following documents are appended :—

- Schedule of Dominion Land Surveyors employed.
- Statement of work performed in the survey records office.
- Schedule of work executed in the photographic office.
- Schedule of work executed in the lithographic office.
- List of Dominion Land Surveyors who have been supplied with standard measures.
- Reports of the surveyors employed during the calendar year 1899.
- Reports of Messrs. A. St. Cyr, J. J. McArthur, J. L. Côté and A. J. Brabazon, Dominion Land Surveyors, on surveys made in 1898.
- Examination papers of the Board of Examiners for Dominion Land Surveyors.
- General map of the Northwestern part of the Dominion of Canada.

I have the honour to be, sir,

Your obedient servant,

E. DEVILLE,  
*Surveyor General.*

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## APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

## SCHEDULE of Dominion Land Surveyors employed, and work done by them during the Calendar Year 1899.

Surveyor.	Address.	Nature of Employment.
Aylsworth, C. F.	Madoc, Ont.	Subdivision of parts of townships 37, ranges 25, 26 and 27 and of township 38, range 26, west of principal meridian.
Belleau, J. A.	Ottawa, Ont.	Subdivision of part of township 33, range 31, township 34, range 32, fractional township 34, range 33, part of township 36, range 29 and township 34, range 31, the north outline of township 36, range 31 and the east outline of townships 35 and 36, range 32 and of township 33, range 33, west of principal meridian.
Bélanger, P. R. A.	Ottawa, Ont.	Subdivision of part of township 37, range 1, west of 2nd meridian, removal of old survey marks on and the re-survey of east outline of township 32, range 1, west of 2nd meridian, the survey of the 2nd meridian from the 1uth base to the north-east corner of section 2c, township 47 and the 11th base line across ranges 1 to 8 inclusive west of 2nd meridian.
Bourgault, A.	St. Jean Port Joli, Que.	Assistant to P. R. A. Bélanger.
Bourget, C. A.	Ste. Adelaide de Pabos Gaspé, Que.	Assistant to James Dickson.
Brabazon, A. J.	Ottawa, Ont.	Subdivision of townships 31, ranges 1, 2 and 3, re-survey of east outline township 31, range 1, west of 2nd meridian and exploration of the basins of the Swan and Red Deer rivers.
Côté, J. L.	Ottawa, Ont.	Locating Doukhobors and surveys in Yukon Territory.
Côté, J. A.	Quebec, Que.	Assistant to J. C. Desmeules.
Dickson, James.	Fenelon Falls, Ont.	Subdivision of townships 31 and 32, range 21, township 31, range 22, and parts of townships 30 and 32, range 22, and subdivision of township 38, range 27, west of principal meridian.
DuBerger, C. C.	Waterloo, Que.	Subdivision of township 47, range 27, part of township 47, range 26 and fractional township 47, range 28 and renewal of survey marks in township 45, range 22, west of 4th meridian.
Dalton, J. J.	Milton, Ont.	Assistant to J. K. McLean.
Desmeules, J. C.	Murray Bay, Que.	Subdivision of township 36, range 23, west of principal meridian.
Francis, John.	Poplar Point, Man.	Subdivision of part of township 35, range 30, west of principal meridian.
Fafard, F. X.	Quebec, Que.	Subdivision of part of township 1, range 12, the east outlines of townships 1 and 2, ranges 11 and 12, the north outline of townships 2, ranges 11 and 12 and renewal of survey marks on east outline of townships 3 and 4, range 10, east of principal meridian.
Gauvreau, L. P.	Quebec, Que.	Assistant to C. F. Aylsworth.
Gauvreau, A.	"	Assistant to Moses McFadden.
Hubbell, E. W.	Ottawa, Ont.	Subdivision of township 35, range 25, township 37, range 28 and part of township 38, range 28, west of principal meridian.
Heron, R. W.	Rednersville, Ont.	Assistant to F. X. Fafard.
Lawe, Henry.	Winnipeg, Man.	Subdivision of east half of section 11, township 11, range 3, west of principal meridian.
Molloy, J.	Rosser, Man.	Assistant to A. J. Brabazon.
Martin, A. F.	Winnipeg, Man.	Subdivision of part of fractional township 32, range 32, fractional township 33, range 32, west of principal meridian, fractional townships 31, ranges 4 and 5, part of fractional township 31, range 6, fractional townships 32, ranges 1 and 2, townships 33, ranges 1 and 2, part of township 32, range 3, re-survey of part of township 32, range 3, and all of township 33, range 3 and subdivision of townships 32, ranges 4, 5 and 6, west of 2nd meridian.
McLean, J. K.	Elora, Ont.	Subdivision of parts of township 52, range 22 and of townships 56 and 57, ranges 25 and 26 and all of township 58, ranges 24, 25 and 26, west of 4th meridian.

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SCHEDULE of Dominion Land Surveyors employed, and work done by them during the Calendar Year of 1899—*Concluded.*

Surveyor.	Address.	Nature of Employment.
McFadden, Moses	Neepawa, Man	Subdivision of part of townships 33 and 35, range 22 west of principal meridian and mounding of townships 31, ranges 1, 2 and 3 west of 2nd meridian.
Patrick, A. P.	Calgary, Alta.	Subdivision of town lots at Field, British Columbia.
Ross, J. E.	New Westminster, B.C.	Subdivision of parts of township 21, range 29, west of 5th meridian, townships 21 and 22, range 1, townships 22, 23 and 24, range 2, township 18, range 8, township 17, range 9, townships 17 and 18, range 10, township 17, range 13, townships 4 and 5, range 27 and of township 4, range 28, west of 6th meridian and of parts of townships 12 and 20, east of coast meridian and re-survey of parts of township 4, range 28, west of 6th meridian and of township 12, east of coast meridian.
Reid, J. L.	Prince Albert, Sask.	Subdivision of townships 34 and 35, range 23, township 35, range 25, township 34, range 27 and part of township 33, range 23, west of principal meridian and survey of North-West Mounted Police lands at Batoche.
Saunders, B. J.	Athens, Ont.	Subdivision of township 2, range 23, parts of township 1, range 23, township 7, range 25 and of township 6, range 26, fractional township 6, range 27 and west outline of township 7, range 26, west of 4th meridian; parts of township 14, range 1, townships 15 and 16, range 2, township 16, range 3, and of townships 16 and 18, range 4, west of 5th meridian and the survey of Banff cemetery in the Rocky Mountains Park of Canada.
Saint-Cyr, A.	Ottawa, Ont.	Survey of the boundary line between British Columbia and Yukon Territory.
Vincent, F.	Murray Bay, Que.	Assistant to J. A. Belleau.
Woods, J. E.	Aylmer, Que.	Survey of the east outlines of township 39, range 27, townships 40, ranges 26 and 27 and north outline of township 40, range 26, west of principal meridian.
White-Fraser, G. M.	Toronto, Ont.	Determination of points on boundary between British Columbia and Yukon Territory.
Wheeler, A. O.	Calgary, Alta.	In charge of irrigation surveys.

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## APPENDIX NO. 2 TO THE REPORT OF THE SURVEYOR GENERAL.

STATEMENT of work performed for the twelve months ending June 30, 1899.

	Number.	\$ cts.
Files received and dealt with. ....	1,186	
Letters drafted. ....	2,274	
Memorandums, reports, draft memos to council, &c. ....	325	
Plans, tracings, &c., copied or compiled. ....	311	
Plans sent agents, registrars, &c. ....	1,339	
Cash fees received. ....		138 76
Letters written to agents, registrars, &c. ....	368	
Statutory declarations copied and mailed. ....	113	
Pages of field notes copied. ....	107	
Prints of plans received and stored. ....	5,300	
Original plans recorded. ....	224	
Original field books recorded. ....	110	

FRANK CLAYTON,

*Surveyor and Draughtsman in Charge of Branch.*

DEPARTMENT OF THE INTERIOR,  
SURVEY RECORDS BRANCH,  
OTTAWA, December 7, 1899.

## APPENDIX NO. 3 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE showing work executed by the Photographic Office from November 1, 1898, to October 31, 1899.

Class of Work Done.	For the Topographical Surveys Branch.	For the Boundary Com- mission.	For the Geologi- cal Survey Department.	Totals.
Wet plate negatives made. ....	68	60	69	195
Dry plates developed. ....	339	40	60	439
Bromide prints developed. ....	518	319	102	939
Blue prints. ....		49		49
Aristo prints developed. ....	2,276		435	2,711
Transparencies made. ....	374		210	584
Totals. ....	3,573	419	925	4,917

## APPENDIX NO. 4 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE showing work executed by the Lithographic Office from November 1, 1898, to October 31, 1899.

Months.	Maps.		Townships.		Forms.	
	Number of Maps.	Number of Copies.	Number of Townships.	Number of Copies.	Number of Forms.	Number of Copies.
1898.						
November .....	1	250	6	318	1	500
December .....			10	530		
1899.						
January .....	2	150	7	371	1	200
February .....	2	100	7	371	1	100
March .....	5	180	10	530		
April .....	11	345	7	372	3	550
May .....	12	985	4	212	1	200
June .....	2	175	19	1,007		
July .....	12	835	10	530	1	100
August .....	9	400	10	530	1	500
September .....	9	620	4	212	1	100
October .....	3	385	2	106	2	1,100
Totals .....	68	4,425	96	5,089	12	3,350

## RECAPITULATION.

Number of maps .....	68	Number of copies .....	4,425
"    townships .....	96	"    " .....	5,089
"    forms .....	12	"    " .....	3,350
Total .....	176	Total .....	12,864

## SESSIONAL PAPER No. 13

## APPENDIX No. 5 TO THE REPORT OF THE SURVEYOR GENERAL.

## LIST of Dominion Land Surveyors who have been supplied with Standard Measures.

Name.	Address.	Date of Appointment.	Remarks.
Austin, T. F.	Dewdney, Alta.	April 14, '72.	
Aylsworth, C. F.	Madoc, Ont.	May 17, '86.	
Bayne, G. A.	Winnipeg, Man.	April 14, '72.	
Belanger, P. R. A.	Ottawa, Ont.	May 17, '80.	Surveys staff, Dept. of Interior.
Belleau, J. A.	Ottawa, Ont.	May 15, '83.	" "
Bigger, C. A.	Ottawa, Ont.	Mch. 30, '82.	
Bolton, L.	Listowel, Ont.	April 14, '72.	
Bouchette, C. J.	Selkirk, Man.	April 14, '72.	
Bourgault, A.	St. Jean Port Joly, Que.	Mch. 29, '83.	
Bourgault, C. E.	St. Jean Port Joly, Que.	Feb. 21, '88.	
Bourne, R.	Fort Rouge, Winnipeg, Man.	June 17, '75.	
Brabazon, A. J.	Ottawa, Ont.	May 12, '82.	Surveys staff, Dept. of Interior.
Bray, S.	Ottawa, Ont.	Nov. 14, '83.	Dept. of Indian Affairs.
Brodie, S.	Fort Qu'Appelle, Assa.	April 14, '72.	
Burke, W.	Minnedosa, Man.	April 14, '72.	
Burwell, H. M.	Vancouver, B.C.	Feb. 17, '87.	
Carroll, C.	Prince Albert, Sas.	April 14, '72.	
Chalmers, T. W.	Edmonton, Alta.	Nov. 7, '88.	District Engineer, N.W.T.
Côté, J. L.	Dawson, Yukon Territory.	Mch. 21, '90.	
Cotton, A. F.	New Westminster, B.C.	May 11, '80.	
Deans, W. J.	Brandon, Man.	May 13, '86.	
Dennis, J. S.	Regina, Assa.	Nov. 19, '77.	Dominion Topographical Surveyor, Deputy Commissioner, Public Works, N.W.T.
Denny, H. C.	Calgary, Alta.	April 1, '82.	
Desmeules, J. C.	Murray Bay, Que.	April 14, '72.	
Dickson, H. G.	Victoria, B.C.	Mch. 19, '89.	
Dickson, J.	Fenelon Falls, Ont.	April 14, '72.	
Doupe, J.	Winnipeg, Man.	April 14, '72.	
Doupe, J. L.	Winnipeg, Man.	Oct. 6, '88.	
Drewry, W. S.	Victoria, B.C.	Nov. 14, '83.	
Driscoll, A.	Chilliwack, B.C.	Feb. 23, '87.	
DuBerger, C. C.	Waterloo, Que.	Nov. 17, '81.	
Ducker, W. A.	Winnipeg, Man.	Mch. 30, '83.	
Dumais, P. T. C.	Hull, Que.	Mch. 29, '82.	
Fawcett, T.	Niagara Falls, Ont.	Nov. 18, '76.	Dominion Topographical Surveyor.
Fawcett, A.	Dawson, Yukon Territory.	Feb. 22, '93.	Alaska Commercial Co.
Fitzpatrick, J. D. A.	Kildare, Que.	Feb. 23, '87.	
Foster, F. L.	Toronto, Ont.	April 14, '72.	
Francis, J.	Poplar Point, Man.	June 17, '75.	
Garden, J. F.	Vancouver, B.C.	May 13, '80.	
Garden, C.	Winnipeg, Man.	April 14, '72.	
Gibbon, J.	Dawson, Yukon Territory.	Feb. 12, '91.	Gold Commissioner's office, Yukon Territory.
Gore, L. S.	Victoria, B.C.	April 19, '79.	
Gosselin, L.	Hedleyville, Que.	May 15, '80.	
Greene, T. D.	Ottawa, Ont.	May 19, '84.	Dept. of Indian Affairs.
Harris, J. W.	Winnipeg, Man.	April 14, '72.	City Surveyor, Winnipeg.
Henderson, W.	Chilliwack, B.C.	Nov. 17, '83.	
Hubbell, E. W.	Ottawa, Ont.	May 19, '84.	Surveys staff, Dept. of the Interior.
Jephson, R. J.	Calgary, Alta.	May 12, '80.	District Engineer, N.W.T.
Klotz, O. J.	Ottawa, Ont.	Nov. 19, '77.	Dominion Top. Surveyor, Astronomer, Dept. of the Interior.
Latimer, F. H.	Detroit, Michigan.	Nov. 13, '85.	District Engineer, N.W.T.
Laurie, R. C.	Battleford, Sask.	April 27, '83.	
Lawe, H.	Winnipeg, Man.	April 14, '72.	
Lendrum, R. W.	Edmonton, Alta.	May 15, '80.	
Lumsden, H. D.	Edmonton, Alta.	April 14, '72.	
Magrath, C. A.	Lethbridge, Alta.	Nov. 16, '81.	Dominion Topographical Surveyor, Land Commissioner, Alberta Rail- way and Canal Co.
Malcolm, L.	Blenheim, Ont.	April 14, '72.	

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LIST of Dominion Land Surveyors who have been Supplied with Standard Measures.—*Concluded.*

Name.	Address.	Date of Appointment.	Remarks.
Martin, A. F.	Winnipeg, Man.	April 14, '72.	
Miles, C. F.	Rat Portage, Ont.	April 14, '72.	
McAree, J.	Toronto, Ont.	April 14, '72.	Dominion Topographical Surveyor.
McFadden, M.	Neepawa, Man.	April 14, '72.	
McFee, A.	Innisfail, Alta.	April 19, '79.	
McKenna, J. J.	Dublin, Ont.	April 14, '72.	
McKenzie, J.	New Westminster, B.C.	Nov. 18, '88.	Dominion Lands Agent, New Westminster.
McLatchie, J.	Nelson, B.C.	April 14, '72.	
McLean, J. K.	Elora, Ont.	April 1, '82.	
McPhillips, G.	Windsor, Ont.	June 17, '75.	
Ogilvie, W.	Dawson, Yukon Territory.	April 14, '72.	Commissioner, Yukon Territory.
Patrick, A. P.	Calgary, Alta.	Nov. 19, '77.	Dominion Topographical Surveyor.
Pearce, W.	Calgary, Alta.	May 10, '80.	Supt. of Mines, Dept. of the Interior.
Rainboth, G. C.	Aylmer, Que.	April 14, '72.	
Ralph, Wm.		April 14, '72.	
Reid, J. L.	Prince Albert, Sask.	April 14, '72.	District Engineer, N.W.T.
Ritchie, J. F.	Nelson, B.C.	Jan. 7, '89.	
Robertson, H. H.	Montmaguy, Que.	April 14, '72.	
Ross, J. E.	New Westminster, B.C.	Feb. 12, '91.	
Saint Cyr, A.	Ottawa, Ont.	Feb. 17, '87.	Surveys staff, Dept. of the Interior.
Saunders, B. J.	Athens, Ont.	Nov. 16, '84.	
Seager, E.	Rat Portage, Ont.	April 14, '72.	
Selby, H. W.	Wabigoon, Ont.	Nov. 15, '82.	
Shaw, C. A. E.	Victoria, B.C.	May 10, '80.	
Speight, Thomas	Toronto, Ont.	Nov. 16, '82.	
Starkey, S. M.	Starkey's P.O., N.S.	April 14, '72.	
Stewart, G. A.	Calgary, Alta.	April 14, '72.	
Stewart, L. B.	Toronto, Ont.	Nov. 22, '82.	Dom. Topograph. Surveyor, Professor School of Practical Science, Toronto.
Stewart, E.	Collingwood, Ont.	April 14, '72.	
Talbot, A. C.	Ottawa, Ont.	May 13, '80.	Surveys staff, Dept. of the Interior.
Thompson, W. T.	Fort Qu'Appelle, Assa.	Nov. 19, '77.	Dominion Topographical Surveyor and District Engineer, N.W.T.
Tremblay, A. J.	Les Eboulements, Que.	Feb. 18, '90.	
Turnbull, T.	Winnipeg, Man.	Mar. 29, '82.	
Tyrrell, J. W.	Hamilton, Ont.	Feb. 16, '87.	
Vaughan, J. W.	Vancouver, B.C.	June 11, '78.	
Vicars, J.	New Westminster, B.C.	May 17, '86.	
Wheeler, A. O.	Calgary, Alta.	Nov. 21, '82.	In charge Canadian Irrigation Survey.
White-Fraser, G. W. R.	Toronto, Ont.	Feb. 21, '88.	Dominion Topographical Surveyor.
Wilkins, F. W.	Norwood, Ont.	May 18, '81.	" "
Wilkinson, W. D.	Toronto, Ont.	Feb. 22, '93.	
Woods, J. E.	Aylmer, Que.	Nov. 14, '85.	Surveys staff, Dept. of the Interior.

P. B. SYMES,

*Secretary of the Board of Examiners for Dominion Land Surveyors.*



## SESSIONAL PAPER No. 13

## APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF C. F. AYLSWORTH, D L.S.

SURVEYS IN SWAN RIVER DISTRICT, MANITOBA,

MADOC, December 29, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to report that in compliance with your instructions, dated April 4 last, informing me that I had been appointed to survey certain townships in the Swan river district, Manitoba, I left Madoc on Tuesday, the 11th, and on April 15, arrived in Winnipeg, having been delayed a day in Toronto getting my instruments put in order. In Winnipeg I engaged some members of my party, and procured the necessary outfit, and on the 18th left for Saltcoats, to which point I had previously telegraphed to have my horses brought. From the report of two of my men who had just arrived from Fort Pelly, I decided that the trail by Yorkton would be preferable to any other, as they said the trail via Kamsack and Côté was just about impassable, so I made arrangements with the agent at Saltcoats to forward my provisions to Yorkton. He failed to do this, thus causing a delay of a few days at Yorkton. I cannot say that the delay was an unmixed evil, as it gave us an opportunity of studying the Doukhobor population encamped around the immigration shed in hundreds, preparatory to journeying on to their future home, and I must say that my party and myself were very favourably impressed with these people as a desirable class of settlers for this country. My favourable impressions of Yorkton as set forth in my report of last year remain, but still more emphasized this year. As an evidence of the steady growth, I may say that I know of parties who wished to have about one hundred acres subdivided into town lots. At last on Wednesday, 26th, we started for Pelly, heavily loaded, where I arrived on Friday. At Pelly and on the way here, different parties who should be authorities warned me that I could not get to my destination until the waters in the rivers and streams subsided and the roads dried up; that we could not cross Bearshead creek and Swan river; that there were impassable muskegs intervening, and that the roads generally were in a very unfavourable condition for heavy loads. Still we pursued our way, and met each of the above difficulties successfully as they appeared, but any one can readily see that it was no easy matter crossing rivers and streams in the spring and freshet time—that is the condition these streams were in when we crossed them. In making the two crossings of Bearshead creek the current carried the pony and buckboard down stream quite a distance. The water at these fords was between seven and eight feet deep. On the evening of Monday, May 1, we arrived at what is known as Knight's crossing of the Swan river, on the southerly trail leading from Pelly. Here at first sight we thought we could make no further progress, as there was before us a turbulent mass of foam about 75 yards wide and of unknown depth to be crossed, but about a mile to the west from the crossing we saw new buildings, and upon proceeding thither we found a Doukhobor village in process of building. To our delight these handy people had strung across the river a rope cable with a raft attached. The Doukhobors themselves generously came and put our wagons and effects on their ferry, and in a short time landed us on the north side of the Swan river, where we camped for the night. In the meantime our horses swam across. The Doukhobors understand thoroughly how to handle the ferry, and also how to build substantial and comfortable houses. They haul great spruce logs

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from the distant swamps for the walls, and whip-saw lumber for the roofs and other finishings. I think they have been fortunate in their selection of a locality here for settlement, as just about two miles further east I saw on my way out this fall the best oats and cabbages at Ford's that I have seen this season, and no damage whatever from frost reported. On Tuesday and Wednesday we proceeded and crossed all the dangerous sloughs and muskegs that we had been warned against, and arrived at our destination in the midst of a rain and snow storm which continued all the next day. We camped on the north-west quarter of section 31, township 36, range 27. On the following day, May 5, we began work by measuring the south-west angle of section 6, township 37, range 27, and started the meridian on the east boundary of section 6, as I had to complete the subdivision of this township. I ran the east boundary of sections 6, 7, 18, 19, 30 and 31, the north boundary of sections 7 and 8, and the north boundary of sections 19 and 20. This district is generally heavily timbered, and the soil somewhat light and stony in places. The Woody river was met on section 19, where we experienced great difficulty in crossing at this season of the year. On the 18th I undertook to cross the Woody river, near what is known as 'Count's Place,' with a flying camp, to complete that portion of this township lying to the north of the river, which had not yet appreciably subsided from the freshest state, but for some unaccountable reason the team when it reached mid-stream refused to proceed further, and the tremendous current in which they were almost submerged gradually forced them down stream sideways, thereby upsetting the wagon. We recovered most of our effects, but some were lost. We returned to our main camp and worked another day in this township. The following day, May 20, we moved camp to section 5, township 37, range 26. I may say that moving our camp from point to point through this country has been work of a very difficult and arduous nature; the wagons would generally sink half way to the axles, and at other times to the hub, and the horses were continually getting stuck, when we were compelled to unload the wagons, raise them out of the mud with levers, and brush the road for a long distance. Because of these harassing delays I could enumerate many instances where we have been unable to proceed more than forty rods in half a day, and after extricating ourselves from these experiences our horses would be completely exhausted. I am not relating this complainingly, but merely to adequately represent the situation in order that you may know the difficulties we had to contend with and the causes of such delays. Again, on account of the copious rains we had during the first three months and a half of our operations, the hills were as bad as the level country; we also had frequently to brush them in order to proceed up and down them.

Between June 3 and 10 the rain fall was so heavy as to raise all the rivers to a hitherto unknown freshest height, and thereby entirely cut off our communication with the outside world and rendered it impossible for us to get in supplies.

On June 15, having completed all we conveniently could from this camp, we started for township 37, range 25. I think I have detailed sufficient of our difficulties to enable you to comprehend them; but I do not consider this a characteristic year by any means; this country has, the same as other countries, its wet seasons and I know from satisfactory evidence, that at a similar period last year and the year previous, the country was more free from rains and drier than it has been this season.

On Monday, June 19, I arrived and camped on section 6, township 37, range 25, and the following day started the subdivision of this township. It is something remarkable the number of settlers who have been pouring into these townships to make this their home. Generally speaking, this district has more of the characteristics of Ontario than any other part of Manitoba that I have yet visited, with the additional advantages that the soil is superior to any found anywhere in Ontario, there is an abundance of timber for building, fuel and fencing, plenty of water for stock raising and tolerably free from frost. I may mention that during my travels through the North-west, I have met very few people from my native county of Hastings; but, this year I find that this county is decidedly well represented in the Swan valley; and by some of our best representatives, David Gunn, who became notorious this fall by producing the best field of wheat in the Swan river district, being a worthy representative of Madoc. The field of wheat is the result of the sound training he received at home, put into practical operation on the Swan

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valley soil. On June 30, I moved camp to section 10. A great portion of this township is clothed with a dense growth of large poplar timber and heavy willow scrub, but those portions that are low and wet may be readily drained by the Sinclair river and other streams tributary thereto, where a good fall for drainage purposes may always be had. I do not intend to make any observations regarding the mosquitoes, 'bulldogs,' black-flies and sand flies, further than to state that I fully sympathize with the remarks in last year's report on this matter by the surveyors who have preceded me in the Swan valley, and that I had to keep one man continually occupied for six weeks night and day attending to the horses.

There is a plentiful supply of wood in this district and stringent regulations should, I think, be put into operation to prevent people from wantonly destroying it

On July 25, we moved camp to section 2, township 37, range 26, and from this camp I ran the meridian forming the east boundary of section 2, north to the Swan river, which was intersected at about the middle of the north-east  $\frac{1}{4}$  of section 23. I also ran the north boundary of sections 11 and 12. This land is all first class and dry.

On Saturday, August 5, we started again for the Woody river, having completed all that could be done from the camps south of the Swan river, and arrived there in a drenching rain and camped on section 7, township 38, range 26. In this township a large number of settlers had squatted upon land bordering upon the Woody river, and it is something very remarkable the progress that has been made by some of them when we consider that they have only been here less than four months, especially the Wilson brothers, whose locations are shown in my notes and plans, and whose good works are to be seen almost everywhere in the southwest  $\frac{1}{4}$  of the township. They have cut out and improved the roads into their places, erected good and substantial buildings, put up a large quantity of hay, and assisted several others to make a start on their new homes in this locality. It is a pleasure to record the universal success attending the efforts of those who made any attempt at any sort of crop, particularly as it was upon the first year's breaking. The Canadian Northern railway traverses sections 19 and 30 of this township, a good station house is in course of completion. Where the railway crosses the Swan river, there is a flourishing town called Swan River, where there are two or three hardware stores, two drug stores, general stores, flour and feed stores, livery and feed stables, and blacksmiths, veterinary surgeon and doctors; numerous stores are located throughout the district so that the public requirements in this respect are fully met.

On August 23, we moved camp to section 15, and surveyed all that was convenient from this camp. A great proportion of this area consists of muskegs and sloughs, where in dry seasons immense quantities of hay may be had.

On September 13, we moved camp to section 6, township 38, range 27, to complete the subdivision of the north part of township 37, range 27, and on the 18th moved to section 6, in township 38, range 26, and proceeded to survey that portion of township 37, range 26, lying outside of the Indian hay reserve, and retraced the boundaries of the reserve. On September 20, we moved camp to section 1, township 38, range 26, and from here continued the subdivision of that portion of township 37, range 26, lying outside of the hay reserve, and retraced the outside boundaries of same; when I was advised that the Indian hay reserve had been surrendered for settlement purposes and was instructed to subdivide it. I then completed the subdivision of township 38, range 26, and on September 29, moved camp to section 28, township 37, range 26; from this camp I completed the subdivision of this township and the Indian hay reserve. On October 14, I started for Kamsack to repost township 28, range 31, where I arrived on October 20, being delayed by heavy roads, sick and lame horses. A great deal of sickness prevailed among my horses this season, such as leg fever and mud sores. The veterinary surgeon attributed this to the extraordinarily wet season. The least irritation by the hobbles developed into an aggravated sore, so that generally we found it impossible to keep the horses hobbled; one of my best horses was seriously disabled from this cause.

I cut out all the lines I ran particularly well, being ably assisted in this respect by Sam. Brass, of Pelly, whom I consider an expert picketman and liner, and who has been a very efficient member of my party for two years. As will be seen by my diary our progress was very materially delayed by wet weather. A great proportion of underbrush

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on the line consisted of gray willows growing in tangled and interwoven bunches, especially difficult to cut, and so matted together that we were compelled to cut a line two or three times as wide as would otherwise be required ; and not only this but during the late summer and fall, the slough hay and other vegetation had grown so rank and tall that we were compelled to cut or tramp this down also.

I have pleasure in recording that although there has been a large influx of labouring men into the Swan valley during the past season, there has been employment for all ; in fact some of the sub-contractors of the Canadian Northern railway were seriously handicapped on account of being unable to secure sufficient labourers.

On my way to Kamsack between Thunder hill and Pelly, we were agreeably surprised at the large number of Doukhobors who had poured into this country. It was decidedly interesting at different intervals along the trail to see finger boards erected and pointing to the Doukhor villages. We passed through some of these villages and found the people all hard at work, having built for themselves substantial and comfortable houses, dug wells and improved the roads, and the whole country round about them being dotted with stacks of hay ; when we consider that this district was a wilderness in the spring and had been transformed by the fall into a perfect hive of industry, it shows with great effect the advantage of settling the country with these people. As to the estimation in which these new settlers are held by the ranchers, I may mention that I met a rancher whose cattle-run had been infringed upon by the Doukhobors settling around him and who was compelled to move to another location. In telling me of this his wife remarked : ' Well, we have been crowded out by these Doukhobors, but they are good settlers, clean, moral, industrious, and they build such nice comfortable houses.' In my report of last year I mentioned the case of a rancher whose family was the only one located in a certain township, whose wife remarked to me then that she hoped no more settlers would come and locate in this township. I found this fall that a village of Doukhobors had located about forty rods from this ranchman's house, so I called in, expecting to hear violent protests against this, but was surprised to hear quite the contrary.

Charles McDougal, one of the sub-contractors on the Canadian Northern railway, told me that he would prefer Doukhobors for railway navies to any other men he has come in contact with, and he has had a wide experience with the different classes.

On November 1, I completed the reposting of township 28, range 31, finding with some difficulty nearly all the posts, which were wooden, excepting in the S. E.  $\frac{1}{4}$  of the township in the timbered valley of the Assiniboine, where I could not find a number. In no case in this township did I establish a new corner where I did not find the original post as I did not have a list of the lands disposed of. I thus avoided trespassing upon private rights.

On November 2, I started for Saltcoats, arriving there on the 4th, and on the following Monday took the train for Winnipeg. Brass returned with the horses to the contractor, who is to winter them. On the Tuesday following I left Winnipeg for home, where I arrived on Saturday 11th.

Game, such as bear, moose and deer were very plentiful in the Swan river district, and along the trails the prairie was simply swarming with prairie chickens this fall.

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

C. F. AYLSWORTH, JR.,  
D L.S.

## APPENDIX No. 7 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF JAMES DICKSON, D.L.S.

## SURVEYS IN SWAN RIVER DISTRICT, MANITOBA.

FENELON FALLS, December 6, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to report, in compliance with your instructions to me dated March 16, last, to proceed to the Swan river district, Manitoba, to ascertain where the greatest number of persons were squatted on unsurveyed lands and to subdivide such lands into sections, that I left home on March 28, being compelled by unforeseen circumstances to postpone my departure until that date. I arrived at Winnipeg at 8 p.m. on Friday the 31st, and spent next day in purchasing supplies and having them shipped. I reached Dauphin on the evening of Monday April 3, where I engaged my men and organized my party. This occupied my time during the next two days, and I left Dauphin by train at 9 p.m. on Wednesday, and arrived at Cowan, the terminus of the road, two and one-half hours after midnight.

Next morning it seemed doubtful whether I could proceed with my wagons, as the spring then was just beginning to set in. Sleighs without horses were not to be had at any price, and with horses only at exorbitant rates, so that I had either to incur a considerable additional outlay for transport or run the risk of having to lie up with my whole party perhaps for weeks, as the trail passed through a large muskeg which would be impassable in a few days. I therefore engaged two additional teams, and after loading up their sleighs and putting light loads on my wagons, started out. I had an extra large quantity of freight, as I had to take feed enough for my horses—five in number—from Dauphin to do them until there was grass to feed them.

We reached Swan village, commonly called 'The Tents,' on section 11, township 36, range 26 W. of P.M. about dark the same evening, Thursday.

This day's experience, the second of the spring thaw, proved that I had started out quite early enough to travel with wagons, for had I been a day sooner, I could not have got through with them at all. Immediately on my arrival I called upon Mr Harley, Dominion Lands Agent, explained my instructions, and ascertained that the greatest number of squatters on unsurveyed lands in that district were in township 38, range 27. I therefore determined to commence my season's operations there.

As it was quite apparent that the roads would be altogether impassable and the rivers broken up in a few days, I engaged three teams and sent them back to Cowan for the remainder of my supplies, and sent my own teams ahead with loads to Woody river. By so doing I had everything up to the Roaring river, and two loads to the Woody river by Saturday night. On Monday evening at dark I arrived with my party at Messrs. McKenzie and Mann's supply depot, on section 35, township 37, range 27, where I was kindly accommodated for the night by Mr. Bennett, the gentleman in charge. Next day by noon I was enabled to pitch my camp on the shore of the Bowman river, on section 6 of the township I was about to survey, viz.: township 38, range 27 west of the principal meridian. The party spent the afternoon in grinding axes and putting handles in them and getting ready for work.

Next morning April 12, I sent my teams back to bring up the balance of the supplies and started work on the west boundary of the township. The teams returned

the following Friday evening, and reported everything on the north side of the Woody river, except about three-fourths of a ton of hay which they had been compelled to leave on the south side of Roaring river, as the ice on it and also on the Swan river had broken up and the streams were impassable.

The survey of this township occupied until May 26, as, besides the interior-lines, I had also to run the west and north boundaries. Before completing this township, I received further instructions to subdivide townships 33 and 34, ranges 19, 20 and 21. On Saturday morning the 27th I struck camp, forded the Woody river that evening, and camped over Sunday on its south shore. By Monday evening I reached the south shore of the Roaring river and camped for the night. Next day I got about three miles south of 'The Tents,' where I was laid up for one day by rain. The following day we made fairly good progress, an estimated distance of seven miles by seven p.m. Here the delays by bad roads began, and what with rain, snow and mud, I did not reach Pine river on section 6, township 33, range 22, until Saturday June 10, where we pitched camp in a thunder storm at 6 p.m. In addition to the bad state of the roads, the grass was only starting to grow, consequently my horses were in a half starved condition.

The following Monday morning I took all my men with axes, and went east on the boundary between townships 32 and 33, to the southwest angle of township 33, range 21, to make a trail into that township, which I intended subdividing next. But I found the whole of the country east of the railroad, which is one and one half miles east of the west boundary of township 32, range 22, almost all under water. The country is either sloughs or covered with small scrubby spruce and tamarac, the creeks were overflowing their banks and water was running everywhere amongst the trees. We waded knee deep in mud and water all day. I had to abandon the idea of getting in there at all.

Next morning I drove twelve miles to Garland, where I had learned there was a telegraph office and wired the condition of the country to Ottawa, suggesting that I should subdivide the west half of township 32, range 22. Upon receipt of a reply approving of my suggestion I began work in this township next day, the 13th. Before I had it finished, I was further instructed to survey township 31, range 22. While engaged in this township, I was joined on July 16, by an assistant, Mr. C. A. Bourget, D.L.S., from Gaspé, Quebec.

I finished this township on August 22, and moved next day into township 30, range 21. The east half had been subdivided last winter by Mr. Martin. I completed the west half by Monday, September 11.

Next day, I proceeded into township 31, range 21, only the west boundary had been run. I commenced the survey of the township by running its north boundary. A little while after lunch on the second day, September 15, I had the index finger of my right hand broken by a stroke from a limb of a falling tree, and had to drive sixty miles to Dauphin, the nearest point where there was a doctor, to have it dressed, leaving my assistant in charge of the party. I remained at Dauphin for one week, when I returned to camp, and chained and picketed alternately, until my hand was sufficiently recovered to enable me to resume the use of the instrument.

I completed the survey of this township on Tuesday, October 24, and next day moved north into township 32, range 21, and finished the survey of it on Friday, November 17. Next day I paid off all my party at Garland, with the exception of my assistant and two men, then started for Dauphin, where we arrived at 8 p.m. on Monday 20. The roads were so bad that I had to leave my wagons, stuck in the mud, one mile and a half out of the town, and next morning engaged a fresh team to bring one of them in.

I left Dauphin on Wednesday, the 22nd, and arrived home at noon the following Tuesday, the 28th, having been absent exactly eight months.

I shall not, in this report, say much as to the quality of the land in any of the townships I surveyed, but will write a separate report of each township in its field book. It may suffice for the present to say that I found a large percentage of good land. In the northwest corner of township 38, range 27, which includes a small portion of the Porcupine hills there is some of the largest and finest spruce timber I have ever seen anywhere.

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The greater part of townships 30, 31 and 32, range 22, is thickly covered with fallen timber, which was killed by fire a number of years ago; a thick second growth is springing up, in some places it was almost impenetrable and impeded the work very materially. Another fire during the dry season would leave large sections of country ready for the plough.

I found all the land well watered with streams of clear and cold spring water flowing from the mountains. Nearly all the water courses are literally choked with fallen timber, and some of the hay meadows are under water all the year round. Although the country is apparently nearly all level, the current of the streams is swift, even during the driest season of the year, and the water courses are considerably below the surrounding country, so that all the draining it requires is simply to clean out the water beds.

The government road leading from Dauphin to Swan river passes through townships 30, 31 and 32, range 22. There is also a good wagon trail leading from Ethelbert in section 31, township 29, range 21, through townships 30, 31 and 32, same range, to Pine river reserve on Lake Winnipegosis. Another wagon trail leaves the government road on section 14, township 31, range 21, and passing by Garland unites with the Pine river trail in section 28, township 31, range 21. The Northern railroad passes through townships 30, 31 and 32, range 22, also through township 38, range 27, so that there are no longer any difficulties in the way of prospective settlers getting into the country.

Mr. T. A. Burrows owns a saw mill and general store on section 12, township 31, range 22. Here I made my head-quarters, had my supplies stored and got my mail during the season. I gladly embrace this opportunity of expressing my gratification for the many acts of kindness and courtesy of which I was the recipient while I was in that locality from both Mr. Burrows and his employees.

I was particularly struck during the past season with the rapid progress this section of country is making, a progress which outstrips any part of Canada I have ever been in. Two years ago last May when I first went there, there was not a settler north-west of Sifton in township 27, range 19. The railroad was not even surveyed beyond that point. Now the steel is laid to a point about twelve miles north of township 38, range 27. Ethelbert is a thriving village with several general stores and other branches of business.

Garland, nine miles farther north, will no doubt be the centre of another thriving settlement in the near future.

There is a brickyard in operation less than three miles from the railroad in township 30, range 22. The clay is of the finest quality for white brick and unlimited in quantity.

Nearly all the land homesteaded between Sifton, Garland and Dauphin lake on the east, and the Duck mountains on the west, is now occupied with a thrifty, industrious and contented people.

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

JAMES DICKSON, D.L.S.

## APPENDIX No. 8 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF ERNEST W. HUBBELL, D.L.S.

## SURVEYS IN THE SWAN RIVER DISTRICT, MANITOBA.

CAMP DUCK MOUNTAINS, December 1, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report of my field operations during the past season in the Swan river district.

In accordance with verbal instructions from you on July 13 (afterwards confirmed in writing September 6), I was directed 'to take the place of Mr. Woods, D.L.S., who was to return home owing to illness.'

I therefore left Ottawa on July 15, and proceeded to Winnipeg, where I remained a day awaiting the train to Dauphin, which leaves Winnipeg but twice a week for that place.

I saw Mr. Woods for a few moments at Dauphin on his way to Ottawa. He informed me that his party was in camp at Swan river, about 12 miles from the land office, and that one of his men was at Cowan to meet me. Upon my arrival at Cowan, July 22, I found the man referred to and a four horse team. I was rather curious to know why four horses had been brought to convey me to camp, but after a mile's travel on the trail the reason was self-evident; nothing but slimy and sticky mud up to the wagon box. We passed abandoned wagons and vehicles of all descriptions, left stuck with only the upper parts visible. It took us two days to reach the land office, a distance of 26 miles, with about 300 lbs. in the wagon.

It is simply impossible to write a description that would convey a proper idea of the trail. The reason I enter into detail is that I wish to convey to you the fact, that all the freight brought into the Swan valley was dragged, or pushed over this sea of mud and water for nearly the entire season. The highway into the Swan river valley via Dauphin, remained in this state nearly the whole season.

Add to this, constant rain, and you may imagine what the freighters and their horses had to contend with, and the small profit made by charging even \$4 per hundred pounds. Having thus an idea as to the condition of the trail over which the surveyors in the Swan river had their freight conveyed, I trust if our bills seem a little excessive, that I have made plain the reason.

The Canada Northern has its rails laid as far as the Woody river, so that the greater part of this trail has become obsolete. I might add that during the whole season we had to travel over country with and without trails similar to what I have described. You can therefore form an idea as to the difficulties we had to contend with in transport; the cutting out of the lines is the smallest part of a survey in this country now. I arrived at the land office on the 24th, and sent word to my assistant, Mr. Lonergan, who came the next day and told me that there were only four men in camp. I then organized my party, and upon inquiries from reliable authorities found it would be impossible owing to the wet state of the country to take my outfit north at that time of the year, as I had intended.

Mr. Harley, the land agent, being most anxious for me to survey townships 37 and 38, range 28, I therefore considered it advisable to do so, and reported my intentions to you at once.



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The next two days I was engaged freighting supplies to my camp, repairing outfit, completing the organization of my party, &c. On the 27th I left the land office, and arrived at camp that evening. The next day we broke camp, and with the aid of an extra team reached our initial point the following evening—the S.E.  $\frac{1}{4}$  of section 2, township 37, range 28. The ground passed over was simply a repetition of the trail already described, with the addition that we were obliged to cut our way through heavy windfall, to unload and load in mud to our middle, to double and treble our horses, and to contend with broken wagons and upsets.

On Monday, July 31, we commenced the subdivision of township 37, range 28, and completed it on September 18, including the north boundary and west outline, and also opened 3 miles of base, making 57 miles in all. This township is nearly all covered with green poplar (average diameter about 7 inches), interspersed with several large clumps of tamarack and spruce suitable for building purposes. The whole is mixed with an extremely thick growth of alder and willow. The surface is generally level, excepting the north-west corner, which, being in the Porcupine Hills, is naturally rough and hilly. It is well watered by numerous brooks. Smith's creek, the largest stream, is about 25 links wide, and varies in depth from 2 to 8 feet, and has a gravelly bottom and cut banks. There are several large creeks in the west half of the township, all tributaries of the Woody river. The Woody river enters section 6, flows east north-east, and leaves the township in section 13. Its average depth is about 3 feet, a bottom of clay and boulders, and it has cut banks from 8 to 13 feet in height. The soil in this township may be rated second class, being light and sandy. There are several good sections suitable for homesteading, upon which plenty of hay grows. A prairie ridge of gravel, averaging 10 chains in width, extends from section 6 to section 34, upon which is an Indian pack trail that fords the river in section 6 and leads to Fort Pelly. By taking advantage of this ridge there is comparative easy access to the township from the north. Several houses are erected in this township, but at the time of the survey the owners were absent.

From here I proceeded to subdivide the south half of township 38, range 28, and to run the west outline. I finished this on October 16. Over 80 per cent of this township is covered with green timber, principally poplar and spruce of large dimensions suitable for manufacturing purposes; there is also a thick undergrowth of hazel and willow.

Bousmar river, a winding stream about 30 links wide and 2 to 3 feet deep, flows south easterly, and leaves the township in section 1.

The surface is undulating and hilly, the soil first and second class.

Only one settler has a homestead in this township on section 1, and from what I saw, is doing very well, especially in the production of vegetables. I strongly recommend that this township be held in reserve for a timber limit.

I think that the northern half will not require surveying for a number of years. Whilst engaged in subdividing this township we had to resort to flying camps and pack horses, as it was impossible to penetrate it with wagons or carts.

On October 17, we started for township 35, range 25, and arrived there on the 21.

The trails were as usual terribly bad owing to the mud and water, several times we were compelled to attach six horses to a wagon containing a few hundred pounds, and in addition we had to cut our way through tangled windfall and brulé three feet high.

We commenced the subdivision of this township on October 23, and finished it on November 30.

This township is in the Duck Mountains with the exception of a few sections in the northwest corner. The surface is very rough and hilly, being broken by several rivers, many creeks and ravines; numerous large tamarack muskegs are interspersed throughout. Nearly the whole township is covered with immense dead poplar, jackpine and spruce windfall and thick underbrush. In the southern part there are several large clumps of green spruce and tamarack fit for lumber.

The east and west branches of Favel river, which are about 30 links wide and three feet deep with high cut-banks, flow northerly through the west half of the township.

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Into these numerous small creeks empty which take their rise from the muskegs already mentioned.

In section 12, there is a branch of the Duck river, a stream about 20 links wide and two feet deep. The colonization road from Dauphin enters the township in section 20, and leaves it in section 31. Two settlers have just settled on section 32. The soil in this township is of fair quality, a little sandy with red clay subsoil.

From the above description it can be readily seen that to move camp across these muskegs and over windfall piled six feet high was a piece of engineering skill I seldom attempted.

The long walks to and from camp over this 'unbroken front' of windfall were very wearisome and exasperating.

It is now my intention to proceed with the survey of the ninth base line across ranges 24, 25 and 26, which when finished will doubtless complete my field operations for this season.

Before concluding this report, I feel it my duty as well as a pleasure to record my appreciation of the valuable and willing services rendered me during this season by my competent assistant, Mr. Gerald Lonergan, P.L.S. I would also like to add, that it is in my opinion an indisputable fact, that every mile of work surveyed by me this year is equal to at least five of prairie or even bluffy country.

#### GAME.

This country is well stocked with moose, bear and the smaller fur-bearing animals.

#### METEOROLOGICAL OBSERVATIONS.

The months of July and August were very unfavourable for surveying owing to the unprecedented fall of rain. The three months following could not be surpassed for fine weather, especially November, which was like a summer month and no snow.

The lowest temperature throughout the season up to the end of November, was 14° on the 4th of that month.

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

E. W. HUBBELL, D.L.S.

## APPENDIX No. 9 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT J. E. WOODS, D. L. S.

## SURVEYS IN THE PORCUPINE HILLS, MANITOBA.

OTTAWA, January 9, 1900.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I beg to submit to you the following report on the survey I performed during the past summer.

In compliance with your instructions I left Ottawa for the Swan river valley on April 17, to survey outlines and base lines from the Swan river to the Red-deer river, passing along the east and north sides of the Porcupine hills.

On reaching Portage-la-Prairie I found that my horses and outfit had just arrived from Scotch Bay where they had wintered; most of the journey was made on the ice along the shore of Lake Manitoba. They were placed on the cars and shipped to Cowan, the end of track on the Canadian Northern railway, where I arrived with my party on the 25th.

I had to wait here for three days on some of my supplies and instruments which were delayed at Dauphin. However, this caused no delay as my horses were not in a fit condition to undertake the journey to the Porcupine hills and there was no road to the Swan river.

The Provincial Government had a party of men cutting out a new road from Cowan westerly along the North Duck river to what is known as the Sifton road. A large number of settlers were anxiously waiting for its completion to start for the Swan river valley, and when word came on the 1st of May that the road was completed every one prepared to make an early start the next morning. During the delay I had the carts and harness repaired and the horses well attended to, so that they had much improved during their stay at Cowan. About 20 teams loaded with men, women, children, and settlers' effects left for Swan river. As the frost was just coming out of the ground the roads were soon in a terrible condition, in many places the lighter wagons sank to the axles whilst the heavier ones drawn by four horses literally ploughed the road. I had only proceeded a short distance when I found it necessary to hitch two horses to each cart although the loads did not exceed seven hundred pounds each, and for the whole distance to the Favel river I had to move up half of my outfit at a time. During the first night out there fell ten inches of snow; it soon turned into slush, which the wheels churned up with the mud. On the second day we began to see parts of loads that had been thrown off to lighten some wagons, and as the roads became worse and the horses tired, the abandoned loads became more numerous, there were piles of lumber, furniture, ploughs, stoves, bags of grain, trunks and provisions; loaded wagons and even empty ones were abandoned where they became mired. A couple of parties after being on the road two days hired teams to take their wagons back to Cowan and shipped their effects back to the east. Most of the road is cut out through heavy spruce and poplar windfall making it impossible to turn out around the bad spots without much chopping. The journey from Cowan to Harlington, a distance of 27 miles, occupied seven days of hard work on both men and horses; my horses could go no further and I was forced to give them a few days' rest.

I made arrangements with Markham and Lymmington of Harlington to have the supplies I had stored at Cowan freighted to the Porcupine hills by June 1,

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expecting that by that time the roads would be in a better condition, and having sufficient provisions with me to last till June 15. I had no idea at the time how much I was to be disappointed by the parties not fulfilling their engagement.

A town has been built up at the crossing of the Favel river, containing hardware stores, grain stores, fruit stores, drug stores, harness shops, livery stables, also a photographer and a Chinese laundry. It is named Harlington after Mr. Harley, the popular land agent. The buildings are of a temporary character, as the town will be removed nearer the railway as soon as the station and town site are located.

From Harlington to the Porcupine hills I found the roads passable, but the rivers were so high that I had to ferry all my supplies across in a Peterborough canoe I had brought up for the purpose.

I reached my destination on May 20, and began on Monday, the 22nd, to survey the east boundary of townships 39 and 40, range 27 west of the principal meridian.

Several years ago in running out the west boundary of the province of Manitoba, the jog on the north boundary of township 30 was made eleven chains and twenty-two links too long; this error placed all the work north of this point and up to the tenth correction, eleven chains and twenty-two links too far west. On the ninth correction line at range 23, the jog was found to be ten chains eighty-five links too long. In order to bring back the surveys to their proper longitude, I placed the east boundary of township 39, range 27, eighty-eight chains and forty-seven links from the north-east corner of township 38 instead of placing it at ninety-nine chains and forty-seven links as given in the manual of survey.

From the existing maps I expected that only the last two or three miles of the east boundary of township 40 would strike the Porcupine hills, but I had not proceeded two miles on the east boundary of township 39, when the line began to ascend the hills; the other 10 miles were over high country very rough and broken.

The first mile is through a fine forest of poplar from 10 to 24 inches in diameter. The trees are very tall, and grow very close to one another. On the second mile the line ascends the first terrace of the Porcupine hills, and rises for the next four miles along the flank of the eastern slope of the hills. The country is very rough and broken, and cut up by numerous ravines from 50 to 175 feet deep. Streams of various size run through these ravines, over beds of gravel and boulders, forming a continuous rapid to the foot of the hills. In winter the bed of some of these streams becomes choked by anchor ice adhering to the stones, causing the streams to overflow and freeze to a great thickness. On June 5 we crossed two such streams on ice which was still over four feet thick. The Birch river is the principal stream I met. It was across section 1, township 40, in a deep valley over one mile wide; the valley advances into the hills in a north-west direction. The stream is about one chain wide, very rough and turbulent. By a series of dams and booms logs could be taken down without difficulty, as the water rises rapidly after every rain storm, and carries a large volume of water. After leaving the hills the water becomes deeper and smoother, so that only the cutting out of fallen trees would be required to float logs to Swan lake.

Up to the Birch river the line ran through heavy green timber, consisting of poplar, white birch and spruce. The spruce is of a very good quality, and many trees were 30 inches in diameter. It grows principally in the ravines. This would make it expensive to carry on lumbering operations in this part of the hills. The poplar is also very large and grows exceedingly thick. Much of it would be suitable for sawlogs. A great deal of white birch is from 10 to 15 inches in diameter. It is generally found in groves along the face of the hills; it is also to be found growing here and there with poplar and spruce. The groves were the wintering places of large herds of moose and deer, which are fond of browsing on the birch.

After ascending the north side of the valley of the Birch river the line reaches the plateau forming the summit of the Porcupine hills. The surface is broken by many stony ridges, separated by small spruce swamps. The ground rises slightly to the west and to the north as far as the base line. Beyond this it seems to fall towards the north, probably towards the Bell river.

From the Buck river northwards the country is all covered with *brulé* and windfall of spruce, jack pine and poplar, it extends as far north and west as can be seen from the

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top of the ridges ; to the east it only extends to the brow of the hills. Most of the trees have fallen, crossed and recrossed by one another and often piled upon the turned up roots of a spruce tree. The wood is very dry and extremely difficult to cut, the axes often breaking on a spruce knot as if striking a piece of steel.

After completing the east boundary of township 40, I turned eastward and ran the 11th base line across range 26. The first mile is through *brulé* and windfall of small spruce overlaying a very stony soil. On the second mile the line goes over the brow of the Porcupine hills and rapidly descends the eastern slope, for three miles ; the ground is extremely broken and cut up by deep ravines and numerous steep ridges from twenty to fifty feet high and not more than a chain or two wide at the base, and running parallel to the face of the hills. The surface is covered with a thick growth of balsam, spruce and poplar with heavy underbrush of hazel and gray willows. From the foot of the hills to the east boundary of the township, a little over a mile, the ground is level ; the timber consists of tamarack, spruce and poplar, all fit for lumbering purposes. A few chains from the township corner is the line of the Canadian Northern railway, and the road the engineers had to cut last winter to take up their supplies.

The four miles of the eastern boundary of township 40, range 26, which I surveyed are through a dense forest of poplar, spruce and tamarack, with much windfall. The timber is remarkable for its large size and dense growth ; in all my experience I have never seen such heavy cutting ; at times I had as many as five axemen and two brush hooks on the line and all were easily kept working without interfering with one another.

When I first began my survey, I found it necessary on account of the thick bush to abandon my carts and advance my camp with pack horses and *travaux*, but after proceeding a few miles the windfall became so thick that it took too much time to cut a trail along the line. I therefore left my horses in charge of a settler in township 38, and taking only one tent and a few necessaries along with all the provisions I had, we packed the camp ourselves along the line according as the work advanced. During the month of June it rained on 24 days, some days we only had a shower but at other times it rained for three days without ceasing ; this delayed us very much, and by the time we had reached the base line and cut out two miles of it, our provisions were exhausted. Instead of returning on the line we travelled eastward through the bush with our packs till we reached the engineers' winter road, along which I intended to bring up my supplies.

As there was nothing left to eat in camp, all the party had to walk back to our head-quarters in township 38, but to our great disappointment, the supplies which should have reached here by the first of June, had not yet arrived. I at once sent to a store on the Woody river for enough provisions to enable me to return to the base line whilst I sent to Harlington for my supplies. All I could get at the Woody river was a few pounds of bacon and a bag of shorts, the roads were in such a condition that even the storekeepers were unable to have their freighting done. I was thus forced to wait till June 21, for the arrival of a four-horse team with 500 pounds of provisions from Harlington. I returned north with my horses and continued the survey of the eleventh base line and the east boundary of township 40, range 26.

On my way up from Dauphin to Cowan I contracted a severe cold from riding in a box car, where many passengers had to take accommodation, as the coaches were overcrowded. Although I attended to myself as well as I could whilst travelling and working in the cold and wet, my health failed so much that I wrote to you on June 27, asking for some one to relieve me. As the survey in this part of the country could be carried on to better advantage during the winter, I abandoned the work on July 14, and brought my party and outfit to the Swan river. I met Mr. Hubbell, who was to relieve me, on my way home, and made arrangements with him to take over my party and outfit.

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

J. E. WOODS.

## APPENDIX No. 10 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF A. J. BRABAZON, D.L.S.

## SURVEYS IN THE KAMSACK COLONY OF DOUKHOBORS.

OTTAWA, January 11, 1900.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report on my operations in connection with the settling of the Doukhobors and the surveying of the colony set apart for them, known as the 'Kamsack colony,' pursuant to your instructions dated January 17, 1899. I left Ottawa on the 18th in company with Mr. Belleau, who had similar work to mine further north, and arrived in Winnipeg on the 20th, where we met Mr. Hubbell, who had preceded us from Ottawa by a few days, also in charge of work connected with the Doukhobors. Mr. Hubbell informed us incidentally that there were a number of tents belonging to the government at the immigration sheds. We called together on the immigration agent, Mr. McCreary, in connection with the duties required of us regarding the Doukhobors. He was kind enough to loan us tents and allowed us to select them, and having packed them up we left them convenient to the train. We then proceeded to attend to other necessary business, hire men, purchase supplies, &c.

We left Winnipeg on the morning of the 24th, but owing to a large crowd going west it was almost impossible to get baggage checked. Mr. Hubbell, who was looking after the tents, barely succeeded in getting his own aboard when the train moved out, leaving ours behind. On the 25th, the morning following our arrival in Yorkton, Mr. Hubbell telegraphed Mr. McCreary to send surveyors' tents by next train. He replied the same evening: 'Could not surveyors procure tents there? Want balance for Doukhobors.' I had three tents of my own, quite sufficient for the men, but none for the horses, which had also to be sheltered. On receipt of this message I telegraphed Messrs. Emerson and Hague early on the morning of the 26th, ordering tents. As they did not arrive on the next train, I again telegraphed on the 1st of February asking cause of delay, and received the following reply:—'The tents were shipped on Friday in time for Saturday's train.' However, they did not arrive until Saturday night, the 4th, causing just five days delay, but for the rest of the time I was in Yorkton I and my party were fully employed making preparations for what I supposed would be a long outing. This delay in Yorkton (occurring through no fault of mine) occasioned me serious financial loss, which the unexpected and early recall dated the 4th of April very much increased, or at least prevented me from making good. I left Yorkton for the colony on Monday, the 6th, arriving at 10.30 p.m. on the 7th. That night was fearfully cold, one of the men had his foot so badly frozen that his heel swelled alarmingly, his toes afterwards turned black, the nails dropped off and his foot was still tender when the party broke up. The cook had his foot frozen even worse the same night. The morning after our arrival one of the men upon unwrapping the thermometer from under some underclothing stowed away in a trunk, shouted '50 below zero in the trunk.' He then hung it on a tree and in a few minutes it fell to  $-57^{\circ}$ . This was at 9 a.m. on the 8th, the day we commenced living under canvas.

A report of this expedition if given in full would amount to little more than a narrative of peril and suffering. The average reading of the thermometer for the days

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of February of which I have a record is  $-34\frac{1}{4}^{\circ}$ . The maximum  $-12^{\circ}$ , minimum  $-57^{\circ}$ . The average for 27 days in March is  $-19\frac{1}{3}^{\circ}$ ; Maximum  $0^{\circ}$ ; Minimum,  $-42^{\circ}$ .

The first day of April	it was	$-12^{\circ}$
The 2nd	do	$-18^{\circ}$
The 4th	do	Zero
The 5th	do	$-8^{\circ}$
The 6th	do	$-12^{\circ}$
The 28th	do	$-2^{\circ}$

Surveying on the open plains in such a temperature cannot be done without great risk of life.

It would be distressing to tell and harrowing to read of the frost sores on the men, frozen, thawed and refrozen day after day, and the disgusting appearance they presented. Their patient, uncomplaining endurance was beyond all praise. My own share of suffering was not less, perhaps a little more, than any one else's, but my position as chief rendered that unavoidable. Exposure while using the instrument in a such a temperature with a fierce wind constantly blowing brought on partial snow-blindness, which it is said causes permanent injury. The torture during the night from the inflammation it produced was worse than in the day. I also contracted neuralgia of the stomach, which lasted during the entire work; added to this I sprained my right wrist (while using a brush-hook trying to hasten the work) which became so swollen and painful that I used my left hand altogether except when levelling the instrument, when I was obliged to use the injured one. Notwithstanding all this, I may be permitted to say, I worked every day from the time I left Yorkton till I returned, but of the eight men who formed my party with the exception of two, all were laid up at one time or another from injuries by frost or snow-blindness. With all this to contend against, I venture to think the amount of work done would not compare unfavourably with any done under similar circumstances.

I completed the survey of all the unsurveyed lands in the colony—township 31, ranges 1, 2 and 3 west of the 2nd meridian—amounting to 78 miles of subdivision and 48 miles of outlines, 126 miles in all, as well as 15 miles of old lines, and cut out a road from the Doukhobor village in section 28, township 30, range 1, to Bull's ranch, a distance of six or seven miles, for the purpose of making a shorter and better road from the village to Yorkton. I also spent two days in looking up building timber with Mr. McMunn, and was delayed greatly by errors in the 2nd meridian, and by not finding posts on the meridian between ranges 2 and 3.

As a result of my early recall, my report of necessity must be very meagre. The frozen ground rendered mound building impossible, and the deep snow prevented my seeing the soil. I can, therefore, only give the following information of the country surveyed:—

With the exception of a few sections of good country on the east side of this township, the surface is very rough, hilly and cut up by gullies. The Assiniboine river enters the township in section 34, and crossing section 35, leaves it in section 36. The Whitesand river enters it in section 17, and after winding back and forth across the south boundary of this section it crosses into section 16, where it leaves the township and returns again in section 15, runs up through 15 and 22, crosses into section 23, and from 23 for a short distance into 26, then returns to section 23, and crosses into 24, then into 13, where it leaves the township. In places the sides of the river valley are about 100 feet high and very steep. The surface of the township is generally covered with scrubby willow, from a foot to three feet high, though along the river and in the gullies there is a good quantity of firewood and fence timber. There is considerable good building timber in a tamarack swamp that was crossed on the north boundary of section 31.

The Whitesand river enters this township in section 18, and winding through sections 19, 20, 29, 28, 21, 22, 23, 26, 25, 24 and 13, crosses the south boundary into township 30. There is a fringe of poplar almost all the way along the river, in some places the trees are large. The surface in general is covered with scrub, though some bluffs of poplar are met with. The country along the river valley is rough, being cut

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up by gullies, but the northern part of the township, with the exception of occasional gullies is fairly level.

The Whitesand river enters this township in section 14, and after winding back and forth across the south boundary of this section and section 13, leaves it near the quarter post on the east boundary of the latter. The surface, with the exception of the broken land along the river and Bighill creek is level, and for the most part covered with short willow scrub. Along the south boundary of the township, and the east boundary of section 17, 18 and 20, there is consid rable poplar, some of which is suitable for building purposes. The trail from Yorkton to Pollock's mill enters the township in section 17, and leaves it in section 32. This township is a very desirable one for stock-raising, there is water, good shelter, and several good sized patches of meadow land scattered through the township, together with a very extensive one in the west half.

On completing the survey of this township, I left for Yorkton, arriving there on May 5, and on the 8th handed my outfit over to Mr. McFadden, D.L.S., as directed by your message of April 28, and returned to Ottawa on the 12th, where I reported to you on the following morning.

Before closing my report I would like to say a few words about the Doukhobors although I saw very little of them, having left the village on February 22, a short time after their arrival, and only returned to it once afterwards, but, what little I did see of them, impressed me very favourably. On April 21, I received a note from Prince Hilkoﬀ, asking me to the village to arrange about locating some of the more wealthy class, who were somewhat dissatisfied at not being allowed to do as they wished, such as to occupy houses intended for others, and to take lands unconditionally. Before I reached the village I was surprised at meeting these men on their way to Godd Spirit lake ; there were 22 in all, with two beautiful teams of horses, and provisions for a couple of weeks. After considerable discussion, I prevailed on them to return with me to the village and put in a crop, instead of attempting to cross the country at such an unfavorable season, as after the crop was in, the country would be in a more favorable condition for inspection. The worn out condition the horses were in when we got there convinced the party of the wisdom of delaying the expedition, and the Prince and Prof. Mavor expressed great satisfaction at seeing these men start contentedly to till the soil next morning. I was surprised to see the number of new houses put up, and the general improvement of the village in such a short time. Every man and woman was busy, and apparently quite happy and contented.

In physique the men are an exceptionally fine race, and though very gentle and peaceable, will defend themselves when necessary, as I saw plainly demonstrated one day in Yorkton, by a Doukhobor giving a blackguard a well-deserved thrashing. The women are bright, neat, clean and very industrious.

Rapid progress has been made by the colonists in the short time they have been in the country, which gives every indication of their becoming a thriving and happy people.

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

A. J. BRABAZON, D.L.S.



## APPENDIX No. 11 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF A. J. BRABAZON, D.L.S.

## EXPLORATION OF THE SWAN AND RED-DEER RIVER BASINS.

OTTAWA, January 11, 1900.

E. DEVILLE, ESQ.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report on my exploration of the Swan and Red-deer river basins, as directed by your instructions dated August 29, last.

I left Ottawa on September 9, and arrived in Winnipeg on the 11th. After procuring pack saddles and a tent, I left the following day for Yorkton, where I recovered one of the horses which I had lost the previous season. I purchased four additional horses, and supplies for the expedition, and left for Fort Pelly, arriving there on the 16th, where I engaged a Half-breed, and finding an old cart of Mr. Belleau's, I decided to take it along as far as the country would permit, as our supplies could be taken on it much better than by horses unaccustomed to pack saddles. Starting on the 19th from Pelly, we only travelled about eight miles, when we were obliged to abandon the cart, a wheel having given out.

With regard to that portion of the country lying between Pelly and Swan river, I need say nothing, it having been surveyed by others since the issue of my instructions. I will therefore confine myself to a description of the territory through which I travelled extending from the north-east corner of section 24, township 34, on the 2nd meridian, to the east boundary of section 1, township 44, 2nd meridian.

The valley of the Swan river, which is from one and a half to two miles wide, and from 150 to 250 feet deep, is regular in appearance as viewed from a distance, but when travelled the sides are found to be studded with hills and cut up by gullies; in the latter is generally found a growth of cherry, willow and small poplar, and upon the hill sides some good sized tracts of poplar are met with, indeed, I may say that up to the creek in section 35, township 37, range 2, bush and scrub and open prairie are about equally divided. Notwithstanding the apparent regularity of the valley, the river is extremely sinuous, winding and curving from side to side of the bottom, which is about 30 chains wide. The soil is generally a rich black loam, but stony. The vegetation is very luxuriant, the ground being actually matted with pea-vine and grass, affording excellent pasturage for a large number of stock. From the brow of the valley near the north-east corner of section 35, township 36, range 2, I travelled on the course S. 33° W. for a distance of seven miles over a level surface, through a bush of young poplar, with here and there patches of heavy timber which had escaped the ravages of the fire. The land is good, though a considerable portion of it is marshy. There are occasional patches of heavy grass, but none of any extent. A pack trail was crossed on this line which I was informed leads from Pelly to the Etoimami lakes. From a creek in section 35, township 37, range 2, west of the 2nd meridian, the clumps of poplar become larger and more frequent until section 11, township 38, range 2, is reached, where continuous heavy timber is entered, in consequence of which the grass becomes very scarce and the pea-vine almost disappears, although the soil is very good.

From the centre of section 26, township 38, range 2, I made a digression, doing due west for a distance of four and a half miles. The country from the top of the valley is very level, but much broken with muskegs. There is very little herbage or

meadow land. This line is chiefly through small dead spruce and tamarack, though now and then small bluffs of green spruce and poplar occur.

Resuming our journey in section 26, through the heavy timber, a rather open flat is crossed, dotted with poplar and bunches of willow, in which there is a considerable quantity of grass. This flat lies between a creek and the river, and extends from their confluence in section 11, township 39, range 2, for a distance of half a mile northward, and upon reaching the plateau (which is about 50 feet high) between the lakes (known to the Indians as 'the lakes in succession') and the river, we emerge into a narrow strip of prairie in section 23, township 39, range 2, which extends to section 10, township 40, range 2, gradually widening, and is dotted with poplar from the north boundary of section 26, township 39, range 2, to the end.

In section 23, township 39, range 2, the right side of the valley rapidly curves westward till its course from section 8, township 40, range 2, is almost at right angles to the bearing of the river, which it leaves and forms the southern side of the valley in which the lakes lie, while the left side keeps its northerly direction for some distance farther, but gradually becomes less prominent. The eastern side of the plateau from its beginning in section 23, township 39, range 2, forms the western side of the river valley on the one hand, and the southern forms the northern side of the valley of the lakes on the other. Keeping on the plateau along the edge of this valley through bush from the prairie in section 10, township 40, range 2, a small creek is crossed on the north boundary of section 9, running through a gully 40 feet deep and 200 feet wide. Then descending in section 16 into the valley of Little Swan river, which is about one mile wide, and crossing the flat in section 17, township 40, range 2, timbered with large spruce and poplar from the river to the plateau, on reaching which we again emerged into a narrow strip of prairie three or four chains wide, beginning in section 17, township 40, range 2, and ending in section 22, township 40, range 3, where a poplar bush about a mile long, partly destroyed by fire, is entered, at the end of which another narrow strip of prairie occurs, extending to section 22, from where a bush of poplar, spruce and tamarack continues to the east end of the third lake. With the exception of a narrow strip of fine green spruce along the shore from the middle to the west end, the bush from end to end of this lake is exclusively poplar of the choicest quality, the trees averaging about 18 inches in diameter. The soil from the beginning of the plateau to the east end of the fourth lake is generally good but extremely stony. There is an abundance of grass and pea-vine in the strips of prairie, and the latter is luxuriant wherever *brulé* and light bush are met with.

In section 17, township 40, range 2, I branched off on the course S. 45° W., and went a distance of two and a half miles to a lake in section 1, township 40, range 3, about one mile and a quarter long, and half a mile wide. From the top of the valley the surface is very level, and broken with sloughs and muskegs. From the creek between the second and third lakes the side of the valley is thickly timbered with large poplar to the top. From the top to the slough in section 7, the bush is poplar and spruce, and more open, and from the slough to the lake it is poplar, spruce, balsam and birch, and very thick. The soil is good, being a dark loam with clay subsoil. On the west side of the lake there is an extensive *brulé*.

The watershed between the Swan and Red-deer rivers is crossed in section 34, township 39, range 2, between the first and second lakes; the creek from the former, 8 feet wide and 4 feet deep, discharges into Swan river in section 11, the latter into Little Swan river in section 17, township 40, range 2, which in turn empties into the Red-deer river. The creek connecting the second, third and fourth lakes also discharges into Little Swan river. That part between the third and fourth lakes, although about 50 feet wide, and 3 or 4 feet deep, is sluggish, owing to these lakes being of about the same elevation and some 10 feet lower than the plateau. On leaving the third lake the current gradually increases to the centre of section 13, township 40, range 3, where the creek is about 30 feet wide, from where the fall to the river is about 30 feet, and as a consequence the current from here becomes very rapid. The left side of the creek valley is about 20 feet high in section 13, and about 50 feet high where it joins the valley of the river. On the north side of the third lake, about midway between the east and the west

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ends, a hill running in a north easterly direction rises from the shore to a height of about 100 feet.

Our route for the examination of that part of the country from the eastern extremity of the fourth lake passed through sections 23, 26, 35, 34 and 33, township 40, range 4, and sections 4 and 9, township 41, range 4. From the lake to the centre of section 26, the bush is chiefly poplar, then heavy spruce for a distance of half a mile or so, where we come to a low willow swamp, after crossing which we enter *brulé*, that continues to a large muskeg in section 9; beyond this I did not go. The soil is of excellent quality as far as the willow swamp, when it becomes very stony. My route from section 23, township 40, range 4, to where I closed on the 2nd meridian, is through a heavily timbered country, and crosses parts of townships 40, ranges 3 and 4, townships 41 and 42, range 3, townships 42, 43 and 44, range 2, and township 44, range 1. The soil all through is excellent, being dark loam with clay subsoil. There are several sloughs and numerous creeks.

With the exception of three ridges the country is level and wet; the latter condition I think may be attributed to the great quantity of snow and rain that fell shortly after I commenced work, and the summer I was told was unusually wet. The ground was so saturated and soft that the horses continually sank over their fetlocks in the bush and frequently to the belly. Many overflowing creeks submerged their banks to a depth of a foot or two for a distance of a chain where the banks were a little low, and very often a depth of from 6 to 12 inches of running water was crossed in sloughs which in ordinary seasons were dry. Owing to this it is impossible to say what the normal condition of the country is in this respect.

Of the ridges referred to, the first is sand and gravel 20 feet high and 400 feet wide; it is crossed in section 3, township 44, range 2; its direction is almost east and west, and is doubtless the one crossed by the 2nd meridian in township 44. The second is light sandy loam and gravel, 15 feet high and 300 feet wide, extending from the west end of and along the north side of the big slough in township 44, ranges 1 and 2, to the creek in section 8. The third is dark sandy loam and gravel, 10 feet high and 150 feet wide, and extends from the creek in section 10, along the north side of and to the east end of the slough, ending in section 1, township 44, range 1.

Considerable hay might be taken from the sloughs in dry seasons, but in such a season as this a mower could not be worked in any of them.

The timber above referred to is chiefly poplar although in many places it is interspersed with large spruce; the best and most valuable tracts are those extending from section 17 to the north-east corner of section 19, township 41, range 3, a distance of a mile and two-thirds, and from the south-west to the north-east corner of section 34 of the same township, where there is nothing but spruce of the finest quality, long and straight and measuring two feet and a half in diameter.

In this latter tract a well defined old line on the course N. 48° 30' E. is crossed and recrossed in section 12.

Between the north end of the slough in section 28 and the south-east corner of section 34 many large spruce are seen amongst the poplar, and again between Little Swan river and the north boundary of township 42, range 2, the poplar is thickly interspersed with fine spruce. So far I have only made particular mention of the quantity and quality of the spruce, but in the former the poplar greatly predominates, while in the latter it cannot be surpassed. I think it the finest I ever saw. From the north boundary of this township the bush is almost exclusively poplar, spruce and birch only appearing occasionally.

From where Little Swan river was crossed in section 2, township 42, range 3, I made an excursion along its east side in a north-westerly direction to section 30, a distance of six miles, where I turned in an easterly direction, and at a distance of half a mile came to a large creek running in very much the same direction as the river; turning at this creek, in a south-easterly direction I followed it to section 12, where it is distant from the river about one mile and a half. The country passed through is very fine and heavily timbered with poplar and spruce. A belt of fine spruce about a mile wide crosses the north-west and south-east corners of sections 2 and 10, and another three quarters of a mile wide crosses section 16; between these the bush is poplar inter-

spersed with spruce, and from section 16, with the exception of an open in section 20, heavy poplar continues to section 30 as far as I went in this direction. The timber along the creek is about the same as along the river. The soil throughout is of excellent quality.

For the purpose of examining the country between section 2, township 43, range 2 and a large creek near the 2nd meridian I proceeded in an easterly direction winding through sections 11 and 12, range 2, and sections 7, 8, 9, 4, 3 and 2 to section 12, township 43, range 1, and found the bush very similar to that generally met with so far, that is poplar, poplar interspersed with spruce, and belts of valuable spruce. One of these is in section 9, and about half a mile wide, the other in section 3 is about a quarter of a mile wide. From a muskeg in this section an extensive *brulé* is entered which crosses a big creek and extends beyond the muskeg in section 12. The timber in this *brulé* is entirely spruce, and although killed is still standing, sound, and very valuable. The surface through the entire distance is level, and the soil is very good. There are occasional low willow swamps, muskegs and creeks.

Returning to Pelly I followed the right side of Little Swan river from section 1, township 42, range 3, to its source in the second lake. As far as the plateau in section 16, township 41, range 2, the region possesses the same general character as that just described, a mixed poplar and spruce bush, the former as usual predominating. In section 31, township 41, range 2, a *brulé* is entered in which the timber has been largely damaged by fire, consequently the ground is strewn with fallen trees. In section 30 a creek is crossed at the edge of a strip of boggy land stretching to the north-east corner of section 19, also covered with fallen timber. With the exception of a green bush in section 17, between two muskegs and running to a point at the river, the *brulé* extends to section 16 where upon leaving the muskegs we begin to gently rise to the plateau, which is reached about the north boundary of section 9. From the muskeg the bush is chiefly poplar, though many clumps of small spruce are met with. The soil to the plateau is black loam with clay subsoil. On the plateau it is much lighter and very stony. Wherever little openings occur the grass and pea-vine are luxuriant. The side of the valley is cut up with gullies which extend back from the river a considerable distance.

The river, a fine stream of good clear water, which is from thirty to fifty feet wide and two feet deep, runs through a valley, or depression, about a mile wide and fifty feet below the level of the plateau which forms the bench land on either side, to about the northern end of Little Swan lake, beyond which it does not extend, and as a result the valley from here assumes a totally different appearance, being only about 10 chains wide, and varying in depth from 25 to 15 feet to where it was crossed in section 2. This stream is easily navigable for canoes, but there are places where boulders and shallows would make progress slow. There is almost an over-abundance of water supplied by the many creeks, lakes and marshes, the former varying in width from 2 to 30 feet.

With regard to the general character of the country in the region of the Swan and Red-deer rivers which I explored, I believe I am justified in saying its vast forests constitute the most important of its resources, and should the projected railway materialize, the value of the timber will become immense. It would offer excellent investment for capital, the poplar being in such abundance as to assure an almost exhaustless supply of pulp for extensive paper industries, and the spruce, though not in such great quantity could supply not only lumber for home consumption but also a great deal for exportation. Notwithstanding that the soil in the heavily wooded lands is all that can be desired, the district is not so favorable for agriculture as the ready made farms on the prairies. For the hunter, however, it is a paradise. There is the monarch of all deer, the moose, and his compeer the noble elk, besides the caribou and red deer, while black and cinnamon bears are plentiful. In feathered game the pintail grouse are plentiful, the ubiquitous ruffed grouse, the spruce partridge, snipe, and plover of several varieties; water fowl are represented by the swan, the Canadian goose, the black brant and the wavy, together with a variety of ducks from the teal to the mallard and canvasback. In days gone by the beaver was present in force, though now all but extinct.

In conclusion I may say that owing to the lateness of the season when I started, and the exceptionally heavy snow and rain which was almost continuous from October

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9 to 25, filling up the swamps and saturating the ground so as to render progress very slow, I did not get through with so much work as I would have done under ordinary circumstances.

The soft ground and lack of proper feed soon began to tell on the horses, which gradually became so weak that work as we would, some days we could not even make a mile, and as the season advanced matters grew worse until from sheer starvation and exhaustion they would fall a dozen times a day, and seemed perfectly satisfied to lie on the ground, as they would make no exertion to get up. Every time one of them fell he had to be unloaded, and raised with pries to a sitting posture; while two of us held him in this position, a third would pull so vigorously on the rein, that the horse in his efforts to go forward would recover his hind feet.

On October 24, the first horse to die, fell while crossing a creek in section 7, township 42, range 2, and although we exhausted all our resources to bring him round it was of no avail. The weather having been gloomy and too dark to observe, and as I did not know my exact position I was anxious to check my work and for this purpose I made an early start on November 7, to try and connect with the 2nd meridian, which I accomplished late in the afternoon. We then started to return to camp, but, after crossing a big slough  $1\frac{1}{2}$  miles wide with water  $1\frac{1}{2}$  feet deep frozen just sufficient not to carry, night overtook us, when we made a fire under some spruce trees and without supper we remained till daybreak, when we resumed our journey, reaching the camp at one o'clock, where the greeting from the Half-breed was:—'Another horse dead.' Still anxious to proceed I again made a start, but had not gone one hundred yards when another horse dropped. We now had only two, and the pitiable and critical condition they were in, together with a snow storm in vigorous activity to add to our difficulties convinced me of the uselessness of trying to continue the work further. I regret not having been able to carry out the intention of your instructions more fully, but under the circumstances it only remained for us to return to Pelly. The difficulty we had in getting the horses there quite confirmed the view I had taken of the situation and although we did succeed, we had to carry their loads over the bad places, and frequently had to support the horses so as to keep them on their hoofs, their general appearance suggesting all the while that permission to join their late companions would be accepted as a happy release.

I reached Pelly on November 21, and Ottawa on the 26th, and reported to you the following morning.

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

A. J. BRABAZON, D.L.S.

## APPENDIX No. 12 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF M. MCFADDEN, D.L.S.

## SURVEYS NEAR DUCK MOUNTAIN, MANITOBA AND THE NORTH-WEST TERRITORIES.

IN CAMP, township 34, range 22, December 29, 1899.

E. DEVILLE, Esq.,  
 Surveyor General,  
 Ottawa.

SIR,—In compliance with your request I beg to submit the following report of my work upon surveys during the past season.

Your instructions of May 1, 2 and 10, with which I was favoured embraced the mounding of township 31, in ranges 1, 2 and 3 west of the 2nd meridian; the destruction of mounds on the 2nd meridian along the east limit of township 31, the building of new ones in their proper places, and the subdivision of the west half of townships 33 and 34, and the north half of township 35, in range 22 west of the principal meridian, and by subsequent instructions to subdivide any portions of these townships found fit for settlement.

On May 6, I left Neepawa for Yorkton and arrived there that night. On the following Monday I took over Mr. Brabazon's entire outfit; his horses, four in number, gave evidence of having passed through a pretty severe winter. We therefore deemed it advisable to give them at least a week's rest whilst provisions were being obtained and the party filled up. On the 15th, we left Yorkton for our field of labour; a two days' journey brought me to township 31, range 3; here, we found located two prosperous ranchers, Messrs. Williams and Hutton, each having over a hundred head of excellent cattle. This section of country is said to be one of the best beef-producing districts in the Northwest territories; the wholesome water in every stream, the luxuriant grass, full of nutrition in early June, and the sleek appearance of the cattle bear evidence of that fact. The soil seems equally well adapted for grain growing, a rich vegetable loam from one to two feet deep with a clay subsoil in many places.

Having finished mounding the three townships mentioned, and corrected the mounds on that portion of the 2nd meridian instructed, we started on June 15, on our long and tedious journey around the north limit of the Duck Mountain.

On the night of the 16th we camped at Fort Pelly and the following morning at 5 o'clock proceeded on our journey. Ten miles out from Pelly, the road was something dreadful; however, we pushed on, arriving at Tent-town, or 'Canvas City' in the afternoon of the 21st. Here we remained a few days by the advice of Mr. Harley, to recruit our horses during our stay at this place. One of our horses got snagged when making a plunge in a deep mudhole, a loss that we were not well able to bear, as we lacked already of the allotted number.

On the 26th, we pulled out for Cowan, reaching there on the 28th after passing over or rather through one of the worst roads imaginable; thirteen bridges together with a number of culverts had to be built to enable us to pass along with any degree of safety; no improvements whatever made, even trees blown across the road were not cut out, land seekers in their wild rush for the Swan valley (the Paradise of the north) left in many cases their little effects strewn along the road, and not unfrequently a dead horse. Freighters charged \$3 a hundred pounds from Cowan to Tent-town, a distance of about thirty miles. What little improvements we made had the effect of reducing the rates one half. It should be borne in mind that the past season has been an unusually

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wet one, incessant rains not only rendering the roads next to impassable, but the survey of low swampy townships next to impossible.

The day after our arrival at Cowan, the men set to work cutting a road into township 35, range 22; we succeeded in getting in although there was considerable water; pitched camp, and commenced the survey of the north boundary of township 35; we only made a portion of that line when driven out by water.

We next tried the survey of the east and west centre line with the same result.

On July 7, telegraphed the department the state of affairs, and on the following day received answer:

‘Have submitted your telegram for consideration and instructions.

(Signed,) ‘E. DEVILLE.’

And some little time afterwards received the following letter:—

‘OTTAWA, July 13, 1899.

‘SIR,—Referring further to your telegram of the 7th instant, I have to inform you that if the lands which have been settled on are now surveyed, you will be sent to some other district. But if they are not surveyed, you will be placed in a part of the district where surveys are necessary.

‘Inquiries will be made and you will be further advised later.’

‘I am, sir,

‘Your obedient servant,

(Signed,) ‘E. DEVILLE,  
‘Surveyor General.’

On the strength of the foregoing we remained in camp from July 7 to 28, waiting instructions, still none came. (They surely must have gone astray.)

On the 28th we moved into township 33, determined to accomplish the survey of that township at all hazards.

Between July 28 and November 1 we finished the survey of the west half of 33 and the greater part of the south-east quarter of that township.

The south-west quarter of 33 is fairly good. A large quantity of hay could be cut on sections 8 and 17, also on 32 during a dry season. The north half of 31 presents a desirable location, convenient to the railway and the Dauphin and Swan valley road. The east half of the township is really no good in the mean time. Pine river, which is quite a stream, enters the township near the south-west corner of section 5, and flowing eastward completely loses itself on sections 2, 3, 10, 11, 14 and 15, forming a vast muskeg. The timber on the east is of no value.

I have the honour to be, sir,

Your obedient servant,

M. McFADDEN, D.L.S.

## APPENDIX No. 13 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF P. R. A. BÉLANGER, D.L.S.

## SURVEY OF THE 2ND MERIDIAN AND 11TH BASE LINE.

OTTAWA, January 17, 1900.

E. DEVILLE, Esq.,  
 Surveyor General,  
 Ottawa.

SIR,—I have the honour to submit the following general report of my work during the past season in connection with the different surveys allotted to me under your instructions, dated April 24 last, and those of subsequent dates.

On April 28 I left home for Winnipeg, which place I reached on May 1, having been delayed about thirty hours on the road, owing to a wash out on the Canadian Pacific railway.

On my arrival at Winnipeg I met Messrs. A. Bourgault, D.L.S., and G. W. Rawlings, who had both been appointed to my party, and who reported their arrival to me. Here I remained until the 6th, to hire men and buy the necessary supplies, after which I left for Yorkton, where I arrived on the evening of the same day with my party, but my supplies did not reach there until the 9th, so it was not till May 11 that I could leave Yorkton for Fort Pelly, where I stopped for a few days to make corrections on the 2nd meridian in township 32.

These corrections were made as already reported, by dividing the error in surplus equally on each section.

This error had been made in the original survey, and overlooked or passed unnoticed by the different surveyors who made verifications on this meridian.

In making the corrections I also destroyed the three rows of mounds and monuments erected by Messrs. Russell, Dumais and Hubbell to mark the same corners.

On May 22 I proceeded to my initial point, the intersection of the 10th base line with the 2nd meridian, and from there I ran the 2nd meridian to the north-east corner of section 25 of township 47, a distance of 65 miles, where I was compelled to postpone the survey, owing partly to the flood of 'Overflowing river,' and partly to a serious accident which happened to my freighters while on their way out to Port Pelly for a load of provisions.

The party consisted of my son and two other men, one of them being G. W. Rawlings, the man appointed on my party, who was returning home sick. They were crossing their outfit on a raft across the Red-deer river, when the raft broke into two pieces a few feet from the shore, and it was only by jumping off the raft into deep water that two of them escaped drowning. The sick man drifted down the stream for about 3 miles on part of the broken raft, and it was only with great difficulty that he was rescued. All the outfit and supplies, consisting of a cart, three sets of harness, one saddle, tent, wagon covers, and one case filled with personal property comprising pocket sextant, field glass and different things worth over eighty dollars were lost.

My son, soaking wet, walked back to my camp, a distance of about 18 miles, to report on the accident, whilst the other men remained at the river for two days without food waiting assistance.

This accident occasioned such a delay as to render it impossible for my freighters to go to Fort Pelly and return before my provisions would run short. Under these circumstances, aggravated by the flood of the Overflowing river, which presented another



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problem to solve for the transportation of the supplies and camp equipage across a large flooded country, I had no other alternative than to postpone the survey till winter. I therefore, on September 17, decided to return to Yorkton and report to you and ask for instructions. In the meantime I left my assistant and party in township 37, range 1, to do some subdivision work whilst awaiting my return.

On receipt of your telegram dated September 28, instructing me to run base lines west of the 2nd meridian, I started back for the corner of the 11th base line, and spent the remainder of the fall in running it as far as range 9, where I stopped work on December 4 for the purpose of continuing the survey of the 2nd meridian. The next day I started for Fort Pelly *via* Nut lake with one man, and sent the remainder of my party with the outfit along the 11th base line to the intersection of the 2nd meridian, with instructions to wait there for me, and in the meantime to make the sledges needed for winter work. I arrived at Nut lake on the evening of the same day, and there I bought a dog train, and started the following day for Fort Pelly, but the day after my departure I was so unfortunate as to lose my pocket diary. I stopped and spent over a day on the road searching for it, but failed to recover it.

On December 10 I arrived at Fort Pelly, where I remained till the 14th before I could secure a freighter to undertake the freighting of my provisions to Overflowing river, and it was only by paying what I consider an exorbitant price that I could secure one. All the white people seemed to be afraid to undertake it; the Indians were the only ones who would, and at their own price.

While at Pelly I was met by two of my men, who, according to my instructions, had brought down my summer transport outfit for delivery for the winter, to Mr. Wm. Reekie, whom in the meantime I had notified, and he arrived at Pelly to take possession of it. On December 15 I started back for my camp with my dog train, in company with three men drawing a sledge, and reached there after over four days of arduous travelling, but my freighters did not reach camp until two days later, discouraged and anxious to go back. They had already broken two wagons, and their horses were much used up and unable to proceed farther.

With the prospect of another delay of two or three weeks awaiting my freight, and, being sick and suffering with rheumatism contracted by exposure and hardship during the course of the season, and feeling unable to proceed farther north, I decided to discontinue the survey and return home, leaving over 3,000 pounds of provisions in a cache near the 11th base line, and over 600 pounds in another cache near Overflowing river.

Having given you a general account of my doings, I will now proceed to describe the country covered by my surveys, as follows:—

*Description of 2nd Meridian.*

*Township 37* is a rolling, burnt country, and forms part of the Porcupine mountains. With the exception of the northern part of section 1 and the southern part of section 12, where a bluff of large spruce and poplar is found suitable for lumbering purposes, the township is burnt and overgrown with small poplar and willow, interspersed with bluffs of poplar fit for fence rails. West of the meridian this township appears mostly open, and the soil ranks first-class. East of the meridian the country appears heavily timbered with poplar and scattered spruce. Numerous small streams cross the meridian in a south-westerly direction, and empty their waters into Swan river. The largest of these streams has been named by me Bighorn brook.

*Township 38.*—Part of section 1 is a tamarack swamp; the remainder is much like township 37. The country is gently rolling, and appears open for a long distance on both sides of the meridian. It is covered with small poplar and willow, and scattered bluffs of poplar six inches in diameter. The soil is first class, being clay loam with rich clay subsoil. Creeks were crossed on sections 1, 24 and 25. The most important of these streams I propose to name Horace brook, in commemoration of the different wrecks my son experienced on the bridge we built over it for the transport of our supplies from Fort Pelly. It is on section 24, and was carrying from 3 to 4 feet of water

at the time of the survey, on June 3. It runs in a valley 8 chains wide, where fine hay grows. Along this creek will be found good places for ranching or mixed farming. This township is very suitable for subdivision in both ranges adjoining the meridian.

*Township 39* is nearly level country, also considerably opened by fires near the meridian, though more timbered than the two preceding townships. On sections 1 and 12 are found large bluffs of extra long and fine white poplar, but on the remainder of the township the timber is generally small. All along the township from the 10th correction line, at a couple of miles west of the meridian, a large belt of timber, mostly spruce, extends north-north-east, and appears to cover the greater part of range 1. The quality of this timber could not be ascertained. East of the meridian the country appears low, and covered with willow and small dry tamarack. Large tributaries of Swan river were intersected on sections 1 and 25, and smaller streams were crossed on sections 12 and 24.

A small lake, 20 chains wide by 30 chains long was crossed in the southern part of section 24. Section 36 is a muskeg. The soil ranks generally first class.

*Township 40.*—In entering this township the country changes suddenly, it is more timbered and much broken by large tamarack swamps, some of which, however, have partly been dried up by fire.

The hills are partly covered with poplar or jackpine, with much windfall and intermixed with small poplar and willow.

The soil becomes poorer and is second and third class.

East of the meridian the country appears low and covered with large muskegs, whilst at a short distance west it is covered with poplar, partly dry and partly green. In this township, the meridian appears to run on the height of land, or along the top of the western slope of the Porcupine mountain, as far as I could judge by the numerous small creeks which take their waters from the muskeg and forin valleys at a short distance west of the meridian; the valleys become deeper as we go west. Large creeks, tributaries of Swan river, are intersected on sections 1 and 36, and numerous small blind creeks running through muskegs are also found. An Indian pack trail running north-east and south-west is also intersected on section 36. I presume it is the same one mentioned in Prof. Macoun's report of 1881, as leading from Fort Pelly to Red-deer lake.

*Township 41.*—With the exception of section 1 and the south half of section 12, this township may be classified as hilly country; it covers part of the hills of the northern half of the Porcupine mountain, and is much opened by fires, but is now overgrown with small jackpine and other scrub, and interspersed with numerous bluffs of green timber and muskegs.

Small tributaries of Swan river and springs are crossed on nearly every section. The soil is second and third class.

*Township 42.*—The south half of this township is also very hilly and broken as far as the centre of section 13, where the summit of the Porcupine mountain is reached, and the descent of its northern slope begins, which continues at a steep gradient for about three quarters of a mile to the centre of section 24, where the foot of the mountain is practically reached. From there a gentle slope is passed over up to the centre of section 25. The remainder of this township may be called gently rolling country. Swan river is intersected in section 12, flowing in a south-westerly direction in an open valley, about 20 chains wide, between banks varying from 100 to 150 feet in height. It is here only a small stream about 10 links wide by one foot deep. It comes out of a small lake which is about three quarters of a mile long by 15 chains wide, and lies a short distance east of the meridian. This lake is locally known as Swan lake and is supposed to form the head of Swan river.

The country on the south half of the township is partly burnt and partly timbered, while the north half is heavily covered with large dry and green spruce and poplar, partly good for lumbering purposes. The soil ranks first and second class.

Numerous springs or small creeks are intersected on every section, the largest being on sections 1 and 36. The one on the latter section is known as 'Smoking-tent Creek,' and is said by an Indian to take its waters from Armit lake, which according to the same

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authority has two outlets running in opposite directions, one emptying north-easterly into Red-deer lake, the other north-westerly into Red-deer river.

*Township 43.*—This township covers part of the Red-deer river valley. It is half rolling and half level. The southern half is densely timbered with dry spruce, while the north half is thickly covered with large green willow bush, black poplar and spruce interspersed with small patches of dry timber, and occasionally broken by meadows, the largest being along a creek in the north half of section 25 and south half of section 36. The remainder of this section is densely covered with large black poplar mixed with alder willow and hazel bush.

'Smoking-tent creek' crosses the north half of section 36 in a north-north-easterly direction. It is here a stream about thirty links wide by two feet deep with gravel bottom.

Another large creek, a tributary of Smoking-tent creek, is also intersected on section 12; it averages twenty-five links in width by ten inches deep with stony bottom and banks 50 to 60 feet high.

Another small tributary of the same creek meanders across the meridian on sections 13, 24 and 25, and empties its waters into the latter at about 20 chains east of the meridian. The soil is very rich and of the best quality for mixed farming.

*Township 44.*—The first two miles of this township are densely covered with large poplar, mixed with hazel bush, willow and alder, broken only by a spruce swamp about 30 chains wide, which lies on the north side of a ridge crossed in the south half of section 1.

'Smoking-tent,' a small scrubby opening about 20 chains long by 4 to 5 chains wide, where the Indians used to camp, lies on top of the ridge above referred to. It is a garden where roses and berries of all kinds abound.

In striking this little place one admires the goodness of nature in placing such a garden in the midst of a thick forest for the comfort of a human being who reaches it after an arduous journey through the forest.

Section 13 is mostly covered with thick large willow bush with hay between the clumps.

The remainder of the township is covered with a spruce swamp, flooded by Smoking-tent creek, which crosses on section 12 in a north-north-westerly direction and spreads its waters over an immense swamp which turns north-north-easterly and crosses the meridian. It covers the meridian for a distance of over half a mile, and is stopped by a small timbered ridge which crosses the meridian in the north half of section 24. Across this half section at a distance of about ten chains east of the line, the waters flow through a narrow channel, from which they again spread out into a large swamp, which again turns north-westerly and covers the meridian for the distance of about three-quarters of a mile. Another large creek, a tributary of Smoking-tent creek, rises in the south-south-east in the Porcupine mountain and empties into the latter creek at half a mile east of the meridian opposite 'Smoking-tent,' where it crosses the ridge. At about two miles east of the meridian in this township is 'Bush brook' running in a northerly direction. Along the west bank of this creek I found an Indian pack-trail, which I followed in cutting the wagon road I used to move my camp and outfit northerly from Smoking-tent, as no dry land could be found in the vicinity of the meridian. This creek, though only 15 to 20 links wide and shallow when I saw it on July 22, was 5 feet deep when forded with wagons two days later, owing to the torrential rainfall of the day before.

*Township 45.*—Section 1 is covered by a very wet spruce swamp, which is a continuation of those mentioned in the preceding township. The remainder of the township is thickly covered with poplar, willow and hazel bush. The timber increases in size as we approach the Red-deer river, which crosses the north half of section 25 in a north-easterly direction. This river is a fine stream, averaging about six chains in width, and varying in depth from 3 to 8 feet, with sandy bottom and slow current. It abounds with fish such as pike, pickerel and gold eyes.

The pack-trail referred to in township 44 is crossed on section 13, leading to 'Sugar bush' opposite the mouth of Smoking-tent creek, which empties into Red deer river at about half a mile west of the meridian.

Twenty chains farther west, close to 'Sugar bush,' is found a small sandy plain covered with long weeds, and which is a favourite camping ground for the Indians when they assemble in the spring for the purpose of making sugar.

Another pack-trail, leading from Red-deer lake to Nut lake and Fort Pelly, is crossed on section 36. It follows along the north bank of Red-deer river. The land, with the exception of section 1, ranks generally as first class.

*Township 46.*—Is a low level country, covered with scrubby poplar and willow, and greatly broken by muskegs and swamps. The soil rates second and fourth class, but the land is so low as to be considered unfit for settlement.

*Township 47.*—Is much the same as township 46; the country is generally low and covered with scrubby bush, and badly broken by large muskegs intercepted by low ridges. Section 25 and part of section 24 were at the time of the survey covered with one to four feet of water, owing to the heavy rains which prevailed during the season in the Red-deer river valley, and caused the swelling of 'Overflowing' river, which spread its waters for miles over the adjoining flat country. The last day I worked on this line the water was so high that I could not find a dry place to land at dinner time, and we had to take our lunch in two feet of water standing around a willow bunch on which we put our lunch bag.

As a further instance of the depth of water, my dog who had followed us that day by swimming most of the time, was observed to be exhausted and in a sinking condition, and had to be carried back to the camp by the men in turns.

#### 11TH BASE LINE.

With regard to the physical features and resources of the country as observed on this line from the 2nd meridian west to range 7 included, I may say that in general it is not suitable for immediate settlement. The line for 35 miles is through a solid bush country, much broken in places by very wet spruce swamps and muskegs.

From the west half of section 32, range 4, for eleven miles westward across ranges 5 and 6, the line runs through the finest spruce bluff that I have ever seen in the North-west. The trees vary in size from 12 to 36 inches in diameter and average in length from 80 to 120 feet. This timber bluff lies in the immediate vicinity of Piwei river, North Etoimami river and Swan brook. These streams empty into Red-deer river and offer great facilities for getting the timber out. As a timber limit, I would say that nothing better can be desired and I would respectfully submit that townships 40 and 41, ranges 4, 5 and 6, should be reserved for that purpose.

In range 8, the base line enters a burnt country, and the land improves. It is first class, and will be found very suitable for immediate settlement.

Piwei lake is crossed in the eastern half of this range, and is about 60 chains wide by 6 feet deep. It is the headwaters of Piwei river, whose mouth is about 40 chains south of the line.

During the course of my surveys I had to contend with great difficulties. The rainy weather, which prevailed for the whole summer, soaked the ground to a great depth and rendered the travelling with wagons over low lands nearly impracticable. The creeks and rivers also were swollen to such an extent that to cross them was a problem sometimes hard to solve. Bridges had to be built on all the small streams, and very often they were washed away and had to be rebuilt by my freighters, who were kept on the road between my camp and Fort Pelly for nearly the whole season drawing the necessary supplies. The cutting of this wagon road for 75 miles greatly impeded the progress of the survey. This had, however, to be done, as I was not provided with the proper outfit, which should in such a bush country consist of pack horses equal in number to the men on the party, but as I had only six horses, I had to use wagons and consequently this involved the cutting of a road.

Owing to the dampness of the atmosphere and the diurnal ducking we had to submit to by working on rainy days in a bush country, and very often in deep water, sickness prevailed in camp for part of the season, and as many as three men were laid up at a time suffering with boils or anthrax. Between two and three months of time

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was lost through rainy weather and having to travel back and forward between my different surveys. Part of the work had to be done in the rain, as to wait for fine weather would have meant idleness in camp for three consecutive months, during which only four entirely dry days could be counted. Most of this rainy weather was experienced in the Red-deer river valley, which is so well renowned among the Indians as the 'Rainy valley.'

Owing to the great loss of time thus incurred, I consider that the work I have done, amounting to 137 miles, is as much as could be done under such disadvantageous circumstances.

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

P. R. A. BÉLANGER, D.L.S.

## APPENDIX No. 14 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF J. A. BELLEAU, D.L.S.

## SURVEYS NEAR FORT PELLY, ASSA.

FORT PELLY, December 4, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to transmit the following report on my survey operations during the course of this year. The surveys were executed according to instructions received from time to time.

On receiving your letter dated January 13, notifying me to hold myself in readiness to start for the west to take charge of a survey party, I made the necessary arrangements, so that I might be ready to act upon receipt of further instructions. On January 17, I received your instructions requesting me to proceed at once to Yorkton, Assa., to make such surveys and lend such assistance as might be required for the reception of the Doukhobors, on their way to the North-west; further instructions respecting the nature and extent of my work to follow. I left Ottawa the following day and arrived in Winnipeg on January 20.

After an interview with Mr. E. W. Hubbell, D.L.S., during which the result of his inquiries made in the immigration and Dominion land office, in connection with the Doukhobor reserves was communicated to me, I began organizing my party for a winter expedition. I started for Yorkton on January 24, and arrived there by night.

Whilst waiting for further instructions, I completed the organization of my party.

Your letter dated the 27th was received on February 1, inclosing a copy of your telegram to Mr. Hubbell, and a copy of his report of January 18, on the work which was to be done in the Doukhobor reserves.

On February 2, I proceeded to Fort Pelly, via Kamsack, the Crooked lakes trail being reported by Mr. Hubbell to be drifted, and reached there the following Saturday evening. The distance from Yorkton to Fort Pelly by this trail is about 65 miles. It is needless to say that the trip was a very hard one, if the bad state of the trail and the intense cold weather are taken into consideration; the thermometer registered from 48° to 53° below zero, with a strong westerly wind. However, we got safely to Fort Pelly, but with frozen faces, ears and toes.

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On reaching Pelly, I was handed a letter dated February 3, from Mr. Hubbell which said 'unless otherwise instructed you had better proceed with the subdivision of township 34, range 31, W. of P.M., commencing same by running the south boundary, &c.'

Seeing that it was impossible at this time of the year, to complete the survey of the colony's boundaries, and that the subdivision of this township would be of great advantage in case the location of villages should become necessary, I therefore proceeded to subdivide it by first running the south boundary and afterwards producing all the meridians as far north as the last  $\frac{1}{4}$  section corners. This was finished on March 23.

The township is broken towards the south by the Swan river valley, which is nearly one mile wide from the top of slope on each side, and about one hundred feet deep, forming a large flat of very good land suitable for both farming and stock raising. Good hay land may be obtained all over the township. Running streams are scarce but a few small lakes with good water are scattered throughout the northern portion of the township. There is a good sized lake in the centre of the west half of section 31, which extends into range 32 of the adjoining township. The east portion of the township is undulating and light rolling country, covered with large bluffs of dry and green poplar and spruce of good size, and a thick second growth of young poplar and willows. The soil is black and sandy loam with a subsoil of clay and sand. The west portion is more densely timbered with large bluffs of dry standing poplar, and a dense second growth of poplar and willows; there are also some good bluffs of green spruce. The soil is generally good sandy or black loam with a subsoil of clay and sand. The surface is rolling and undulating.

The Swan river enters this township in section 6, and after describing many sharp curves flows out through the north-east angle of section 12. The current is generally swift except in the eddies, where the water is much deeper and much slower. The average depth is about 4 feet. Good catches of perch, pickerel and a fish called gold eye have been made by the Doukhobors.

The Fort Pelly trail to Swan lake crosses this township in a north-easterly direction; it comes in at the south boundary of section 6 and leaves through section 24. A branch runs through section 1 which leads to 'Canvas City' or 'Harlington.'

In accordance with a letter received from Mr. E. W. Hubbell, dated February 20, I made a cross-section of the Swan river, where a bridge could be cheaply and easily built, and made a plan showing proposed site of bridge and a profile. I transmitted these to Mr. Hubbell, who was to report to Mr. Dennis on this improvement of the Fort Pelly trail. The matter is still under consideration. I cannot too strongly recommend the bridging of the Swan river, as it is a matter of the greatest urgency in order to guard against loss of life and property. The letter referred to is as follows:—

'The accompanying letter is a copy received from Dennis. Will you please have a cross-section made and general notes, also a rough plan showing same. I will return here in about a week or ten days.'

Having had no further instructions as to laying out the village sites for the Doukhobors, referred to in your letter of March 17, I proceeded on March 24 to the 9th base line to subdivide all that could be done in township 33, range 31 W. before the breaking up of the winter. The work progressed well until April 15, when we had to abandon the sleighs, as the snow was disappearing very fast. I proceeded to Yorkton with a few men to get Mr. Desmeules' summer outfit, and to have the necessary repairs made.

Your letters of April 10 and 11 reached me on my arrival in Yorkton on the 18th, stating that it had been decided to confine my operations for the present to the survey of the external boundaries of the Doukhobor reserves, and at the same time authorized me to increase the strength of my party.

My summer outfit being complete, I started for the 10th base line. The roads were in an exceedingly bad state, and the many rivers and creeks that we had to cross were at their highest stages. The travelling was consequently very slow, tiresome and dangerous, both for men and horses. The many snow storms we had during the latter part of April and the first week of May were also the cause of great delays.

On May 8, we reached a point on the east boundary of township 36, range 31, where we pitched camp, not being able to go any farther north with our wagons and carts. We proceeded the next day with five horses and pack saddles, leaving one

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horse with the main camp, to the north boundary of township 36, range 31, cutting a pack trail as we went, and reached our camping spot in the afternoon.

On May 11 and 12, there was a terrific hail and snow storm accompanied with thunder and lightning; nearly a foot of snow fell during the storm. We resumed work the day after; the line passed through heavy windfalls and very thick burnt timber; in the third, fourth and fifth miles there are hay sloughs and tamarack swamps. Township 36, range 31 is, as far as I could judge, very much broken by deep ravines in which large creeks flow all running south westerly. The Porcupine hills cover the west half, the east half is more level, but heavily timbered with poplar and spruce 8 inches to 30 inches in diameter. This township is not fit for immediate settlement, but the large quantity of timber in it will be of great value to settlers in the neighbouring townships. This part of the 10th base line was finished on May 20.

On May 17, I received your letter dated the 2nd of the month, instructing me to leave the Doukhobor reserves, and to proceed with the subdivision of townships in the Swan river district, commencing with township 36, range 29 W. I moved my flying camp on the 21st, about 12 miles east, as best we could, three of my horses being very sick and unable to work, and another one found dead near a slough. We reached our main camp next day. After a few days of rest and doctoring we got our sick horses in condition for work, and were able to move camp to the centre of township 36, range 29, after two days of hard travelling and having to bridge the Little Woody river twice in less than six miles.

The subdivision of the northern portion of township 36, range 29, was begun on May 31. The north-east quarter is level and undulating, it is nearly all timbered with good sized poplar and a thick growth of small poplar and spruce. The soil is a good black loam and clay subsoil. The north-west quarter is much more broken by ravines; hay sloughs and good large creeks are met with. The timber is mostly burnt and the windfalls are heavy, except in sections 34, 33, 32 and 31, where the timber is green and large. Spruce and white birch, 10 to 20 inches are found on these sections; the soil is good. The Woody river cuts the northern tier of sections in this township from the centre of 31 to the north-east angle of 36, and runs in an easterly direction. At the time of the survey the river was 3 to 4 feet deep, with a current of 3 to 5 miles an hour, and from 80 links to 1-50 chains wide. The work was finished on June 20.

The weather in the first half of June was excessively cold and wet; the thermometer fell to 32° on the 8th and the 14th; there were over twenty days of rain during the month.

Your letter dated the 5th and your telegram dated the 4th were received on June 15. Accordingly after the completion of my work in township 36, range 29, I started with one man for 'Swan river' or 'Canvas City' to meet Mr. Vincent, who had been appointed my assistant, leaving orders to move the outfit to Webb's crossing of the Swan river, and wait until my return from 'Canvas City,' a distance of 26 miles.

After getting all the information that Mr. Harley, land agent, could give me as to Mr. Woods' whereabouts, I started with my assistant, on June 26, to join the party, and camped the next day on the Woody river trail. We followed this trail and the right of way of the Canadian Northern railway for about 18 miles, and arrived at Ritchie's place in the afternoon of July 1, where we pitched camp, as we were told that we could not go any farther with our wagons.

On the 3rd I rode to Mr. J. E. Woods' camp with a man who knew the country, and explored east and west as we followed a winter road running north-east. We reached Mr. Woods' camp late in the afternoon, after a very rough ride of about 20 miles through heavy spruce swamps and muskegs.

Mr. Woods, although still working, was very sick and run down. The provisions he had brought with him were nearly exhausted, and he was not able to get freighters to supply him until the roads dried up. I gave him all that he would require until he was able to send for further supplies.

After discussing the work to be done, and specially the feasibility of doing it, we came to the conclusion from a personal knowledge of the country, that it would be better done in winter than in summer.

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I returned to my camp the next day, exploring south-east as I went along. My report on the nature of the country and on the result of my explorations was sent with a telegram on the July 5, to Cowan, the nearest telegraph office, about 50 miles from camp, and at the same time I asked for instructions. I received a reply on July 15, approving of my suggestions and advising me that instructions were sent by mail. Upon the receipt of your letter, dated the 13th, I moved camp to township 34, range 31 west, where I was to resume work. I reached my camping place on the 29th. On August 8, we finished the mounding of this township and moved south to township 33, range 31 west. The mounding of the portion that I had subdivided last spring being done, I completed the survey of the meridians and the subdivision of this township, in case the exchange with township 36 of the Doukhobor reserve would not be decided upon. The survey was finished on August 29. The south half of the township is very much cut up by numerous hay sloughs, marshes and small lakes; there are large bluffs of spruce and poplar in sections 1, 2, 3, 4 and 5, and also in sections 7, 8, 9, 10, and 11. The other sections of this portion of the township are more open because of large hay marshes and brûlé with thick willows and scrub. The surface is level and undulating; the soil is a deep black and sandy loam, with a subsoil of clay and sand. Lake Lacourse cuts off the south-west half of section 6. The north half of the township is higher land with bluffs of light green and burnt poplar and willows, and is broken by some deep ravines, small lakes and marshes. The Swan river flows through sections 32 and 33. The south branch of the Fort Pelly trail crosses sections 18, 20, 21, 27, 34 and 35, and leads to what was once called 'Canvas City,' but now 'Harlington,' a place situated on the Canadian Northern railway. The soil is mixed black and sandy loam with a subsoil of clay and gravel. This township is not very well adapted for farming, but the numerous hay marshes and sloughs in it would make it a desirable country for stock raising. I was told in the presence of the Doukhobors' representative, Count Soulerjitzky, that this township was of no use to them, they were willing to exchange it for the adjoining township in range 32. They have started a village near the north boundary of the township in section 32, south of Swan river. They do not intend going any further south in this township.

On August 30, I moved camp along the 9th base line. A continuous rain and thunder storms lasting for four days, delayed me considerably, and I could not get an observation before September 4. We commenced the survey of the meridian between ranges 32 and 33, in townships 33 and 34, on the 5th. The first mile and a half the meridian is through undulating prairie; the second, third, fourth and fifth miles it is through thick bluffs of poplar and willow, burnt and green, and crosses the Fort Pelly trail to 'Old Barracks crossing' of the Swan river, at the end of the fourth mile. The fifth mile is through scattered bluffs of poplar and spruce muskegs, and crosses Snake creek and the valley of the same name, which is about 60 feet deep. The sixth mile is through open rolling and undulating country, until it intersects the north boundary of township 33. The soil is generally light, composed of black and sandy loam with a sub soil of sand and sand and gravel.

The meridian between ranges 32 and 33, in township 34, is through heavy spruce and tamarack muskegs, and large bluffs of poplar and spruce brûlé and heavy windfalls. It crosses the Swan river in the fourth mile and a half, goes through the valley and then intersects the 9th correction line in an open country interspersed with light burnt scrub, which forms the top of the Swan river valley, and is at least 150 feet above the river.

The fractional township 34, in range 33, was surveyed; it is only a narrow strip of land 12.70 chains wide, and is of not much value except for the timber that may be found on it, as the country is very rough and broken.

Township 34, range 32, was subdivided. It is very well adapted for both farming and stock-raising purposes, being well supplied with large patches of open prairie, numerous creeks, many large hay marshes, and large bluffs of green and dry spruce and poplar of a good size. The Swan river enters this township in section 30, flows south easterly, and leaves the township at section 1; it is about 1 chain wide. Its average depth is about 3 to 4 feet; the current is not very swift and reaches 3 miles an hour in the shallowest places, where it runs over a bed of gravel. There are many creeks



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emptying into it, from both the north and the south sides ; the largest being Malonick's creek on the north, and the Snake creek on the south.

The trail from Fort Pelly, which leads to the ' Old Barracks crossing,' crosses the Swan river near the north east angle of section 8 about two chains east of the mouth of Snake creek, and then changes its name to ' Malonick's trail ' which runs through the township in a north and north easterly direction and leaves it in section 35. This trail is used as a ' pack trail ' and leads to the Whitefish lake, by passing through townships 35 and 36, in range 31.

The soil in this township is black and sandy loam, with a subsoil of clay and gravel.

The Doukhobors have selected land in this township, and have erected about 28 houses (14 feet  $\times$  33 feet) thinking that they could settle anywhere along the Swan river. I located the villages, which all lie on section 1 ; parts of their villages are on both sides of the east boundary of the township. At the time of the survey the Doukhobors were breaking land in township 33, range 32 west.

On October 12, I proceeded with my outfit to the 10th base line, in order to survey the meridians between ranges 31 and 32, in townships 35 and 36. I followed ' Malonick's pack trail ' as much as possible, cutting our way through as far as the nature of the country would allow us. Finding an open spot with plenty of feed for the horses, about  $2\frac{1}{2}$  miles south and 3 miles east of north-east corner of township 36, range 32, we pitched camp and established our headquarters there.

On the 17th we proceeded with five horses and pack saddles, with our flying camp, to the 10th base line, followed a pack trail that we had cut the day previous and arrived at our camping spot in the afternoon. The dense fogs during our stay there were the cause of the slow progress of our work.

This meridian, for six miles, passes through a very rough country, timbered with heavy green and dry poplar and spruce, 10 to 30 inches in diameter, and heavy wind-falls ; large spruce and tamarack muskegs are also met with in the fifth and sixth miles. The end of the meridian may be called the base of the southern slope of the ' Porcupine hills.' The land is first and second class, but would be hard to clear. The east boundary of township 35, range 32, runs through light rolling and undulating country, partly covered with bluffs of young poplar and willows. This meridian follows, for a short distance, ' Malonick's creek ' and Malonick's trail, crossing them both now and again, until it intersects the correction line in the centre of a stretch of open prairie half a mile wide and nearly a mile long. The soil is first and second class.

On November 9, the ' jog ' being run, we moved south-east in township 34, range 32, where we surveyed two meridians which were left undone before our trip to the 10th base line.

On the 18th we moved camp to the 9th correction line, where a man whom I had sent to Pelly for the mail, brought me your telegram of November 17, with reference to the closing on the 2nd meridian. I surveyed both sides of the correction line. This work was completed on December 2.

On the 4th we moved camp to the centre of north boundary of township 35, range 32, which I am now surveying. After finishing this, the last work I intend to do will be to survey the east boundary of sections 2, 11, 14, 23, 26 and 35 of this township.

The winter is coming slowly but surely, the thermometer registered  $15^{\circ}$  below zero on December 3, there was at the same time a strong north-westerly wind. There is only a few inches of snow yet ; the frost is about 7 inches deep in the prairie, but in the bushy spots it is only a few inches in depth.

After the completion of the above mentioned work, I will proceed to Fort Pelly and thence to Yorkton, and will store my outfit as directed.

In closing this report, I have much pleasure in acknowledging the able and faithful assistance Mr. Ferdinand Vincent, D.L.S., gave me during the execution of my work.

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

J. A. BELLEAU, D.L.S.

## APPENDIX No. 15 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF B. J. SAUNDERS, D.L.S.

## SURVEYS IN SOUTHERN ALBERTA.

OTTAWA, December 30, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report on my surveys made during the past season in Southern Alberta, under instructions dated May 23, 1899.

Upon the receipt of my instructions I immediately left home for Calgary, where I arrived on June 2. Arrangements were at once made for the organizing of my party and the bringing in of my horses from winter quarters. I found that during the winter one horse had died, so that I was compelled to purchase three to make my full complement of eight. Some difficulty was found in securing suitable men for the work on account of the generally increased demand for labour, especially throughout the western part of Canada during the past year.

Delay was also occasioned by the non-arrival of my iron posts from Winnipeg in due time, although your order had been sent ahead of me to the Manitoba Cartage Company. The posts were sixteen days on the road from Winnipeg to Calgary. In my opinion it would be advisable for the department to establish a depot for iron posts at Calgary, where they could always be had by surveyors working in the western portion of the territories on two or three days' notice at any time, thus avoiding numerous vexatious delays.

We left Calgary on June 19, my intention being to complete some unfinished work of the previous year in townships 16, ranges 3 and 4 west of the fifth meridian. Before my outfit reached its destination I received your letter of June 14, with reference to the survey of the cemetery at Banff, asked for by the superintendent of the Rocky Mountains Park. I therefore returned by rail with two men to Calgary, and the following day went to Banff. My assistant was left in charge of the camp with instructions to go forward to township 16, range 3, west of Pekisko and look up the old outlines of that township.

Upon arriving at Banff on June 21, I rented a small house for sleeping accommodation, and where I could do any necessary draughting in connection with the cemetery plan, and took our meals at a boarding house.

After consulting with Mr. Douglas, the superintendent of the Park, it was decided to lay out the cemetery to conform with lots already staked out, and the existing location of graves as nearly as possible, as well as the general outline of the cemetery plot, which was fenced some years ago and which had a road graded around the burial portion.

As a result I have divided the plot into four sections, in one of which and part of another upwards of three hundred lots are staked out, which should be sufficient to meet the requirements of the Park for many years to come. There is room for nearly seven hundred lots in the whole plot. I would draw your attention to the fact that the cemetery encroaches upon one of the blocks of the Banff town plot.

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I returned from Banff to Calgary on July 3, and went on to Highwood river the next day, when one of my teams met me and drove me to Pekisko the same night. Camp was reached the next morning, when I found that through the carelessness of the men left in charge, two of my horses had been allowed to stray away, a circumstance which caused us considerable trouble, worry and expense. Fortunately both horses were recovered before the season's work was ended.

The surveys required by settlers in township 16, ranges 3 and 4, west of the 5th meridian were made, and their improvements are shown upon the plans and in the field-notes.

Camp was then moved to township 18, range 4, west of the 5th meridian to the north of Highwood river, and only two miles of survey were made. I found this township to be high, rough and hilly, with considerable timbered country and totally unadapted to ranching or agricultural pursuits.

We then returned to Pekisko after much difficulty in crossing the Highwood river, which we forded at Green's crossing. Four miles of subdivision and some traverse work, to locate settlers' improvements, were made in townships 15 and 16, range 2, west of the 5th meridian, after which I moved to the north fork of Willow creek, and made some surveys in townships 14, ranges 1 and 2, and 13 in range 2 west of the 5th meridian. Owing to serious discrepancies, which I found existing in former surveys, I quit the work here and reported the matter to you on August 18. This section should prove a good ranching country. There is an abundance of good water, the grasses are excellent and timber is close at hand. Several water camps are now established along both forks of Willow creek, and large quantities of hay are put up for winter feeding.

Camp was then moved to township 7, range 25, west of the fourth meridian south of Macleod. The subdivision of the west half of this township was made, also of the north row of sections in township 6, range 26; the west boundary of township 7, range 26, was run to establish closing distances on the second correction line and the subdivision of that portion of township 6, range 27, lying to the south and east of the Piegan Indian reserve was made. There are no settlers in any of these townships. The country consists of undulating and rolling prairie land sloping towards the Belly, Waterton, and Oldman rivers, and comprises a part of what is known as the 'Ridge between the rivers.' The soil is chiefly a clay loam, with streaks of gravel here and there. There is good building stone on sections 8 and 17, in township 6, range 27, where it outcrops in the deep coulée. The trail from Macleod to Cardston runs through township 8, range 25. A large quantity of stock roams over this section of the country and the grazing is excellent.

Camp was then moved to township 2, range 23 west of the fourth meridian. The north and south outlines of this township were run, and the south four miles of the east boundary were completed, also the subdivision of the whole township. Part of this township lies on Milk river ridge. It consists of high rolling prairie land, and is intersected with numerous coulées in the north-eastern portion. The soil consists of black and clay loams, and produces a luxuriant growth of tall grass. The whole township is well watered by numerous ponds, sloughs and springs. Hay lands are plentiful. There is no timber, but coal is found on the north fork of Milk river close by to the south-east. The water shed between the St. Mary and Milk rivers passes through the south-eastern portion of the township. Two trails running in a generally easterly direction pass through this township; they lead from the St. Mary river to the Milk river country and on into Montana.

Only two miles of subdivision were done in township 1, range 23, when the heavy snow storm which set in on October 8, compelled me to suspend operations for the season.

I returned to Calgary on November 1, and after securing winter quarters for my horses and cleaning up the outfit, my party was paid off.

On the whole the season was very unsatisfactory for survey work on account of the prevailing rainy weather, and progress was necessarily slow in consequence.

Crops throughout Southern Alberta were excellent so far as quantity is concerned, but the grain continued to grow too late because of the wet weather to ripen successfully.

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There has been a large influx of Mormon population during the past year. They have been largely engaged on the work of constructing the main irrigation canal from the St. Mary river above Cardston to Stirling. These people are anxious to become settlers in Southern Alberta, and no doubt as soon as lands are available many more will take up homesteads. They are a most successful agricultural people and are delighted with the country.

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

B. J. SAUNDERS, D.L.S.

## APPENDIX No. 16 TO THE REPORT OF THE SURVEYOR GENERAL.

### REPORT OF J. K. McLEAN, D.L.S.

#### SURVEYS IN NORTHERN ALBERTA.

ELORA, ONT., January 3, 1900

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to make the following report on my surveys in Northern Alberta during the past season.

These surveys consisted of the subdivision of part of township 52, range 22, west of the 4th meridian, the meridian outlines of townships 58, ranges 24, 25 and 26 west of the 4th meridian, and the subdivision of these townships.

I also re-surveyed the north boundary of township 57, ranges 24, 25 and 26, as, owing to frequent fires and to the length of time since these lines were surveyed, the marks had become almost obliterated. I also examined a number of lakes which were reported to have dried up in townships 56 and 57, ranges 25 and 26.

*Township 52, range 22.*—This township is situated in the Beaver hills and is rough and hilly. Owing to frequent fires, the timber has nearly all been destroyed. The soil has been so burnt as to be almost useless. Section 33 is the only first class section; there is on it a very fine fresh water spring. Sections 2, 3, 10, 14, 15, 22 and 23 are badly broken by small lakes. These lakes were very high last season, the grass marshes around them being full of water.

*Township 58, range 24.*—Sections 2 to 6 and 7 to 11 inclusive, as well as 17 and 18 are first class land, with a deep black soil and clay subsoil. The timber has been partially burnt, leaving patches of small timber or high scrub with prairie intervening. The remainder of the township is very sandy and hilly. The timber is chiefly jackpine, partially killed by fire, although there are occasional areas of poplar and cottonwood. A small creek enters section 3, runs north through 4, 9 and 16, turning east through 16, 15 and 14, then north through 13, 24, 25, 36 and 35. The north-east portion is badly broken by muskegs.

*Township 58, range 25.*—Nearly the whole of this township is exceptionally good land. A belt of large timber, consisting of poplar, cottonwood and spruce, extends nearly across the township from section 20 to 23, and runs north to the Redwater river. North of this stream the timber has been burnt, but the land is of good quality. A large hay meadow extends along this stream in sections 28 and 29. There is also a large hay meadow on sections 19 and 30, and another on 3 and 10; besides these there are numerous small meadows. The southern portion of the township is unusually fine. Four squatters have settled on section 6, and 3 on section 2; they had very good crops.

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*Township 58, range 26.*—The Redwater river, now becoming very small, crosses this township; it enters section 5, runs north through 5, 9, 17 and 21, then goes north-east through sections 21, 22, 23, 26 and 25. Nearly all the land east and south of this stream is good agricultural land. The first class land extends a very short distance west and north. A very fine timber limit with spruce from 12 inches to 30 inches in diameter, growing very thickly, is found on sections 20, 21, 29, 28, 27, 32 and 33; west and south of this there is an old brûlé which is a source of great danger to this limit. If the grass, which is of good growth, should take fire in a dry season, this limit would probably be burnt and a large amount of valuable timber destroyed.

Large spruce mixed with poplar and cottonwood of large size extends across the north-east portion of this township. The spruce has generally been killed by a ground fire, but in most cases the poplar and cottonwood remain green. There is also some good spruce on the north part of section 12 and the south  $\frac{1}{2}$  of 13. A great deal of this has been taken by settlers. All the dead spruce in the north-east portion of this township is still of use for lumber, if taken out shortly; if it is left it will be a source of great danger to the green timber to the west. Fire has destroyed a great deal of the valuable timber, but it will be impossible to prevent some of these fires. Two instances were noticed where fire had evidently been started by lightning, but the fires had not run any distance.

A very large area of first class land is found in these townships. The soil is a black mould from 12 inches to 20 inches in depth, with a clay subsoil. A great portion, especially of the best land is park-like country, or small areas of poplar or scrub with prairie intervening. The good land extends north among the very large timber, but would be difficult to clear or cultivate. The settlers who have squatted here are doing well. Their crops, which were chiefly oats, were very good; one of them had a very fine field of wheat. Potatoes and other roots also do remarkably well.

Hay meadows are frequently seen; blue-joint being the chief hay grass. In one instance in driving through one of these meadows the grass reached fully 18 inches above the horses' backs. On the high land a great deal of pea-vine and wild vetch is found, and this makes the best of summer feed. Settlers going here have no difficulty about fencing; logs for lumber and buildings are easily obtained. Last season a flour mill was built at Morinville. The settlers whom I saw here, as well as those close at hand, along the south boundary of these townships, except in township 57, were all greatly pleased with the country, and with the crops they had last season. Some of the lakes in townships 56 and 57, ranges 25 and 26 have dried up.

Little Egg lake which, when the township was subdivided was about two and one-half miles long and from one mile to one and one-half miles wide, has completely dried up. I extended the section lines and put in the proper monuments. This gives a large area of fine hay land.

Manawan lake (formerly known as Big Egg lake) is also only about one-half the size it was when first surveyed. I re-surveyed this lake and extended the section lines across hay meadows of considerable size. I also examined a number of other lakes in these townships and where possible put in the proper corners.

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

J. K. McLEAN.

## APPENDIX No. 17 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF C. C. DuBERGER, D.L.S.

## SURVEYS IN NORTHERN ALBERTA.

WATERLOO, P.Q., November 25, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report regarding surveys made by me this year in Northern Alberta.

Your instructions were received on June 19 last. On the 26th I left my home and reached Edmonton on the night of July 3. Uncontrollable circumstances compelled me to remain here until the 18th.

*Township 45, range 22.*—On July 22, I began the necessary measurements to renew the marks of survey in this township, which were reported to have been obliterated, and it was necessary to re-establish them according to the provisions of the manual of surveys. I finished this work on August 4, having lost about two days because of rain, and proceeded north-westwardly to subdivide township 46, range 26, and township 47, ranges 26, 27 and 28.

*Township 46, range 26.*—On August 7, I pitched my camp on section 12, township 46, range 26, and immediately endeavoured to locate witness mound for the north-east corner of township 45, range 26. The corner is shown on the map and sketch to be in Bear Hills lake, but heavy showers lasted all afternoon, and compelled me to postpone the search till the next day. I may say that so far we had had a great deal of rain. On the 8th I continued the search, and found the required meridian, but after having made some measurements I came to the conclusion that nothing indicating the north-east corner of township 45, range 26, could be found, and, finding no section corners on which I could rely to start the north boundary of the last mentioned township, I thought it better to give up the subdivision of township 46, range 26.

On August 9, I was camped on section 1, township 47, range 27. I left that day for Wetaskiwin in order to meet Mr. R. Bourne, D.L.S., who had been appointed my assistant. I had wired him that I would wait for him there until noon of the 10th, but I returned to camp without having heard of him. While going and returning from Wetaskiwin, I encountered heavy showers.

From about the beginning of August, rain showers were very frequent, but on the 11th it began to rain abundantly, and, with the exception of short whiles, it kept pouring until September 6, when the clouds dispersed. It is easy to understand that work under these circumstances was necessarily very slow. The numerous sloughs in this part of the North-west Territories were overflowed, and remained so; the creeks also being overflowed, gave me unexpected labour, as bridges had to be built to get across them. Such a quantity of rain has not been seen for a great many years. The report that the Saskatchewan river rose to 40 feet above its ordinary level seems almost incredible, and shows that rain in the mountains must have also been considerable. It is fortunate that the construction of the bridge now being erected at Edmonton was delayed; had it been built last winter the high water of this summer would have swept it away, the level of the river being for some time about 6 feet above the piers constructed last year.

*Township 47, range 27.*—I may say that work began in earnest only on September 6, and by the 23rd I finished the subdivision of township 47, range 27. This township

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is generally rolling and undulating, broken in its middle part by a swampy, low bottom about 125 feet deep, which lies in a north-westwardly direction, and through which Pipestone creek flows, and supplies good, fresh water. An old trail, seemingly frequented now only by Indians, also crosses it from the south-east to the north-west corner. The soil is generally second and third class. Burnt poplar is scattered over the township, with large islands of green spruce, birch and poplar, specially in the south-west part. There are numerous small creeks, all giving good water. With the expenditure of a little labour farming land could be had in many places.

*Township 47, range 28.*—On September 25, I began my first day's work in this township, which is a fractional one, being bounded on the west side by the 5th meridian; besides this, its south-west corner is covered by Pigeon lake. The soil of this township is second class and rolling; it is covered with burnt and green poplar and willows, and is watered by numerous small creeks. The trail spoken of above crosses its northern part. One or two fires would leave good farming lands in the middle part of this township.

*Township 47, range 26.*—On October 9, I undertook to finish the subdivision of this township, a part of which had previously been subdivided. It was the most tedious portion of my season's work, not because of the bush, as it was not worse than in the two other townships, but from the 10th to the 19th it snowed frequently, and became cold enough to freeze the lakes and ponds where the water was clear; but the marshes, which are generally dry at this season, were full of water and numerous; the snow, being kept up by the grass, protected them against the frost, and the fact of having to go through marshes about 20 inches deep made the work very hard. With the exception of the north-west part, where there are small spots of rough prairie, the portion surveyed by me is covered with young poplar and willows, which is very thick in many places, and mixed with light dry poplar. The soil is second class, and generally undulating, with numerous marshes. One good fire would quickly sweep a lot of half burnt young poplar and brush and leave good large spots of prairie.

I regret to say that on August 21, I lost one of the six horses belonging to my outfit. He was found dead by the men who went to attend them. I am unable to give any explanation as to the cause of his death.

On November 9, discharged my party in Edmonton, and on the 16th I arrived at my home.

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

C. C. DuBERGER, D.L.S.

## APPENDIX No. 18 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF J. E. ROSS, D.L.S.

## SURVEYS IN RAILWAY BELT, BRITISH COLUMBIA.

IN CAMP, TOWNSHIP 18, RANGE 7, WEST OF 6TH MERIDIAN,  
December 30, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report on my survey operations during the past season in the railway belt in the province of British Columbia.

On March 27, in accordance with your instructions, I left New Westminster with a small party to make several small surveys in New Westminster district. The work was chiefly completing and checking old surveys. It comprised a survey of part of section 6, township 5, range 27, west of the 6th meridian, and the east boundary of section 31, township 20, New Westminster district, a traverse of part of the north bank of Maria slough and retracing several section lines in township 12, New Westminster District where former surveys conflicted. The field work was finished on April 21, after which I made out the survey returns and forwarded them to the department.

On May 27, after receiving further instructions from you, I proceeded to Kamloops to make some surveys that were urgently needed in that district. The work here, like that of the previous survey was of a fragmentary nature, and consisted in surveying scattered sections, chiefly fractional ones, adjoining provincial lots. The work lay in township 23, range 16, and township 17, ranges 9, 13 and 14, west of the 6th meridian. There is considerable trouble in connecting on to the provincial lots as the lines have been run with a compass and often differ a degree or two from the correct bearing. The corners have been marked with wooden posts only and these are quite often found out of place. All the land fit for settlement in these townships has apparently been taken up. On completing the work here on June 22, I made out the survey returns and forwarded them to the department.

On July 10, after receiving instructions from you to proceed with the general work in Kamloops district, I left Kamloops to commence operations in the vicinity of White lake, where I made a subdivision of part of township 22, range 10, west of the 6th meridian. Some of the land surveyed here is hilly and broken, but around the south end of the lake there is a section or two of fairly good land. The timber is mixed and from small to medium size; it is not valuable for lumber but well suited for railway ties, piles and telegraph poles. There is probably land enough here for five or six settlers. It lies about six miles from Notch hill, a station on the Canadian Pacific railway, where a settlement is rapidly forming.

On the completion of the work here, I proceeded to a point about three miles below Revelstoke, on the east side of the Columbia river. From here I worked southerly surveying the land on the east side of the river, and connecting on to the survey I made in 1897, at the boundary of the railway belt. I regret to report what I have already informed you of, that the two surveys do not agree. This season's survey was a continuation of the regular township system from the Canadian Pacific railway; that of 1897 was based on the Dominion trigonometrical survey. This season's survey was checked as far as the south boundary of section 8, township 22, range 1, west of the 6th meridian. From here, southerly, the land being nearly all rocky and mountainous, a simple



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traverse only was made the greater part of the way. It is possible a mistake has been made in it. I will check over this part of the survey at the first opportunity and correct the error, if found. Most of the land surveyed here is nearly level, cut up with sloughs, low and marshy in places, partly flooded during high water, and timbered chiefly with cedar from medium to large size, but of an inferior quality. The soil is a light sandy loam and gravel. There are occasional patches of good land. Six settlers have squatted here, but so far they have made little improvements as they spend most of their time working on the railway.

After finishing the work here, I made a small survey, north of Revelstoke, on the east side of the Columbia river. There is very little farming land here. An application has been made for some land, but I understand it has been made on the prospects of a steamboat landing being required in the vicinity.

From here I went to the Spallumcheen valley where I made a survey of some twenty lots, situated in townships 17 and 18, ranges 9 and 10, west of the 6th meridian. Most of these were pre-emption claims, for which certificates of records had been issued since December 19, 1883, the date of the transfer of the lands in the railway belt from the province of British Columbia to the Dominion. These lots are fairly good agricultural lands, though parts of them are mountainous and rocky. Most of the settlers were greatly pleased to get their claims surveyed as they are anxious to obtain their crown grants. Some of them have quite large improvements.

From here I went to a point on the Spallumcheen river about ten miles east of Enderby, to survey the boundary of the belt near the Spallumcheen river and Mabel lake, where logging camps are being operated. This will probably take several weeks, after which I intend to close operations for the season.

The past season was a most exceptional one in many respects. The excessive rainfall and the lack of sunshine are perhaps the most remarkable features of it. The summer was unusually cool and the winter has been exceedingly mild; in fact there has scarcely been any winter weather so far. The fact that the sky was continuously overcast for weeks at a time made it very unfavourable for surveying operations.

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

JOS. E. ROSS, D.L.S.

## APPENDIX No. 19 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF A. O. WHEELER, D.L.S.

## IRRIGATION SURVEYS.

DEPARTMENT OF THE INTERIOR,  
IRRIGATION SURVEYS OFFICE,  
CALGARY, DECEMBER 1, 1899.

J. S. DENNIS, Esq.,  
Deputy Commissioner, Department of Public Works,  
Regina, Assiniboia.

SIR,—I have the honour to submit a detail report of the operations of the irrigation surveys office at Calgary during the season of 1899.

Owing to our appropriation not being available until July 1, the beginning of the fiscal year, the continuation of the survey of the Alberta watershed and the topographical work in the plains areas were not commenced until late in the season.

Prior to that date, however, the staff of the office was engaged in establishing a station for evaporation records at Mosquito creek and in setting up the nilometers, hydrographs, and gauge rods on the several streams to which they had been assigned, together with other hydrographic and hydraulic investigations.

On May 9, at the request of the Canadian North-west Irrigation Company, Mr. R. W. Macintyre, C.E., who last season had charge of the topographic work in the plains areas, was detached to assist in organizing a system for the topographical surveys required by the company in connection with the irrigable areas of the Lethbridge district subject to its canal, on the understanding that he would return to the office in time to continue his work by July 1. As the irrigation company desired to conduct a portion of its topographical surveys upon practically the same system as that adopted by the irrigation surveys office, and agreed to afford the department full access to the information acquired by these surveys, it was found expedient to allow Mr. Macintyre to give the benefit of his experience. During this period his salary was paid by the company.

The work done in the field prior to July 1, may be briefly outlined as follows :—  
On April 13, the evaporation pan at Calgary was set in operation.

The Elbow river nilometer commenced recording on April 28, the Highwood river nilometer on May 2, and that on the Bow river on May 5; all three were operating shortly after the streams flowed free from ice.

On April 26, a party went south to Mosquito creek North-west Mounted Police Detachment, situated at the crossing of the Macleod trail, and established an evaporation station at that point. The location was selected for a number of reasons, chief among which were suitability of conditions and freedom from public interference. Three tanks were in operation: an earth pan at the station and two water tanks on lakes in the vicinity.

In connection with the evaporation records, a series of meteorological observations was carried on at the Detachment, the necessary instruments having been kindly loaned to the surveys office by Mr. R. F. Stupart, Director of the Dominion Meteorological Service. They comprised an anemometer, anemograph, mercurial barometer, maximum and minimum thermometers, wet and dry bulb thermometers and rain gauges. In return for the use of the instruments, the meteorological office at Toronto has been furnished with daily records.

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Rain gauges were set in close proximity to the several tanks and small boats placed on the lakes as a means of access thereto.

Mr. A. McCaskill took charge of the station as observer. It has been steadily in operation from May 1 until October 31.

On May 29, a cross-section was made of the Bow river at Calgary.

Early in the spring two hydrographs, to record continuously the rise and fall of streams, were manufactured for us by the Ballard Electric Company of Toronto. They have been specially designed for our use by F. Napier Denison, of the Dominion Meteorological Service, and are similar to those employed for tidal records by the Marine Department. On June 1, one was substituted for the Bow river nilometer at Calgary, and on June 17, the latter instrument commenced recording on the Oldman river at Macleod.

The party again went south on June 5. Some ditch inspection was made on Sheep river and at High river village.

Cross-sections and meter measurements for discharge were next obtained on Mosquito and Willow creeks, close to the points where the gauge rods are set on the Calgary and Macleod railway bridges. Levels were also taken in the latter case for fall of water surface, to enable an estimate of discharge to be made for any reading of the gauge rod recorded.

While the Bow river nilometer was being set on the Oldman river traffic bridge, at Macleod, I drove to Lethbridge and made arrangements with the superintendent of the Canadian North-west Irrigation Company, by which the company could participate in the topographical surveys to be carried on by party No. 2, in that district subsequent to July 1.

On my return a cross-section and meter measurements were obtained on the Oldman river, while at a very high stage of flow. Levels also were taken for fall of water surface.

A move was then made to the intake of the Canadian North-west Irrigation Company's canal, about ten miles south of Cardston.

The second hydrograph was here placed in operation on the St. Mary river at a point half a mile above the intake of the canal. The instrument was set up and has, throughout the season, been maintained at the expense of the irrigation company, being attended personally by Mr. A. K. Vickery, the engineer in charge of this section of the canal. At the same time a cross-section and meter measurements for discharge of the St. Mary river were obtained and levels taken for fall of water surface. A gauge rod also was placed in connection with the hydrograph.

This work completed, the party returned to Calgary, arriving on July 4, and the organization of the surveys for the season was forthwith commenced.

The operations of the several parties are outlined below :—

## SURVEYS.

*Party No. 1.*—The work was again conducted personally. It comprised a continuation of the survey of the Alberta watershed.

Owing to the high winds prevailing in the foothills district late in the fall and early in the spring, it is impossible to maintain the signals used in the triangulation and photographic work intact from one season to another. It becomes therefore a first duty to re-erect those that may be required.

The party, in charge of my assistant, started on July 9 for the scene of operations and commenced renewing signals. The organization of parties Nos. 2 and 3, detained me at Calgary until the 23rd of the same month, by which date all signals required had been erected.

Primary triangulation work was immediately taken up, and the triangulation ladder extended southward along the Livingstone range to township 12. Much delay was experienced owing to the abnormally wet season, rain and clouds hindering greatly the fine precision required for this class of work. The records of our Mosquito creek station show 11.98 inches for the three months of July, August and September, more than double the mean fall during the same period for the twelve years from 1885 to 1896.

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Owing to this cause, primary triangulation work was not concluded until September 8. Secondary triangulation and photographing were then carried on without a break until the survey closed for the season.

A micrometer traverse was simultaneously conducted from station 60 of W. J. Mackenzie's 1897 traverse of Pekisko creek (middle branch of Highwood river) over the height of land to a point near the head of Willow creek and down the same for a distance of about eight miles.

On October 2, owing to the exhaustion of our appropriation, the party was called in and paid off at Calgary on the 6th.

The work may be summarized as follows :—

Primary stations occupied . . .	7	Angles read. . . . .	76
Secondary " " . . .	13	" " . . . . .	116
Camera " " . . .	36	Views taken . . . . .	136
Traverse " " . . .	26	Miles of traverse . . . . .	13

*Party No. 2.*—Mr. R. W. Macintyre, C.E., took charge of the party. His work, with some additions in the matter of detail, was similar to the topographical survey made last season of a portion of the irrigable areas lying north and west of the Bow and Highwood rivers. The field of operations, however, lay further south in that portion of the Lethbridge district immediately east of the St. Mary and south of the Belly rivers.

This section of country will be first served by the Canadian North-west Irrigation Company, whose main canal has been steadily pushed forward during the past year, and will shortly be in condition to supply water to the lands embraced within the limits of the operations of party No. 2.

It was desired to give the company an early opportunity to take advantage of the work being done by this section of the general irrigation surveys, a reason that will account for the change in the scene of operations. That the company fully realized the benefits to be derived therefrom is clearly shown, not only by the fact that it has to a considerable extent adopted our system, but also that during my visit to Lethbridge, previously referred to, the superintendent, Mr. C. A. Magrath, and chief engineer, Mr. G. G. Anderson, expressed a most hearty desire to co-operate in the work of the party by every means in their power. They readily agreed to increase the strength of the party by the addition of an extra leveller and rodman, maintained in the field for the season at the company's expense, with the object in view of obtaining greater detail than is permitted by the scope of our surveys.

The two additional men, although paid by the company, were in every respect subject to Mr. Macintyre's directions, and were practically members of his party.

By the methods employed last year, levels were carried along each alternate meridian of the subdivided townships of the lands surveys system, and the intervening topographical detail rapidly filled in.

In view of the arrangement made with the company, levels were this year carried along each meridian and the intervening topographical detail filled in as before. It will be seen that, by this method, the elevations at each corner and along two sides of every section of a township are established. The beneficial results are apparent: every section of which it is desired to make a detail contour survey for the purposes of irrigation has on record sufficient data to initiate that survey without going beyond the bounds of the section, and yet retains it as a unit of a perfect whole.

Owing to a number of townships within the limits mapped out for party No. 2 not being subdivided, Mr. Macintyre found it necessary to project the township outlines and interior meridians prior to running his levels. To some extent the work was retarded thereby; he was, also, delayed considerably by the universally wet season.

On October 5, instructions were sent him to close his field work and bring in his party for reasons similar to those closing party No. 1, but, on the 9th of the same month, a telegram from the chief engineer of the Canadian North-west Irrigation Company asked that Mr. Macintyre be allowed to retain his party intact in the field to continue the survey in certain townships where information was required by the company,

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and offering to bear all expenses for the extended period. I immediately wired Mr. Anderson, agreeing to the company's request, provided the same system was strictly adhered to and townships selected so as to maintain the season's work intact in one block for mapping purposes. You were duly notified of the action taken and subsequently I received your authorization therefor.

The party remained in the field until November 15. The majority were paid off at Lethbridge, and the remainder, arriving with the outfit at Calgary on the 20th, were paid off the following day.

The season's work, inclusive of that done by the company, to the returns of which we have access, and that done by our party subsequent to October 9, embraces an area of 797 square miles. Considerable time was taken up travelling, organizing parties, and by inclement weather, the October snowstorm encountered in that section of country lasting steadily for one week without cessation.

Mr. Macintyre's report of his season's operations is submitted herewith.

*Party No. 3.*—Mr. J. Gordon McIntosh, of the survey staff, was placed in charge. His work is of very material importance in connection with the administration of water supply for irrigation purposes. It comprised:—

1st. A report upon the nature and general characteristics of each stream.

2nd. A cross-section in each case at the nearest suitable point to the gauge rod and meter measurements for velocity to enable the discharge to be computed for that date, and, from the data so obtained, the relative value of the friction factor ( $n$ ) or roughness of the wetted perimeter of the stream at the point of cross-section.

3rd. Levels for slope to ascertain the fall of the water surface within a given distance above and below the point of cross-section, generally half a mile.

The gathering of the foregoing data enables an estimate of the discharge to be made for any reading recorded on the gauge rod.

Gauge rods were first set on a number of the more important streams in 1895, and an attempt then made to fix the position of low water, high water, and flood stages. The object in view is best shown by quoting your own remarks thereon (page 20, general report on irrigation and irrigation surveys 1895):—'It will be noticed from the statement of the available water supply given, that we divide the flow of all streams into low water, high water, and flood discharge; this is done with the object of utilizing, as far as possible, the total flow of the streams; we are endeavouring to accomplish this end by issuing licenses for the diversion of water during high water stages after the available low water supply has been exhausted by ditches in operation, or during flood stage when the total high water flow has been granted. These different stages of water in the streams are marked by a gauge rod or rods, placed at convenient points for reference, and an inspection of these rods at once shows a license holder whether the stream is at that stage during which his license authorizes him to divert water, and disputes between license holders at different stages are easily settled by reference to the gauge rods as a basis of right. The licenses issued clearly set forth the stage of water at which the holder is entitled to divert water, and while, of course, the holder of a low water license has the right to take his share at any stage of the water, the holder of a high water right can only take water during high water, and flood stages, and the holder of a flood water right during that stage only.'

It will be readily understood that a proper mean for the several stages named can only be fixed by a series of continuous observations extending over a number of years.

While the data obtained this year will enable an approximate discharge of the several streams to be established respectively for low water, high water, and flood stages, it will not be absolutely accurate; to obtain a high degree of accuracy, rating flumes and measuring weirs must be brought into use, and irrigation in the North-west Territories does not at the present moment call for the expenditure necessary therefor.

The system now applied will enable a careful watch to be kept upon the disposal of water rights, and when greater accuracy of measurement is absolutely necessary, it can be employed before complications of any kind arise.

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Gauge rod readings have more or less steadily been in operation since 1895, but the work undertaken this year is the first attempt to thoroughly record and systematise the results with a view to obtaining definite information concerning discharge at the time when the streams are available for irrigation and storage purposes.

The work conducted by Mr. McIntosh between July 15 and September 18 was a continuation of that done prior to July 1 on the Oldman and St. Mary rivers, and on Willow, Pincher and Mosquito creeks, at which time Mr. McIntosh was acting as my assistant and preparing himself to take charge of party No. 3.

On September 18, having completed the work assigned to him, he returned to Calgary by rail and joined party No. 1 in the foothills, to assist in carrying on the micrometer traverse then being extended to Willow creek. His party travelled by trail from Swift Current to Calgary, a distance of about 375 miles, and arriving on October 6, was paid off the following day.

Mr. McIntosh's report is attached hereto.

#### HYDROGRAPHIC RECORDS.

##### *Hydrographs and Nilometers.*

The number of instruments recording upon our principal rivers has this year been increased by two.

In addition to the three Lallié nilometers in hand, two Denison hydrographs were manufactured for us by the Ballard Electric and Machine Company of Toronto; one was placed on the Langevin bridge across the Bow river at Calgary, and the other on the St. Mary river close to the intake of the Canadian North-west Irrigation Company's canal, about ten miles above Cardston.

The Denison hydrograph is similar to the nilometer in principle, but uses a self-inking pen instead of a pencil; it has also a greater range. The instruments are of a better and more sensitive construction and cheaper. The results have proved satisfactory.

The three nilometers were placed respectively on the Mission bridge across the Elbow river at Calgary, on the Highwood river traffic bridge at High River village and on the Oldman river traffic bridge at West Macleod.

Owing to the hydrographs not having been received here until May 13, a nilometer was set up, and commenced recording on the Bow river on the 5th of that month. A hydrograph was substituted therefor on June 1, and is still in operation.

The Bow river nilometer was transferred to the Oldman river and commenced recording on June 17; the records closed on November 5. The Elbow river nilometer commenced recording on April 28, and is still in operation. The first records on Highwood river are dated May 2, and the last November 11.

The St. Mary river hydrograph commenced recording on June 30, and ceased on September 29.

Two breaks occurred on Highwood river, one owing to a defect in the setting of the machinery, the other to a freshet that carried the recording pencil beyond the range of the instrument; otherwise the records throughout the season have been continuous and very satisfactory.

The results will be plotted during the winter and published in the next general report on irrigation and irrigation surveys.

#### GAUGE RODS.

Most satisfactory returns have been received from all streams on which gauge rods were in operation, with two exceptions, viz.: Swift Current creek and Sheep river. A gauge rod was placed on the former in 1897, and some readings obtained in 1898; the rod, however, appears to have been washed out during last spring, and it was not until the stream was visited by Mr. McIntosh, in September, that it was again established.

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Twenty-six rods were in operation. For the majority we have daily readings (excepting Sundays, in some cases) from early in April, when the ice went out, until the end of October, and at Calgary until the end of November.

They may be enumerated as follows:—

Along the line of the Canadian Pacific railway.

Streams draining from the Cypress hills watershed.

Seven Persons creek, Bullshead creek, Ross creek, McKay creek, Boxelder creek, Gap creek, Maple creek, Hay creek, Piapot creek and Swift Current creek.

Along the Calgary and Edmonton railway.

Streams draining from the Alberta watershed.

Nose creek, Sheep river, Mosquito creek, Nanton creek and Willow creek.

## OTHER GAUGE RODS.

Streams draining from the Alberta watershed.

Bow river, Elbow river traffic bridge, Elbow river Mission bridge (2), Jumping-pound creek, Fish creek, Highwood river, Oldman river, Pincher creek, St. Mary river (2).

A few casualties occurred: Willow creek rod was washed out early in the spring; Sheep river rod was washed out twice, once owing to a boom of logs breaking loose, and again when the Canadian Pacific railway bridge was injured by the river flooding; Nanton creek rod went out in August, and Pincher creek rod in September. All were replaced shortly afterwards.

In all cases, where sufficiently close, the rods have been tied on to our general system of levels, and in every case bench marks have been established for reference in case of washouts or other accidents to the rod. These precautionary measures formed a portion of the duties of party No. 3.

The gauge rod records will be duly plotted and appear with the final detailed report of the season's operations.

## EVAPORATION.

A large amount of attention has been paid to this branch of the work of the irrigation surveys during the past season.

Owing to the almost certain necessity of water storage for irrigation purposes in the near future, it has been considered wise to institute a series of observations in connection with evaporation to obtain some relative idea of the loss from this cause.

The records obtained at Calgary for the past two years have been found very unsatisfactory, owing chiefly to public interference and lack of the proper conditions for water tanks. On this account, it was decided to establish a station on Mosquito creek at the crossing of the Macleod trail. A detachment of the North-west Mounted Police is situated at that point, and arrangements were made to establish the station there.

The fact that the site selected is well within an area known as 'the wind belt' may be cited as a further reason for the selection. It was desired to ascertain what increased evaporation would be experienced over the more quiet locality of Calgary, where other observations have been taken.

As previously stated, a full set of meteorological instruments was operated at the station. Electrical connection between the anemometer and the anemograph furnished daily sheets showing the number of miles per hour for each hour of the day and the direction of the wind for each five minutes. The same data are available at the Calgary meteorological station.

An earth pan was placed on the open prairie about three hundred yards from the detachment, and two floating tanks, supported by pontoons, in lakes in the neighbourhood; one in the outer foothills at a distance of eighteen miles, and the other in the rolling prairie land about four miles from the station.

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The earth pan was read twice a day and the lake tanks three times a week; the former by means of a hook gauge to thousandths of a foot, and the latter by measuring sticks to tenths of an inch, and by estimation to hundredths.

Rain gauges placed close to each tank furnished notes of rain fall at the time of each measurement.

Mr. A. McCaskill was placed in charge of the station. It commenced recording on May 1 and closed on October 31. In addition to other duties, Mr. McCaskill attended to the Highwood river nilometer and gauge rod, and to the Mosquito and Nanton creek gauge rods.

The records are somewhat voluminous but, during the winter, will be properly condensed and tabulated for publication in the next general report.

The evaporation observations taken this year are, as far as I know, the first in Canada that have been based upon an organized system and, apart from the utility of the results obtained, are of much scientific interest. I am very greatly indebted to Professor L. G. Carpenter, M.S., Meteorologist and Irrigation Engineer to the Agricultural Experimental station at Fort Collins, Colorado, for the information and assistance he has afforded me in the establishment of the Mosquito creek station, and in connection with our evaporation records generally.

#### CROSS-SECTIONS.

The work done in this connection has been dealt with under the heading 'party No. 3,' in the remarks relating to the survey parties, also by Mr. McIntosh in his report.

In addition to the cross-sections made to enable the hydrograph, nilometer, and gauge rod records to be used for estimating discharge, two cross-sections were made of the Bow river from the Langevin bridge at widely separate dates, to ascertain the relative change in the shape of the bottom due to the continued high water flow of the past two years. The changes are somewhat marked and will be illustrated by suitable sketches in the general report for 1899.

#### RATING STATION.

A number of piles were driven last winter by the Eau Claire and Bow River Lumber Company along the face of the tramway platform for the purpose of guarding it from injury by loose logs in the mill pond.

All our meters were rated in the spring, and those used, again in the fall. The old methods were employed.

The scheme arranged by Mr. W. F. King, chief astronomer, for electrically recording the ratings, has not yet been put in operation, no funds being available for that purpose.

#### DITCH INSPECTION.

Four ditches were inspected during the season, two in connection with claims of damage and two for purposes of inspection and valuation in regard to the issue of licenses and the purchase of land under the regulations affecting lands irrigated.

They are respectively as follows:—

1. Ditch put in by the trustees of the Quorn Ranch Company, heading from Sheep river in section 22, township 20, range 2, west of the 5th meridian. It was claimed that certain properties were in danger of being flooded owing to an inefficient headgate.
2. R. A. Wallace's ditch heading from Highwood river in section 1, township 19, range 29, west of the 4th meridian. It was claimed that certain lands through which the ditch flowed were injured by reason of an inefficient headgate and other structures.
3. J. A. McLean's ditch heading from Cow creek, a tributary of the Crow-nest river, in section 30, township 8, range 2, west of the 5th meridian; inspection and valuation.



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4. J. L. Sexsmith's ditch heading from the Little Bow river in section 2, township 18, range 28, west of the 4th meridian ; inspection and valuation.

Reports upon the above have been duly submitted.

## OFFICE WORK.

Owing to the illness of Mr. C. D. Rickards, the clerk in charge of correspondence, and his absence on sick leave, my assistant in the photographic survey work, Mr. H. G. Wheeler, was detailed to take charge of the office while the field work was being carried on ; he also looked after the several recording instruments at Calgary, the gauge rod payments and other matters of correspondence until Mr. Rickards' return.

Since December 1, 1898, the date of my last year's report, 552 letters have been received, and 903 sent out by this office.

The work for the winter will consist of drawing up reports, field notes, and plans of the returns of the several parties, the development and enlarging of the photographic views taken, and the general routine of the office.

In addition, it is proposed to publish another section of the Foothills map, extending from Sheep river southward ; also, a topographical map of the area covered by party No. 2, in the Lethbridge district, similar to that published with last year's report of the country lying south of the Bow and west of Highwood rivers.

Work has been commenced and will be pushed forward on sheets Nos. 3 and 4 of the general irrigation surveys map.

Finally, it will be necessary to prepare a detailed manuscript for the 1899 general report on irrigation and irrigation surveys, and to condense and tabulate all the records from various sources obtained throughout the year.

I have the honour to be, sir,

Your obedient servant,

ARTHUR O. WHEELER.

*In charge of irrigation surveys.*

## PARTY No. 2.

R. W. MACINTYRE, C.E., IN CHARGE.

CALGARY, November 24, 1899.

A. O. WHEELER, Esq., D.L.S.,  
In charge of irrigation surveys,  
Calgary.

SIR,—I have the honour to submit the following report of my season's work during 1899, with party No. 2 of the irrigation surveys.

My party was made up, with the exception of a cook, in Calgary, and left by trail for Lethbridge on July 9, reaching the latter point on July 12. A temporary camp was established at the traffic bridge spanning Belly river. On the following day, we moved into township 8, range 21, west of the 4th, and camped on a slough.

Acting under your instructions, I called on Mr. G. G. Anderson, chief engineer of the Canadian North-west Irrigation Company, and at his request arranged to increase the strength of my party by two men, viz. : a leveller and rodman, all expenses being undertaken by Mr. Anderson's company. The company's object in supplying these two men was to take levels on the alternate meridians (not included in the present telemeter

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survey system) and thus obtain more accurate contour lines by establishing continuous elevations at one, instead of two mile intervals.

The district selected for contouring is bounded to the west by St. Mary and Belly rivers, to the north by Belly river, to the east by the east boundary of range 15, west of the 4th meridian, to the south by the north boundary of township 5, except in ranges 22 and 23, where the north boundary of township 4 forms the south limit.

Work was commenced on July 14, in township 8, range 20 west of the 4th meridian and, after being completed westward to Belly river, was continued towards the north and east. On September 29, the survey had been extended to the east boundary of township 7, range 16. Chin coulee, the main topographical feature of this district, was traversed to its intersection with the above mentioned range boundary. Acting under instructions, I moved camp from township 7, range 16, to township 6, range 19, on September 30, and continued the work westwardly to the St. Mary river. On October 9, I received instructions to cease work and come into Calgary with my party, but was notified on the same day that the Canadian North-west Irrigation Company had made arrangements to take over the expenses of my party in order to obtain important information regarding townships not yet covered.

We therefore continued our work until November 15, on which date, the last line necessary to connect up the season's survey and make it complete in itself, was run.

The party left Lethbridge by trail for Calgary on November 16, reaching the latter point on the 20th.

From July 14 to October 9 (being period occupied in government work), the survey covered 514 square miles, this area representing 351 lineal miles run by telemeter, and 243.5 lineal miles run by level, during the time mentioned. In addition to the above levels we completed 25 miles of traverse (with levels), and ran 38 miles of unsurveyed township outlines with transit. Townships 7 and 8, ranges 16, 17 and 18, are not subdivided, which necessitated the running of interior meridians by compass, and naturally retarded the progress of the work as compared with subdivided townships.

The months of July and August were exceedingly rainy and unpleasant generally. Flies were very troublesome in September. In October we were confined to camp for a week through a snowstorm and blizzard, after which perfect weather for field work prevailed.

Casella's gradient-telemeter level was used, as in 1898, for levelling, measuring and traversing.

The leveller used an 18-inch Y level, prismatic compass, Abney hand level and odometer for measurements.

The topographer used the same instruments and adopted the same methods as described in my report of 1898.

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

R. W. MACINTYRE.

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## PARTY No. 3.

J. GORDON McINTOSH IN CHARGE.

CALGARY, November 28, 1899.

A. O. WHEELER, ESQ., D.L.S.,  
In charge of irrigation surveys,  
Calgary.

SIR,—I have the honour to present the following report of the operations of party No. 3, of the irrigation surveys for the season of 1899.

On July 15, having collected my outfit and obtained all the information required for the work, I left Calgary and camped on the Morley trail, about five miles from town. After a few days' work in the locality, on the 20th of the month, I moved to High river village and while there made a cross-section and ascertained the fall of water surface of Highwood river. Then moving to the point where the Macleod trail crosses Mosquito creek, the fall of water surface of the north and south forks of that stream was obtained and a flood cross-section made.

From Mosquito creek we moved north to Sheep river, and performed similar work to that done on Highwood river. Fish creek, Alberta, the Elbow river, and Nose creek were treated in a similar manner, and the fall of water surface of the Bow river ascertained.

The work assigned in this section of the country having been completed, we prepared for a trip to the western portion of Assiniboia. A start was made on Wednesday, August 16, and on the 26th of the same month we arrived in Medicine Hat and camped on Seven Persons creek about a mile from the town. The trip had necessarily been a slow one, owing to the rainy weather, the heavy trails and the Saskatchewan river being for some days impassable.

We were now in a position to start work in this section of the country. On Monday, August 28, Seven Persons creek was cross-sectioned and a measured mile of it levelled over. From that date until September 18, the party was busy moving camp and cross-sectioning streams. The following were treated in a like manner to Seven Persons creek, viz.: Bullshead creek, Ross creek, McKay creek, Boxelder creek, Gap creek, Maple creek, Hay creek, Piapot creek, and Swift Current creek.

On September 18, I received your instructions to join your party, and left Swift Current for Calgary by rail on the same night, leaving instructions with my assistant to bring my team and outfit to Calgary. The outfit arrived on October 6, and on the following day the work was closed for the season.

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

J. GORDON McINTOSH.

## APPENDIX No. 20 TO THE REPORT OF THE SURVEYOR GENERAL

## REPORT OF ARTHUR SAINT CYR, D.L.S.

## EXPLORATION OF THE COUNTRY EAST OF TESLIN LAKE.

OTTAWA, May 1, 1899.

E. DEVILLE, Esq.,  
 Surveyor General,  
 Ottawa.

SIR,—I have the honour to submit my report on the exploration of the district allotted to me in your instructions dated April 13, 1898.

The district to be explored embraced that section of country which extends from Teslin lake to Pelly river. Your instructions also suggested that, if time permitted, I should endeavour to reach Pelly river and ascend Ross river, which is believed to be the principal tributary of the Pelly river from the north. At the same time I was to make an examination of the country drained by it. I, however, found the water so low in all the streams leading up to the divide between the Nisutlin river and Pelly river basins that I had to abandon my canoes long before I could reach their sources. Under the circumstances the only thing left for us was to pack our supplies and outfit, in which case we could not take a sufficient quantity to successfully carry out the exploration. The mountainous character of the country to be examined and the lateness of the season, taken into consideration with the limited help at my disposal rendered our chances of safely returning from the trip very problematic. After giving due consideration to these difficulties, I decided to limit myself to the exploration of the Nisutlin and Big Salmon rivers. The former is the chief feeder of Teslin lake, and the latter an eastern tributary of the Lewes river.

The object of the exploration was to obtain a general knowledge of the district, its topography and its resources. In order to successfully complete the work during the short summer season, it was decided to connect by triangulation a number of the highest and most prominent points, and then fill in the gaps by means of photographs and sketches.

The general character of the country is mountainous, and specially so along the upper reaches of the Nisutlin and Big Salmon rivers, which of course is very advantageous for photographic surveying. The ascent of twenty peaks was made which ranged in altitude from 6,000 to 7,000 feet above the level of the sea. Whenever these were located too far apart to furnish the detailed topography of the country, I established intermediate camera stations. One hundred photographs were taken from these points for use at some future time in mapping the chief features of this district.

To successfully carry on photographic surveys, it is necessary that the atmosphere should be free from smoke, a condition seldom obtained in a country where there are so many prospectors. Therefore the moment the smoke made its appearance, this work had to be discontinued and other methods substituted, such as instrumental traverses of the navigable rivers and track surveys of the paths following the most important of the mountain streams. I managed in every instance to connect these partial surveys with my triangulation.

In a mountainous country the magnetic needle is not solely to be relied upon. I therefore took solar observations from the tops of almost every peak occupied, and thus obtained the astronomical bearings of the other peaks used as triangulation stations, and in this way did not depend altogether on the compass. The

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observations were the means of detecting considerable abnormal deviations of the needle in certain localities. For instance in the vicinity of the headwaters of the Rose river the deviation is to the east of the meridian and amounts to 60°. Similar observations carried on in connection with the traverse of the streams failed to show any abnormal deviation of the needle in the valleys, thus tending to prove that these extraordinary deviations are a feature peculiar to the high peaks which form the crest of the mountain ranges.

The instruments furnished me for the work were a three inch transit-theodolite and a surveying camera. I was also given an improved surveying aneroid made by Keuffel and Esser. This was a new instrument, and it proved to be a reliable one, a very uncommon thing for an aneroid.

The recommendation made in the instructions that I should observe frequently for latitude was adhered to during the whole season.

It had been arranged that I should go by way of Skagway and the White pass to the district in which I was to spend the summer, but at the last moment my route was changed and I went by way of the Stikine river. This change fortunately gave me the opportunity to complete some work which had been left unfinished in the autumn of the previous year.

On May 20 I took passage on the Canadian Pacific Railway company's steamer *Athenian*, which sailed from Vancouver, and on the 23rd landed me in Wrangel, which is the place of departure of all steamers navigating the Stikine. A day later the sternwheel steamer *Ogilvie*, one of the swiftest boats on the river, left Wrangel and arrived at Glenora on the 26th. We saw several large parties of prospectors camped at different points along the river, who were on their way to the Yukon gold-fields. They started on their journey the previous winter and had hoped to be able to utilize the ice on the Stikine and reach Glenora before the spring thaw. But as the winter had been unusually mild, the ice had not formed over the canyons, and before they could get their outfits around the open water spaces a general breaking up of the ice had occurred, and they were obliged to seek safety for themselves and outfits on the higher banks of the river. At the time we passed they were anxiously waiting a chance to be taken on board of a passing steamer. Glenora, which was six months before composed of a few old dilapidated log houses surrounded by some small cultivated patches of land, now presented a lively appearance. Hotels, stores and large warehouses had been erected in that short space of time along the street facing the river. Back of the business part of the town miners had pitched their tents, and these covered the ground as far as the foot of a high cliff which limits the town site towards the west. This portion is low and some parts are liable to be flooded in the spring. Better ground is to be found towards the south of the town; this had been judiciously chosen and was at the time occupied by the Yukon military force, under the command of Lieut.-Col. Evans. The tents were pitched on the top of a bench which is several feet above the river and dotted here and there with poplar bluffs. A cool breeze constantly blowing across the terrace had the good effect of tempering, at midday, the scorching rays of the sun; all this coupled with fine springs of cold water spouting from the face of a hill close by, rendered the spot an ideal one for a military camp. The daily arrival of small river steamers loaded to their utmost capacity also tended to make Glenora a centre of great activity during the early part of the season.

On my arrival in Glenora I was informed by some returning packers that the trail to Teslin lake was in a very bad condition, and for that reason the pack animals could not carry a heavier load than 150 pounds each. In my outfit, which included three acme folding boats, I had also some packages of stationery addressed to Gold Commissioner Fawcett. I therefore made arrangements to have these carried by a pack train which was advertised to start at once for the lake. I then left with the rest of my outfit for Teslin lake, where I arrived on July 16, having been twenty-six days covering the distance. The report as to the bad condition of some parts of the trail had not been exaggerated, but on the other hand improvements in the shape of good substantial bridges over the largest streams, such as the Tahltan and Nahlin rivers, where in former days delays caused by freshets were a common occurrence, compensated to a certain extent for the slow travelling over the bad sections of the trail.

On the trip to Teslin lake I was able, with the instruments I had with me, and the favourable weather, to determine the latitude of the following points:—Egnell post, the Nahlin river where it is crossed by the trail, the eastern outlet of Disella lake, and the mouth of Whiteswan river. The latitude of the southern extremity of Teslin lake was also determined. I had not been able to obtain this on a previous trip because of unfavourable weather and pressure of time due to the lateness of the season. I could not help noticing, on my arrival at the lake, the changes which a dry spring season had made on its surroundings. At the mouth of Whiteswan river, which enters the lake at its southern extremity, are alluvial flats where a great quantity of wild hay grows; at a much later date in the previous year these were covered with water and inaccessible for horses. The meadows were not only dry, but the deep channel of the river which separates them from the mainland was perfectly dry. As a consequence of the drought the level of the lake was considerably lower.

When travelling on the trail to the lake, we passed droves of sheep and cattle which were being taken to the Yukon. This I believe is the first time that the trail has been utilized for the purpose. On July 5 a drove of forty head of cattle, which had been brought from the United States as a speculative venture, was met in the vicinity of Hatin lake, sixty-five miles distant from Teslin lake. They had, therefore, at the time covered more than half of the distance between Glenora and the lake. They appeared as fat and fit for market as any cattle I have ever seen. The drovers informed me that they had experienced no difficulty in finding an abundance of good feed in close proximity to the trail. Their intention after reaching the lake was to take the cattle on rafts to Dawson, where they expected to obtain a good price for them. I was informed later on that they had succeeded beyond their expectations, and that another party had, by the same means, taken several hundred sheep down the river.

The moment I reached the lake, preparations were commenced for the exploration, which was to begin by the survey of the Nisutlin river.

Our three acme canvas boats, when taken out of their crates, were found none the worse for being packed over the trail; all the parts were in perfect order. With the aid of the concise directions accompanying each, all the pieces were soon fitted together and put in their proper places. The boats were sixteen feet long and four feet beam; being flat-bottomed, their carrying capacity is remarkable. They easily carry 1,500 pounds and two men, with five inches to spare above the water line.

The Nisutlin river had been reported to me as being so swift over the greatest part of its course that polling would have to be resorted to in order to ascend it if any kind of progress was to be made against its current. To counteract the great strain to which the boats would be subjected and to give them the additional strength necessary for the better performance of the special work which would be required of them in polling or tracking against strong currents, two extra pieces of wood a little longer than the boat, three inches wide in the middle and tapering to one and a half inches at the ends, were added to each side of the boat. These pieces were placed longitudinally outside the boats, and pressed tightly against them when fastened at their extremities. Both pieces were well fastened together, but the end which carried the tow line was depressed to the indicated water line when the boat was loaded to its full capacity. The reason for tying the line low is that in coming to a ripple or in trying to avoid dangerous places we had a better control over the boat which would otherwise, the instant it struck swift water, be carried into midstream by the action of the current. When the rope is tied higher the tension caused by the united efforts of the crew in their endeavour to bring the boat back towards the shore tends only to hasten the overturning of the boat, entailing not only the loss of its contents but generally that of the boat also. Thus improved, we had at all times complete control over our boats, and the worst sections of the river were passed without accident.

As soon as the improvements to the first boat were completed and found satisfactory, I set the men to improve the other ones in the same manner. Knowing that this would occupy some time, I started with one man for the foot of Teslin lake, where I intended to observe for latitude; on the way I made the survey of the eastern shore, thus completing the work commenced in the autumn of 1897.

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## SURVEY OF THE EASTERN SHORE OF TESLIN LAKE.

Teslin lake lies in a north-westerly direction. From the mouth of Whiteswan river (which enters the lake at its southern extremity) the distance to the outlet of the lake or Teslin river is eighty miles. In this stretch there is at its southern end a narrow section, eight miles long, with occasional shallow places. This river-like extension is soon followed by an expanse two miles in length and width, and terminating in a neck called Moose narrows. Beyond the narrows the lake is shallow for some distance, but its depth soon increases. Moose narrows may be considered as the commencement of the lake proper. There is another shallow spot at the foot of the lake, just before entering Teslin river. Teslin lake is four miles in width at its widest part, which occurs sixteen miles north of Moose narrows. The shores of the lake differ in a marked degree; the western is very regular and for that reason is the one generally followed by travellers, whilst the eastern shore is indented with several deep bays, which invariably receive streams draining the adjoining country. The first bay is thirteen miles north of Moose narrows, and is nearly two miles deep. Near its southern entrance we sailed between several small islands. Twenty-one miles farther there is a second deep bay. Seven miles still farther is another bay known as Nisutlin bay, which receives the river of the same name. It is the largest bay in the lake, and will be described more fully later on.

Between Moose narrows and Nisutlin bay the country east of the lake is very much broken by hills extending a long way into the interior. They rise to an altitude of 1,700 feet above the level of the lake, and slope gently towards the shore. In a few places they end abruptly at the water's edge, forming cliffs in places, and at other points high and precipitous clay escarpments. The country is thickly wooded. Of the many streams draining it and running into Teslin lake, I will only mention, besides the Nisutlin, the Williams river, as it is the next in importance to the Nisutlin. The current is so swift at its mouth that it forces its way for a considerable distance through the placid waters of the lake without mixing its turbid stream with the dark waters of the lake.

The distance from the entrance of Nisutlin bay to the outlet of Teslin lake is 30 miles. Between these two points the shore of the lake trends north west, and is very uniform. The shore line at the entrance of the bay is formed of precipitous cliffs, which, however, soon give place to a sandy beach. Back of the beach is a strip of low and swampy country of varying width, which extends close to the foot of the neighbouring range of mountains. Adjoining this strip of low land there is towards the north a series of terraces, low at first, but increasing gradually in altitude, and by the time the foot of the lake is almost reached their crest looms up several hundred feet above its level. The unceasing beat of the waves against their base has caused land slides which have left bare the slope of these elevations. These slopes are deeply furrowed by the action of the torrents which rush down from the high lands in the spring of the year, when the snow begins to melt under the fierce action of the sun.

Two large creeks, which rise in the high range of mountains east of the lower half of the lake, are the only streams which enter the lake between Nisutlin bay and its northern extremity.

On July 23, having completed my observations at the foot of the lake, I returned to the entrance of Nisutlin bay, where I had been preceded by the rest of my party, and began its survey. On entering the bay one cannot fail to notice the difference in the colour of the water, which is turbid in the bay, whilst that of the lake is brown. The bay opens in a north-easterly direction, and its length to the delta of the river is  $5\frac{1}{2}$  miles. Up to the 5th mile its average width is not over half a mile. Its southern shore then takes a sharp turn to the south-east, and continues in that direction for  $2\frac{1}{2}$  miles, and forms, with the delta of the Nisutlin river, which is its opposite shore, another but smaller bay, three-quarters of a mile at its widest part. In the southern extremity of this small bay there are numerous islands; a small stream also enters it.

The quantity of sediment scoured, at high water, from the banks of such a stream as the Nisutlin river is necessarily great, and is the cause of the extensive delta forme at its mouth. This land is low, and subject each year to inundations, which occur in the month of June. A narrow fringe of willows grows along the edge of the banks of the

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river, but back of it natural prairies cover the greatest part of the land, which at the time of the survey was partially dry and producing good hay. I see no reason why this hay could not be utilized in the future to feed cattle on their way to the Yukon markets. I mention this because cattle were driven this year, for the first time, over the Teslin lake trail, and as the experiment has turned out well it may reasonably be expected that the route will be used again for the same purpose, and should there happen to be at any time a scarcity of feed along the trail the cattle could be brought here. The animals could not only have rest, but recuperate as well before being forwarded to market. This land would then become valuable, as it is situated at the head of the navigable waters of the Yukon.

## EXPLORATION OF NISUTLIN RIVER.

On our arrival in Nisutlin bay the smoke, which had been thickening every day, became so dense that it precluded all photographic work for the time being. The season being already so far advanced, I was loath to lose any time waiting for a more suitable condition of the atmosphere, and I decided, as the next best thing under the circumstances, to make a traverse of the river, and if later the atmosphere cleared up, to begin a triangulation of the country. Such an opportunity, however, did not present itself for several days afterwards, and by that time I had completed the survey of 80 miles of the river.

The Nisutlin river empties into Nisutlin bay by three estuaries, the middle one being the principal. The southern one diverges from the main stream at a point two miles above the bay, and flows toward the foothills which limit the valley to the south. On its way it branches off into several channels, which send their ramifications through the meadows mentioned above. The other branch (north of the main stream), though narrow, is deep. The current is slack except at its bifurcation from the river proper, where it is quite swift.

On July 30 we entered the river by its middle branch. A short distance above its mouth it is 200 feet wide, with a depth of 8 feet of water. The channel follows close along the northern bank, which, like the opposite bank, is low and thickly covered with willows. A large sand bar has formed along the southern bank and spread a considerable distance into the bay. It is strewn with a great number of trees, which have been detached from the banks during the season of high water and become imbedded in the sand. Two miles above its mouth the river, which now runs through a single channel, increases its width to 700 feet, with a depth of 10 feet of water, but one mile and a half further up it suddenly contracts again. At this point the channel is obstructed by sharp pointed rocks, the remains of a rocky ledge through which the river has cut its channel. There is deep water close to the right bank. The river soon widens again, and a distance of half a mile more brings us to a large tributary which enters the river from the right. Its width, a short distance above its confluence, is 100 feet between the banks, which are low and well timbered. It has a swift current, and at the time of survey had a depth of 8 feet of water. Its waters are bluish. The volume discharged by it into the Nisutlin river is equal to about one-third of that of the main river. The valley of the stream is wide, and opens towards the east. A large gravel bar, which has formed in the Nisutlin river a short distance below the point where it receives this eastern tributary, had been staked as a mining claim. At the time of the survey it was not being worked, but there were unmistakable signs of its having been at some period. A few pans of gravel taken from the surface and washed showed fine gold. Half a mile below the junction of this tributary the right bank of the Nisutlin is formed by cliffs which rise almost perpendicularly from the water's edge. They are part of the ledge encountered a short distance below and which obstructs the passage of the river. The opposite shore, on the other hand, is formed of low banks, on which is a vigorous growth of spruce, poplar and cottonwood, intermixed with thick willows, whose branches trail into the stream and give a fine appearance to its banks.



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Owing to the thick smoke, which at the time spread over the country and appeared to originate from fires raging in the valley of this tributary, I did not care to spend any time on its exploration, but continued the survey of the Nisutlin river.

The general course of the Nisutlin is N. 20° E. from its mouth to a point two miles above the confluence, where a sudden change occurs in its direction to N. 25° W. which it maintains for fifty-five miles. Here the river divides into two branches. The principal one or main stream is diverted towards the east, whilst the secondary branch continues in a southerly direction for another mile. At that point it receives its principal tributary from the west. Thus increased in volume the secondary branch again alters its course and gradually approaches the main river, which it finally joins at two miles below the bifurcation.

The striking change from the clear bluish water of the Nisutlin to a turbid colour brought about by the mixing of the waters of Muddy river with those of the Nisutlin river is what led to the discovery of this tributary.

Up to August 12, the smoke had been an insuperable obstacle to any photographic work, but a strong wind blowing constantly from the north had cleared the atmosphere to a certain extent and permitted the taking of photographs. With this prospect in view, I established a main camp on the bank of the Nisutlin river, and left it in charge of the cook while with the rest of the party I entered Muddy river. Near its mouth the current is rapid, averaging probably three miles an hour. Its waters being very muddy are evidently in great part derived from melting snow. On August 13, I camped at the mouth of the first tributary of this river from the south east. While the men were preparing for the night, I went along this creek and after following it for four miles, I was surprised to find that its size increased considerably. Its bed was both deeper and wider than nearer its mouth. This continued for a few miles more, where the creek changed to a turbulent stream, rushing by rocks and boulders, some of great size. The low and flat country here gives place to high hills, timbered with pine, around which the creek meanders. Its water is of a dark brown colour, and is undoubtedly from swamps near the foot of the mountain range.

The next day I continued the ascent of Muddy river and passed two other large creeks; also rising from the south east. I continued up stream all that day and part of the next one, when finding myself close to the foot of a group of mountains which occupies the point formed by the Muddy river and the Nisutlin, I established my last camp. This stream is very tortuous and its width at our camp was not over one chain. Just above our camp its channel was blocked by great piles of drift wood. The valley is not more than two miles in width. While the country west of the stream is hilly and broken, that on the opposite side is low and marshy and considerably cut up by old channels which in the early part of the summer carry away the surplus waters. Beyond these marshes there are rough hills upon which the timber has been killed by fire; they culminate in high mountains rising 3,000 feet above the river.

From the top of these mountains I obtained the first glimpse of the southern end of Quiet lake, but only for a few moments. Towards the west there looms up a high and serrated range of mountains, a continuation of the range which separates the valley of the Nisutlin from that of Teslin river. The valley of Muddy river is connected with the depression in which Quiet lake lies, by a low pass just north of the mountains which I had occupied as a station. Although I remained on the summit of these mountains for four days, I could not take any photographs, but was compelled to make sketches of different sections of country which came into view, when by the sudden shifting of the wind the smoke was driven in another direction. I was, however, enabled to trace the course of the stream eight miles beyond our camp, where it branches off into several streams heading from the mountains and is fed by the melting snow which caps the mountains in that district late in the summer. On the fifth day, seeing that no better results could be obtained by remaining there any longer, we retraced our steps towards the camp very much disgusted with the poor success which resulted from this, our first attempt in the mountains this season.

The mountains to the east of Nisutlin river do not form a continuous range, but are in groups separated from one another by deep and sometimes very wide valleys whose general trend is east and west. Near the mouth of the river they are better called hills

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and though these increase in altitude as we ascend the river, their highest summits never reach over four thousand feet above the valley. In each of the valleys there flows a tributary of the Nisutlin. These are exceedingly tortuous, and navigable for boats only at high water.

From the summits of some mountains, which I had to climb in this vicinity, I could distinguish through the smoke the reflection of large sheets of water. These are located in the plains east of the mountains bounding the valley of the Nisutlin to the east. These lakes are the head waters of the numerous small eastern tributaries of the river.

On August 21, we broke camp and started down Muddy river. The absence of the sun had arrested the melting of the snow in the mountains, and consequently the volume of water in the river had been considerably reduced. Though we had frequently to drag our boats over shallow bars, we managed to reach our main camp that night.

The next day I continued the traverse of the Nisutlin river: its direction for the next forty miles is nearly north. It now meanders between high benches whose crests are within a mile of each other. From the top of these benches, terraces extend to the foot of the mountains. At the fourteenth mile on this stretch we come to Cary portage leading to Quiet lake, which lies west of the river. Here I left a man in charge of our stores, and with the rest of the party I proceeded up the river. There is also another portage to the same lake about three miles farther up, but the first one mentioned is preferable being considerably shorter and running across a more even country. Besides, there are two lakes on it, one of which is a mile in length; this stretch of water is convenient to portage boats from Nisutlin river to Quiet lake. Above the last portage the stream is very tortuous and impeded by a succession of rapids which, however, must be greatly improved at high water. These rapids are two and one-half miles long. One mile and a half above them a small river enters the Nisutlin from the east. Its right bank near its confluence is very high and precipitous. From the rapids there is a broad and straight expanse of river three miles in length with low banks wooded to the water's edge. The current for a long distance is almost imperceptible, the bed of the river is filled with quicksand, which rendered it dangerous to land at many places. Beyond this expansion the river resumes its usual appearance: swift current, high cut-banks, specially on the right bank, and tortuous course. These characteristics continue up to its confluence with the Rose river, its principal tributary from the north. There are other streams heading from the same direction but of less importance. Its valley was explored and the country which it drains will be described fully later on. It rises from some lakes at the summit of the range of mountains which divide the Pelly river basin from that of the Nisutlin.

From the mouth of the Rose river, the valley changes its hitherto northerly direction and stretches away almost due east, a distance of eight miles. Beyond this it inclines towards the north-east, and has cut through a high range of mountains, which bounds the valley towards the east, and whose snow covered tops could be seen glittering in the sun now that the smoke had partially disappeared. Here a branch valley opens towards the south-east and leads to a mountainous district. Beyond that point the chains of mountains on both sides of the river converge towards each other and at two and a half miles further up stream are so close to each other that they confine the river in a narrow and deep gorge whose sides are at some points formed by precipitous cliffs; at other points by high escarpments of sand and gravel into which large boulders are imbedded. These under the joint action of rain and frost, which disintegrate the softer material in which they are imbedded, are precipitated into the bed of the narrow stream and cause obstructions which are a serious drawback to anything but light boats. There are no large islands in this section of the river. The gorge is six and a half miles long. Above the rapids the valley widens again, there are numerous islands and the bed of the river being free from boulders becomes again navigable for boats, thus rendering access possible to the large lakes from which it rises.

I now discovered that there would be more exploratory work to do here than I had anticipated, and if I kept the whole party with me that our supplies would not last us long enough to satisfactorily complete it. I therefore sent back two of my men with instructions to transfer our stores and outfit from the Nisutlin river, by Cary portage,

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to Quiet lake. In the meantime, accompanied by one man, I went on with the exploration. Four miles above the head of the rapids mentioned a second tributary, McConnell river, enters the Nisutlin from the north. Up to this point the general trend of the valley is to the north-east; but it now turns in a south-eastern direction for a distance of eighteen miles.

From the top of a mountain, north of the river, which overlooks extensive plains spreading towards the east, there appears to be a low country dotted with lakes of all sizes and intersected by numerous connecting streams which ultimately find their way towards the Nisutlin. From the same point of vantage the eye rests on the mighty mass of a well defined range of mountains which extends to the north. This range is separated from my station by a narrow pass lying at its base. A fine lake at the highest point of the pass is the source of a stream which meanders along the foot of this mountain, which I had chosen for an observation point, and after receiving another large creek (the outlet of a good sized lake) enters the plains and finally empties into Nisutlin river.

The distance from the confluence of Rose river with the main river to the point where the Nisutlin issues from the lake is eighteen miles. The average width of the river throughout this section of the country is rather less than in the previous section. The islands are not so numerous, and occur singly, not in groups as is the case in its lower reach. The current is very swift, there being an average fall of twenty-seven feet to the mile. Land slides have occurred wherever the current sweeps by the hills. Both sides of the valley are timbered from the water's edge to an altitude of two thousand feet on the slopes of the mountains.

Having located the eastern sources of the Nisutlin river and completed my photographic survey of the adjacent country, I now turned my attention to the exploration of some of its chief tributaries from the north.

On September 7, I returned to the mouth of McConnell river, which I ascended for several miles. The next day I occupied a prominent peak to the east of the river. Its altitude is 3,270 feet above the valley. It is one of the points in the chain of triangles covering this section of country. The scenery of this region is very striking. Looking back over the river, it is seen that it may be divided into two principal divisions. The lower reach is one hundred miles long and with its sinuosities occupies a very wide valley. Forests of spruce cover the greater part of the bottom lands and terraces, and the slopes of the mountains are also clad with trees to an altitude of two thousand feet above the valley. The strips of low lands between the river and the foot of the mountains are often several miles wide. Along their foot we noticed lakes or ponds which act as reservoirs for the surplus water which rushes down these mountains in the early part of the summer. There are numerous gravel bars in the river, some extend from the banks of the stream, while at other places, where its width is great, they have been deposited in the centre of the stream.

The second division of the river, or its upper reach, embraces not only its main eastern branch but includes as well all its tributaries. These streams run in close proximity to each other through nearly parallel valleys and, by their numerous ramifications reach to the heart of the mountains which separate the basin of the Nisutlin from that of the Pelly.

The appearance of the country to the north is remarkably grand and imposing. We are here confronted by bold and serrated high ranges of mountains which stretch to the extreme limit of our horizon. These are cleft at intervals by defiles which converge towards the principal valleys leading to that of the Nisutlin. The general trend of these valleys is nearly in a north-east direction. As may be expected, the streams which drain this district are nothing more than torrents, and in high water their ascent is attended with the greatest exertion and risk. After the freshets have subsided they are too shallow for the use of boats.

On September 11, I descended the Nisutlin river, as far as the mouth of the Rose river. The next morning I began the ascent of that stream, which is one and a half chains wide at the mouth, with a depth of two feet of water, and for one and a half miles from its mouth is nearly straight. This swift stream follows the foot of wooded hills which separate its valley from the depression occupied by Quiet lake. The hills, however, recede towards the west, while the river continues its tortuous course in a north-

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westerly direction. The river is frequently blocked by trees which have been detached from the banks and accumulated in the narrow parts of the river, thus backing up the water, which spreads over the banks and forces it to cut new channels through the bottom lands. On the opposite side of the river the bottom land begins at the Nisutlin and stretches towards the north, where it is bounded by a sandy ridge, a projection of the eastern range of mountains. This strip of land extends to the foot of the mountains on the east and is generally boggy. The river, after receiving a tributary from the west, skirts the extremity of a ridge which it afterwards closely follows for miles. We had now reached a section of the river which is narrow and full of boulders and was difficult to ascend. We were obliged to drag our boats through it; the water being swift, three feet deep and icy cold. Our progress was so slow that I decided to abandon the boats for the time being and to continue the exploration on foot. Taking with us the instruments and supplies for a few days we proceeded by the western side of the valley, which seemed to promise the best travelling. Where we left our boats the stream divides into three channels, formed by two islands timbered with spruce. One mile above the islands there is a gorge formed by spurs from the high ranges of mountains which rise on each side of the river. Above the gorge a turbulent stream enters the river from the east; after which the valley widens again and the velocity of the current is greatly reduced; in some sections it is less than two miles an hour. A cursory examination of the country ahead of us was made from the top of a hill rising three hundred feet above the river; it showed that the western side of the valley was the least broken and would afford the best route for our exploration. Beyond the gorge our path led at times through forests and over sandy ridges in order to avoid marshy lakes caused by the overflow of the river during the freshet; at other times it crossed prairies and stretches of brushy lands on the points formed by the bends of the river.

As we moved up the valley, the mountains to our left became very rugged, bold bluffs several hundred feet high face the river while further inland they break into sharp peaks rising to a great altitude. The mountains east of the river, on the other hand, slope gently towards the river. Their slopes are still to a certain extent forest clad, but near the river all the timber has been killed by fire and the trees are now thickly strewn over the ground. After crossing several creeks we came to a point where the main valley breaks into two smaller ones; the one to the right hand side continues in a northerly direction and is the valley of the Rose river, while the other one is from the north-west and contains a large tributary. The distance between the mouth of the river and the forks is twenty miles. I established my last camp on this river near the mouth of a large creek which comes from the east and enters the river at two and a half miles above the forks. I had now proceeded far enough inland to gain a complete knowledge of the sources of this stream, provided I could succeed in climbing some of the high neighbouring peaks which tower above the valley. From our camp the valley of the Rose river lies between two high ranges of mountains; the valley itself is probably more than three thousand feet above the level of the sea.

During our stay in this district heavy rains fell continuously, and hardly a day passed without severe hail storms. We now noticed with apprehension that the snow line on the mountains was getting lower after each storm and that very soon the valley itself would be covered with snow. The leaves were now lying thickly over the frozen ground, a sure sign that the winter season with its many discomforts was fast approaching.

On September 7, after a very laborious climb of seven hours, I reached the top of a peak forming the southern extremity of the range of mountains rising between both streams, but discovered that the view to the north, which I specially wanted to photograph, was intercepted by a row of higher peaks which, however, owing to their great distance could not be reached the same day. I, however, did considerable work from the station now occupied, and the next day by daylight I was on my way to those peaks, from whose tops I expected to photograph the head waters of the Rose river. The day proved to be a very bright one though cold. By noon we had attained the highest point, 8,700 feet above the level of the sea.

The scenery is equal to, if not grander than, anything I have seen in the Rocky Mountains, there are such contrasts. At our feet lay the river, like a silver ribbon,

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winding its way in a maze of loops. From its banks spread a forest of conifers whose dark foliage broken in spots by the golden hued foliage of poplar and birch, contrasted strikingly with the now snow covered slopes of the precipitous sides of the mountains. Just north of us the deep blue of the lakes from which the river issues added to the grandeur of the landscape. Beyond the lakes I could distinguish a transversal valley through which probably the waters take their course towards the Pelly river. We were now in the heart of the mountains limiting the basin of the Pelly river to the south. The erosion and denudation of these mountains are peculiar, the ridges are sharp and the gorges deep with very precipitous sides.

The work was successfully completed from this our farthest station in that region. Night had set in long before we reached the camp. The next morning we began our return journey, and two days later we arrived at the place where we had abandoned our boats. Here I observed from another peak. It was on its top that I noticed an abnormal local variation of the needle, amounting to 60° east of the meridian. From this peak I could see Quiet lake, eight miles due south, but only its southern half, as the other part was cut off from my view by the hills which rise along the northern shore. North of these hills the country is low, swampy and full of small lakes, some of which drain into the first lake, whilst the eastern one runs into the Rose river.

At different places along the stream I came across Indian camps, which leads me to believe that this valley may have been used by them as a route to the Pelly river. The valley of this river is also connected in its lower reach, by an Indian trail, with both the Big Salmon river basin, through its first lake, and the Nisutlin river proper by a trail which follows a pass opening towards the east and ending through the valley of Cañon creek to the river.

On September 24, we again reached Cary portage, having been twenty days exploring all the sources of the Nisutlin, besides making the ascent of seven peaks distributed at intervals of several miles and chosen in such localities as would provide the greatest amount of information.

## GENERAL REMARKS.

The Nisutlin river is navigable for a distance of fifty miles, in which its current is not over three miles an hour; farther up gravel bars would interfere with its navigation.

Spruce of large size was frequently noticed along both banks of the river, but did not appear to extend to any great distance from the river. Besides spruce, poplar and cottonwood, which grow on the bottom lands, pine is found on the top of the benches, whilst birch and balsam fir prevail on the slopes of the mountains. Raspberries, blueberries, high bush cranberries, and currants of large size and excellent flavour are to be had everywhere.

Animal life along the river is well represented by flocks of wild geese, cranes, ducks and other aquatic birds. These, on the first appearance of ice upon the lakes and ponds, swarm on the bars of the river, previous to taking their departure for a milder climate. The animals of the forest are found in abundance and are by no means shy, which serves to show that they are very little hunted. Moose are very numerous and in the fall of the year they leave the uplands and resort to the lower valleys for protection from the wintry winds and in search of better feeding grounds; they are by this time of the year in prime condition. Of the fur-bearing animals I may mention the beaver, whose numerous tracks, strewn with freshly-cut willow and poplar twigs, leave unmistakable signs of their presence and activity. They do not attempt to dam the stream, but seem to prefer locating their lodges in the high-cut banks where, along the base, there is a great depth of water, and in almost every loop of the river there are such spots. In travelling over this district I came across only one beaver dam, which these industrious animals had thrown across a small stream draining the low lands west of the Rose river. Though no bears were seen, the bars and banks of the river were covered with their foot-prints. I never travelled through any district which showed them in

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such numbers as in the one adjoining the Nisutlin river. The mountain goat inhabits the mountains and frequents the wildest and most inaccessible sections. The ptarmigan was the only bird we saw in these altitudes. The waters of the Nisutlin river and Teslin lake abound in fish, but to take full advantage of this one must be provided with a fishing net.

#### EXPLORATION OF BIG SALMON RIVER.

The region drained by Big Salmon river and its numerous tributaries may be divided into two sections, each one having distinctive features of its own. A line drawn in the direction of the valley of the south branch, and produced across that of Big Salmon river in a northerly direction, would fairly indicate where the change in the topography of the country occurs. To the east of this line are massive mountains crowned with high, rugged and fantastically shaped peaks, frequently difficult of access, as we found to our cost on several occasions. The slopes of these mountains are generally devoid of vegetation and are furrowed by deep gorges and ravines leading to valleys, of which there are several, both north and south of the river. The snow, which never entirely disappears from their summits, acts under the rays of the sun as a feeder to the numerous tributaries of the Big Salmon river. The mountains north of the river attain their greatest elevation in a range which has diverted the general course of the river between the first and second bends. Farther west they, however, change to more regular outlines and lose the forbidding aspect which they had. The same remark applies to the range south of the river, and though their denuded and rocky frontal still continues to flank the valley for several miles below the second bend, they eventually disappear and are replaced by low and timbered hills, which bound the eastern side of the valley of the south branch, while those on the north side of the Big Salmon river slope down to the level of extensive plains which spread westerly, and beyond which can be seen the crest of some low hills sparsely timbered on top and with grassy slopes facing both the Big Salmon river and the plains.

Beyond the south branch, these hills and ridges are in groups on both sides of the valley and without any well defined direction. In some places they approach the river but only for short distances, and when they recede from the stream they leave between it and the foot hills, flat bottom lands covered with thick brush, which are apparently flooded during high water. Such is the character of the country until the south branch of Big Salmon river is reached.

From this point the river flows through a terraced country; both banks are formed by high and steep escarpments of gravel mixed with fine yellow sand. These escarpments, whose crests are at first less than half a mile apart, gradually recede from each other. The width of the valley is thus constantly increasing the farther down we go and by the time its confluence with the Lewes is reached its terraces have merged into those along the latter river. These terraces were at one time timbered with poplar and pine, as indicated by the numerous pieces of decayed timber lying on the ground.

On my arrival at Cary portage, after completing the exploration of the Nisutlin river, I set to work to determine its position by an observation for latitude. I then surveyed the trail across the portage from the right bank of the Nisutlin to the southern extremity of Quiet lake and found it to be nearly four miles long. The path at first follows for some distance the southern side of a small stream, which at the time was dry, the beavers having effectively cut off the water by throwing a dam across its bed, then by a gentle ascent it leads to a terrace which holds a lake, three quarters of a mile long and two hundred and sixty feet above the level of the river. The distance between the right bank of the river and the eastern end of the lake is one and a half miles. Half a mile beyond this lake is a second lake, less than half a mile across, and then a pond which is just north of the path and close to the foot of high cliffs. We had now reached the highest point on the trail, three hundred and seventy feet above the valley of the Nisutlin. From this point the ground slopes a distance of one and a third miles towards the southern end of Quiet lake, where the portage ends. With the exception of a short stretch between the river and the first lake, where the soil is dry and firm, the trail passes over damp ground, thickly covered with moss and some trailing willows with

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scattered scrubby black spruce. Owing to the ponds along it, the labour involved in moving boats and heavy supplies across this portage is greatly diminished; it is therefore much more frequented than the one three miles farther north.

We were now in the last week of September and there were many indications of the fast approach of winter. The snow line, which had reached to within 600 feet of the valley, reminded us that we must not delay much longer. We had yet to descend a stream which, by a comparison of the difference of level between its source and its mouth, must necessarily be swift and, at this season of the year, shallow and full of rapids. The mountains from which my observations were to be made were very high and rugged, and the difficulty and labour in ascending them would be greatly augmented by the deep snow, which kept increasing after every storm.

On September 25, we left our camp at the eastern extremity of Cary portage and sailed ten miles northward on Quiet lake, and camped on the eastern shore. In the afternoon we ascended the only hill there is on the east side of the lake; about midway along its length it reaches an altitude of 2,045 feet above the level of the lake. This station, the first established in the basin of the Big Salmon river, was connected with our triangulation points on the Nisutlin river. The next day we moved along the lake a farther distance of five miles, and in the afternoon occupied another mountain, but this time on the west side of the lake. The photographs taken from this station covered the western extremity of the lake, which had been invisible from the station occupied the previous day.

Quiet lake is a sheet of water fifteen and a half miles long by three-quarters of a mile at its widest part, and with its outlet, the Big Salmon river, an important tributary of the Lewes, occupies a valley which conforms to the north-west bearing of the valleys of two important neighbouring tributaries of the same river; the valley of the Pelly river to the north and that of Teslin river to the south. Quiet lake lies west of Nisutlin river, and for two-thirds of its distance stretches in a northerly direction, it then curves to the north-west, which in a distance of thirty-five miles is the general direction of the valley of the Big Salmon river. The level of the lake is one hundred and thirty feet above that of Nisutlin river. Its eastern shore is rocky with forests of conifers to the water's edge. A small stream, which rises in the pass connecting the valley of Muddy creek with that of Quiet lake, empties into the lake near its southern extremity. Besides this one there are several others on the west side of the lake which rise in a massive range of mountains whose summits are amongst the highest of this region. Where these streams discharge, there are long narrow points stretching out into the lake, formed by the gravel and silt which have been carried down by the streams. On the east side of the lake the strip of hilly country, which lies between it and the Nisutlin river, is too narrow to admit of any important stream.

The Big Salmon river issues from the western extremity of Quiet lake. To the north west of the lake there are two other lakes, the first one is at a distance of one and a half miles from Quiet lake, and is one and a half miles long; it may be considered an expansion of the river which on leaving it resumes its course in a northerly direction a farther distance of three miles to a second lake stretching in a north-west direction, whose greatest length is five miles, with a width of a little over half a mile at its broadest part. The position of the longest axis of this lake is therefore lying nearly across the valley of the river, which enters its southern shore at about half way between its ends and flows out of it near its western extremity. Two islands occur in the lake close to where the river enters. The eastern half of the lake is full of islands, none, however, of very large size, and all timbered with spruce. A low tract, being the continuation of that in which this lake lies, leads towards the east to the valley of the Rose river. As the distance is short and the lakes numerous, it was doubtless used by the Indians as an easy way of communication between both valleys, for we found indications of the valley of the Rose river having been travelled extensively at some recent period. From the valley of the Rose river the traveller could also reach that of the Nisutlin river by following an Indian trail, which enters a low pass through the south end of the range which divides both streams. Once beyond the summit the trail turns into the valley of Canyon creek, which it follows as far as the Canyon, where it crosses over to the left side of the stream and finally terminates at the Nisutlin river.

The width of the Big Salmon river where it issues from the last lake is about sixty feet, and is very shallow, with a stony bottom. At the time of the exploration this section of the river was a succession of rapids with a drop of one to three feet in short distances and separated by intervals of still-water. At many places the depth of water was less than six inches and the canvas boats had to be partly unloaded before we could get them over the bars.

Below the lake the country on both sides of the river continues low and marshy, but it changes its aspect three miles farther on, where it receives its first tributary from the south. This stream flows through a wide and thickly wooded valley; close to its headwaters, another stream rises which flows in the opposite direction and finally enters the Big Salmon river at its second bend. After receiving this tributary the river winds in innumerable and complicated bends from one side of the valley to the other. Its banks for some distance below the lake are low, but rise gradually from a few feet to escarpments reaching an altitude of two hundred feet above the river. These cut-banks are generally composed of gravel and sand, but cliffs are also noticed at different points where the river in its sinuosities strikes the foot of the mountain. The only remarkable change of direction which takes place in the course of the Big Salmon river, occurs at a distance of nearly sixty miles from the last lake. The river, which had been running north-west since its egress from that lake, is suddenly confronted in its course by bold mountains, and is deflected at a sharp angle towards the south-west. This causes the first bend, where three mountain streams, flowing through as many valleys, converge and add their waters to the river.

On the northern side of the valley the mountains may be said to begin with Tower Peak, a lofty mountain which rises abruptly from the northern shore of the second lake, and whose southern slope is so steep that no sign of vegetation is apparent on its surface. Its altitude is 3,140 feet above the lake. From a distance it resembles a high ridge with a knife-edge crest, its summit is capped by a cliff resembling a tower, which peculiarity led to its appellation of Tower Peak. It is one of the triangulation stations. Along both sides of the river there are high mountains rising to an altitude of 4,500 feet above the valley; within ten miles of the first bend these converge and thus contract the valley. Their forest clad sides often end abruptly at the river, which is reduced in width; the current at these places increases in velocity, while at other places the channel is, owing to the vicinity of the mountains, full of boulders and required our utmost attention to be successfully navigated. Beyond this swift section, which is not over three miles long, the river bed widens again, but its channel is frequently impeded by sand bars, formed by the silt which is being continually washed from the high cut-banks and deposited in its bed at places where the current is slack.

At the first bend the left bank of the river is formed by high gravel benches cut by deep ravines, while on the opposite shore the country is low, with some lakes which act as reservoirs for two large creeks flowing from the north-west in two nearly parallel valleys.

Three miles below the first bend the river divides into two branches, the wider one flows along the foot of the mountains to the left of the valley; two miles and a half farther the branches reunite, and the river continues to flow in one stream towards the south-west a farther distance of eighteen miles. After receiving another stream from the south-east it turns sharply to the right and resumes a north-westerly direction; this point is called the second bend.

About half way between the first and second bends, I decided to attempt to make the ascent of some of the mountains in the range west of the valley.

I left camp at daylight on October 6, and after having with some difficulty crossed the river, which at this date was already covered with floating ice, I instructed the cook to take the boat back to camp and haul it high and dry out of the reach of the ice. Accompanied by one man I started for the mountains. After travelling over frozen marshes, we entered the foothills by the valley of a creek which we followed for several hours. We soon found ourselves hedged in between two walls, and to avoid being altogether blocked, we left the bed of the creek and climbed on to a long ridge heavily timbered with spruce. The ridge led us to a pinnacle towering at least 800 feet above our heads and which seemed inaccessible from where we stood. After a good deal of



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trouble and by a very circuitous route, we at last stood on its highest point only to discover that the view south of it was obstructed by a row of sharp peaks which must be climbed in order to complete the work. These peaks were fully three miles away, and as soon as I had finished the work to be done here we started at once for them. Our progress was greatly retarded, for at that altitude the snow was already several feet deep, and it was after six in the evening before we completed our work. The cold was intense and the night was coming on fast, but it was out of the question to stop, we kept travelling until two o'clock in the morning when we reached the river opposite our camp. But as we could not make ourselves heard, because of the roaring noise caused by the floating ice we had to wait until six o'clock in the morning before the man in charge of our camp came to our relief. Immediately after breakfast we started down stream, knowing full well that no time must now be lost, but we had not proceeded far before we found the river blocked by ice which spreading across a narrow section of the river with high banks on both sides, had filled up several feet high. The temperature had been unusually low for several days, and as a result the river had been carrying considerable ice mostly formed at the bottom of the stream. This blockade had backed up the water for quite a distance and raised its level several feet, as was illustrated by the line of the cakes of ice still strewn along the face of the elevated banks. As the water subsided, a mass of ice was left in such a crumbling state as to render it unsafe to travel over or to attempt to cut a way for the boats through it. In order to get beyond this we decided that to portage the boats and outfit through the bush was the safest thing under the circumstances, though not perhaps a very expeditious one. Once past this obstacle we found the river comparatively free of ice, and the survey of the river was resumed. Occasional stops were, however, made at certain points where the ascent of some prominent mountains was necessary in order to carry on the photographic work. Ten peaks were thus climbed in the basin of the Big Salmon river. 'Last peak,' the last one occupied, is north of the valley of the river, and rises near the western edge of the chain of mountains, whose width measured 45 miles from east to west, and across which the Big Salmon river has cut its way. The slopes of these mountains are as a rule very abrupt; their average altitude is 4,000 feet above the valley. For several miles the valley of the river is flanked by rocky walls so steep as to be entirely devoid of vegetation. West of 'Last peak' the aspect of the country is considerably altered, and marks the termination of the mountains. Those to the south of the river have not those sharp and ragged projections which give to the ones which we had been climbing such a forbidding appearance and rendered their summits so difficult to reach. Their elevation is also greatly reduced, and the farther west we proceed the more curviform their outlines become. The last mountain which forms the western extremity of the range south of the river has numerous spurs or ridges which radiate both towards the Big Salmon river and its south branch. Those facing the valley of Big Salmon river end abruptly at the water's edge, while the spurs which extend towards the south branch eventually break up into low hills before reaching it, and are heavily covered with timber. On the opposite side of the river the characteristics of the country are still more striking. The range of mountains comes suddenly to an end at 'Last peak.' From its foot a plain spreads out in a northerly direction. Several lakes and what appear to be the high banks of an important stream could be distinctly seen through the breaks at several places in the forest. The plain is limited to the west by a high range of hills which terminates abruptly at the Big Salmon river, and just opposite the mouth of the south branch. The top of the hills at this point must be nearly 1,000 feet above the valley of the river, with grassy slopes facing the stream, while their tops are crowned with clumps of pine. The plain extends fully 10 miles towards the north, where one solitary high dome was noticed among a maze of low ridges and hills, through which some narrow valleys could be traced, all converging into the plain.

Beyond the second bend there is no stream of any importance for 24 miles, when the south branch is reached. This stream rises near the head waters of Boswell river, a tributary of Teslin river. Its valley is very wide, running north and south, and is bounded on the east by the last contreforts of the chain of mountains, while towards the west low hills not over 2,000 feet high extend as far as the Lewes river.

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Thirty miles farther, the north branch, the largest tributary of the Big Salmon, flows from the north. Terraces one hundred and forty feet high rise on both sides of the valley of the stream. The valley is fully two miles wide where it joins the main river. Six miles above its mouth the north branch bifurcates; one branch is from the north-east and takes its rise on the western slope of the chain of mountains to which Last peak belongs. Half a mile above the confluence of the north branch with the Big Salmon river there is a rapid, which is frequented during the summer by Indians, who have established a salmon fishing station there. One mile and a half farther down there is another rapid in a sharp bend of the river. From this point to the mouth of the Big Salmon the river flows through a terraced country, where all the timber has been destroyed by fire.

The river is very shallow; below the north branch it increases considerably in width and contains numerous large islands.

The confluence of the north branch was reached on October 12, and as I had some work to do in this vicinity I pitched my camp. The next day, the weather remaining unsettled, I sent most of my men down the river with the heaviest part of the outfit, and with one man I waited for a change in the weather, which would allow me to complete my work. On the 14th, no change for the better being apparent, I concluded that it would be unsafe to remain any longer, we therefore prepared to start the following morning. During the night the crushing of the ice coming down from both the main stream and the north branch was so deafening that it was impossible to sleep. Long before daybreak we were up and getting ready to leave. A thick fog hung over the river and was so dense that we could barely distinguish the outlines of the opposite bank of the river. The trees were loaded down with thick ice, and everything had a decidedly wintry aspect.

The canvas of our boats must have been rendered very brittle by the frost, for our boat had hardly been in the water five minutes and only half loaded, when we noticed that it was fast filling with water. Upon pulling it ashore and unloading it an examination showed that its bottom had been rent by ice, which was now fully four inches thick. The damage was repaired in ten minutes, but to prevent a similar occurrence, an opening was cut for it in the fixed shore ice which extended twenty feet from the bank and the boat placed in it. The loading being completed we waited for a space of water free from ice, when the boat was shoved out into the seething stream and all haste made to reach the middle. We had hardly left the shore when the boat stuck so fast in the slush and ice, that with all our endeavours it was impossible to steer it. To make matters worse a thick fog, caused by the low temperature, was continuously rising from the river. Thus enveloped in semi-darkness we drifted helplessly with the moving mass of ice which besieged us from every side.

One mile and a half below our camp we encountered the first rapid; owing to the condition of the river as just described, there was no breaking of the water to indicate the location of rocks and boulders; only the uneven undulating surface of the floating ice as it raced down the stream, with the sudden rearing up of occasional big cakes of ice as they came in contact with the largest boulders. It was a time full of anxiety. The canvas boat unavoidably struck several rocks, but it sustained the shocks without injury, though we could feel its bottom heaving up under our feet; it was owing to its elasticity that no holes were punched through it. As long as we were moving with the ice I knew that no mishap could occur, except from the ice blockades, and after we had successfully passed over the first rapid, we felt confident that we could safely reach the Lewes river. We, however, kept a sharp lookout, and no delay having occurred, we calculated that by noon we had drifted at least ten miles. By that time the sun had dispersed the fog, so that we could better judge what we might expect ahead, and our anxiety was consequently greatly relieved. From early morning until three o'clock in the afternoon we kept up the struggle, and although our position was far from being comfortable we had no thought of stopping. We had now come to a very tortuous section of country and therefore could not see ahead any great distance. The right bank of the river is here formed by high escarpments. We noticed too that the open channel of the river was getting considerably narrower, and before we had time to investigate fully we realized that we were being forcibly drawn by the current into a

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regular whirlpool, that our chances of making a landing were gone, and that we were being relentlessly carried to our doom by the stream, whose velocity kept increasing every minute. Barely two hundred yards ahead of us the river was completely blockaded by an ice jam under which the water rushed. The channel had now dwindled to only a few yards in width, but the ice on each side was only slush, which would not bear any weight. I realized that only a very slim chance of escape remained to us, and this was to try and prevent the boat from drifting across the stream; in this we were successful and it certainly saved us.

With the timely assistance of some miners who were camped in the vicinity, the boat was unloaded and brought ashore. They informed me that the river was blocked with ice for a distance of six miles, which could only be overcome by making a portage. The next day everything was carried across the country to open water and the descent of the river resumed. By night we arrived safely at the Big Salmon river post, where we were cordially received by Constable Drewry of the North-west Mounted Police. He informed us that there might possibly be another boat from Dawson, but as the season was far advanced I thought it safer not to delay, but started at once up the river. Two days later the steamer *Flora* overtook us when within eight miles of Teslin river post. Whitehorse rapid was reached three days later. A delay of a few days occurred at the end of Miles Canyon before another steamer put in her appearance. This was the *Gilbourne*, a steel vessel, which brought us safely to Lake Bennett. From this point Skagway was reached in good time, and Victoria on November 6. A week later I reported at Ottawa, where I have since been busy preparing, from the notes and photographs taken, a map of the country explored during the past season.

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

ARTHUR SAINT CYR, D.L.S.

## APPENDIX No. 21 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF J. J. McARTHUR, D.L.S.

## EXPLORATION OF STEWART RIVER AND MACMILLAN RIVER VALLEY.

OTTAWA, July 5, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to report to you on the exploration survey, carried on by me last season of the country drained by the Stewart and MacMillan rivers in the Yukon Territory.

I left Ottawa, April 18, 1898. I had some difficulty in getting suitable horses in Vancouver and vicinity, and was afterwards compelled to wait for transportation to Skagway. The C. P. R. ships took the outside passage and refused to carry deck loads of live stock. I finally arranged for accommodation on the C. P. N. steamer *Islander* and sailed on May 14. We arrived at Skagway on the 20th. The company engaged a tug and lighter which landed us at Haine's Mission on the 21st. The United States custom authorities at Skagway, although satisfied that ours was a Canadian government

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expedition, insisted on my taking along a convoy to whom I paid \$6 per day and expenses. He was instructed to accompany me as far as Klukwan, but did not come beyond Gantigastaki village, the limit of tide water. At Haine's I met Messrs Flemmer and Nelson of the United States coast survey. The former was going to the height of land on the Chilkat pass, and the latter to explore the Katzeihin river.

I moved up the east bank of the Chilkat to a point opposite the mouth of the Takhin, where we swam the horses and crossed our outfit in our Peterboro' canoe. I met Dalton, who had just returned from Pleasant camp. He informed me that the snowfall had been very heavy on the summit, and that the season was very late. He had a large force of men at work on the trail, which he expected would be open by June 12.

The trail crosses the Takhin about a mile and a half from the mouth, and worms up into the foothills, along which it continues to within three miles of Klukan, when it descends to the broad fan-shaped moraine at the mouth of the Tisku river. I did not take advantage of this part of the trail, but kept along the river flat, where the feed was excellent.

While at Haine's, I decided to send my canoe, loaded with supplies, over the Chilkoot pass, in charge of two men, to await my arrival at Fort Selkirk, and on June 18, I placed the pack train in charge of J. E. McMullen, my most experienced man, with instructions to move to the 'park' beyond Pleasant camp, and as soon as it was possible, to cross the summit and travel towards the Five-finger rapid. I would hasten to overtake him after I had seen my canoe over Chilkoot pass. I arrived at Dyea on June 22, and made arrangements with the 'Tramway Co.' to transport my outfit to Lake Bennett. The delivery to the summit was prompt, but some days elapsed before all of my supplies reached the lake.

I returned to Haine's on the 27th, and next morning about 10 o'clock, I left Pyramid harbour, in company with Dalton and several others, for Pleasant camp, where we arrived about midnight. It took two and a half days from here to Dalton's post. We passed several large parties of prospectors packing supplies on their backs to Shorty and Alder creeks.

I overtook my pack train on the evening of July 8, about forty miles from the Lewes river. From Hutshi village the trail follows the Nordenskiöld valley and the country presents no difficulties to the building of a wagon road or railway. The soil is largely composed of volcanic ash and the cloud of dust made travelling rather disagreeable. We reached Five-finger rapid on the 13th. From the mouth of the Nordenskiöld the trail passes through a very hilly country, which could be easily avoided. There is no trail on the west side of the Lewes, between Rink rapid and Fort Selkirk, but one could be made at a trifling cost. At the rapid I found a notice that my canoe had passed down some days before. We were delayed some time by strayed horses and the difficulty of securing a suitable boat with which to cross, but on the evening of the 16th, we had our horses and outfit on the opposite bank. Next morning I left McMullen to take the pack train by the trail down to the mouth of Pelly river, and took a small boat for Fort Selkirk, where I arrived about 9 p.m. My two men, in accordance with instructions I had given them when separating on Chilkoot pass, had signals set on the highest points in the neighbourhood. On the 18th, I measured a base on the flat behind the trading post, and connected it with Ogilvie's survey of the North-west Mounted Police reserve. I then started to observe at the different stations. The pack train arrived on the evening of the 20th. On the 21st and 22nd, while I, with one man, was occupying stations, the rest of the party were engaged swimming the horses across the Pelly, crossing the outfit and making a trail through the 'rim rock' to the plateau above. This wall of basalt is about 250 feet high, and extends about two miles up the Pelly, and down the Yukon about the same distance.

On the 23rd we started for Stewart river. Our course was nearly due north. We had to make our own trail, but two men with heavy brush-hooks were able to open up from four to six miles per day. The country between Fort Selkirk and Stewart river, is a succession of high wooded ridges, the general direction of the valleys being east and west. There are few remarkable elevations. The highest point on our trail is 4,150 feet and the highest station occupied, 5,467 feet above the sea. The altitude at the

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mouth of the Pelly is 1,525 feet. We saw no large timber but in places the growth of small spruce was very dense. We crossed the headwaters of Scroggie, Rosebud and Lake creeks. Ten miles north of Forth Selkirk is an extinct volcano. The stream of scoriaceous lava, which flowed to the north-west is visible for many miles. The Indians say that about fifteen years ago, smoke issued from the mountain. There are evidences of a comparatively recent and mild eruption, and as it subsided the lava solidified in the form of a cone. There is evidence of three distinct eruptions, all of which flowed to the north. The crater lies between two peaks, several hundred feet in height, which are connected on the south side by a low saddle. The Indians informed me that to the south-west between Fort Selkirk and White river is a similar mountain.

We struck the Stewart about three miles east of the mouth of McQuesten river. The distance from Fort Selkirk is 53 miles. The Stewart is a magnificent stream, more than one hundred and fifty yards in width, and is deep, with a four mile current. McQuesten river is about 100 feet wide and is swift for a distance of fifty miles from the mouth, when the valley widens and it becomes more sluggish. Prospectors have ascended one hundred and fifty miles in small boats. It has several large tributaries. A large number of people were camped at the mouth, also a band of Stick Indians. The Galvin Co. were erecting a large warehouse, and several other buildings were under way, and a town site had been roughly laid out. A mining recorder and police escort had just arrived from Dawson.

The course of the Stewart valley is nearly north-west. About ten miles down stream from McQuesten, the river makes an abrupt turn, and cutting through a mountain range flows to the south-west. The valley, however, several miles in width, continues to the north-west, and must extend to the Klondike river.

On August 6, we started up river extending the triangulation and had no difficulty in keeping our camp up with the work. About 35 miles above McQuesten, we come to Crooked creek, which enters from the south. It is not navigable for small boats, but considerable prospecting has been done along it. About a half mile above this, the river leads to the north-east out of this broad valley, which continues to the south-east, and must fall into MacMillan some distance above its mouth.

Fires were raging along the river flats and hill side, and the smoke became denser day by day. About August 12 I had to abandon the triangulation, as I could not wait for the smoke to disappear, but I continued along the valley making a track survey, every now and again touching the river at one of its many bends.

I beg leave to call the attention of the department to the wanton destruction of timber throughout the country. Prospectors seem to have a mania for setting fires, and if strict measures are not taken to prevent this vandalism the timber on the mountain sides and river flats will be destroyed in a very few years. To those who have faith in the Yukon Territory as a permanent mining country, the rapid disappearance of the green forest is harrowing, and it will, unquestionably, in a short time, affect the navigability of the rivers.

About the 18th the atmosphere cleared, and the triangulation was resumed with the expectation of being able to fill in the gap on the way back.

About seventy-five miles from McQuesten, Mayo brook comes in from the north. It is too swift and shallow for boating, but has been much prospected and some encouraging reports sent out. On the 21st we reached what is shown on the old maps as Frazer falls. It is a twisted rapid which, near the foot, rushes through a gorge. At extreme high water, there may be a fall of 8 or 10 feet from a table rock on the east side. From the head to the foot, one third of a mile, the descent is 40 feet. There is a portage road. For a distance of four and a half miles above, the river is broken at intervals by short rapids. About five miles above the falls, Nogold creek comes in from the south-west. It is about seventy-five feet in width, crooked and rather sluggish, and flows through a broad valley which is dotted with small lakes. It is partly fed by a large body of water about fifteen miles in length, which I have named Ethel lake, and which lies about twenty five miles to the south-west.

Above this the river resumes its general character. The valley is broad and on the south side are many small lakes and swamps.

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Although the feed along the trail was abundant the animals did not thrive. Hoof disease and mud fever broke out among them, and we had to drop them one by one at places where pasturage was good, hoping that they would recover; but on the return trip we found many of them dead and the rest had to be shot.

There had been rainy weather for some time and our progress was slow. On September 4, we reached the 'Forks' with only five horses out of a band of nineteen. After occupying two stations to take in the neighbourhood of the forks, I decided to turn back. We built a raft, and relieving the horses of all loads, started them on the back trail in charge of two men and with the rest of the party I continued down stream. We had to abandon our raft when we came to the rapids, and build another below the falls. At suitable points along the valley I made camera and sketch stations, and by making a few ascents succeeded in filling the gap in the triangulation. On September 19, I reached the point where our trail from Fort Selkirk struck the river, and next day my men arrived with four horses. I went down to call on the mining recorder at McQuesten, and in exchange for some moose meat, he was good enough to let me have flour and tea, of which we stood very much in need.

There had been quite a rush during the latter part of the season, and the recorder informed me that about two hundred good men were wintering on Haggart, Johnston and Nelson creeks, tributaries of the McQuesten. While at the office about a dozen men came to file claims, and a number paid their fees with gold which they claimed to have gleaned from the properties they were recording. Very promising quartz ledges have been discovered on Johnston creek. Only four men are wintering on Stewart river above McQuesten. They are on Mayo brook.

I took seven days to cross to Fort Selkirk. The snow was deep on the high ridges, and we had to relieve the horses of their loads. We managed to get them to Pelly river, where we arrived on the 27th, but they were too weak to swim and I left them where feed was plentiful. I notified the police officer where they were, and he promised to have them shot when winter set in.

I boarded the steamer "Ora" at Fort Selkirk on October 1, and reached Skagway on the 15th. I arrived in Ottawa on November 3.

#### THE STEWART RIVER.

Between the mouth and McQuesten there is a ripple which, however, does not interfere with navigation. From McQuesten to Mayo brook the river is deep, and the current about four miles per hour. From Mayo to the falls the current is barely two miles an hour with good navigation all the way. From the rapids to the forks there is nothing to impede navigation. On September 3, I met two men coming down stream; they were the latest prospectors on the Upper Stewart, and claimed to have been to the head of Beaver river. They had taken notes and allowed me to make a copy of their sketch. The north fork retains its good character as far as the '7 mile Canyon.' It was the prospectors' opinion that a steamer could go through the canyon, in which case there would be uninterrupted navigation for a distance of one hundred miles up the Beaver, which they described as a rather sluggish stream. The north branch above the Beaver is very swift. Lansing river is a considerable stream, which comes in from the south east, one and a half miles below '7 mile Canyon.'

The south branch of Stewart river is the smaller. It is rather swift, and for 30 miles from the mouth flows through a succession of box canyons. A number of prospectors crossed over this season from the MacMillan. They report an easy portage. Moose and bears are very plentiful. We never had to walk more than a mile or so to secure one. We saw many beavers along the river. Fishing is good below the falls. There are no extensive timber areas, but there is quite enough for building and mining purposes, mostly spruce.

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*List of Distances by the Stream.*

McQuesten to Moose creek,	20	miles.	
do Crooked do	35	do	
do Mayo brook,	725	do	
do Frazer falls,	112.5	do	
Frazer falls to Nogold creek,	6	do	
do South fork,	55	do	
South fork to Lansing river,	35	do	(estimated).
do 7-Mile canyon	36.5	do	do
do Canyon	7	do	do
Canyon to mouth of Beaver river,	45	miles	do

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

J. J. McARTHUR, D.L.S.

## APPENDIX No. 22 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF J. L. COTÉ, D.L.S.

SUBDIVISION AND OUTLINE SURVEYS IN EASTERN MANITOBA AND RESURVEYING AT  
WHITEMOUTH.

OTTAWA, April 11, 1899.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report of my survey during the past season.

Upon the receipt of your instructions, dated June 14, I left Ottawa for Winnipeg. On the way I stopped a day at Whitemouth to ascertain the nature of the surrounding country, in which a part of my work lay. I learned that horses could not be used for transport, on account of swamps and muskegs, and that packing on men's backs had to be resorted to at this season of the year. Mr. Bourne, D.L.S., who was appointed assistant, reported on the 25th of the month.

Having outfitted at Winnipeg, I at once began to resurvey the village of Whitemouth. Much difficulty was experienced in making this survey because most of the old posts were lost. The people seemed more or less indifferent to the marking of their lots; however, they expressed their satisfaction when they saw that I had posted a road allowance along the Canadian Pacific railway right of way, and one between lots 6 and 7 so as to give access to the river. The location of the road is good, as it follows a natural gully running to the river, thereby avoiding the otherwise necessary expense of grading.

I completed the survey of the village on July 7, and the next day started for the north-east corner of township 12, range 11. Though it was only seven miles distant it required a good day's work to get there, five miles and a half being through muskegs partly open. The burning sun of July, and the wet spongy ground, into which we sank to our knees, made packing almost unbearable.

The next day I started to produce the 4th base line across range 12. The first three miles are partly covered with spruce and tamarack and partly open muskeg; from there the ground rises, granitic exposures occur, and to the end of range 12 it is alternately hilly and swampy.

The eastern boundary of range 12 runs through the same kind of country.

The north boundary of township 11, range 12, runs through swamps, and on the edge of a large muskeg, excepting a ridge of about one mile in width on sections 35 and 36 where spruce and poplar of good dimension are found.

The east boundary of township 11, range 12 to Bog river, which crosses section 13, is almost wholly through *brulé*. Red granite exposures appear throughout. On the south side of the river the line crosses an open muskeg to the end of section 1, which is only 3.88 chains in depth.

The south boundary of township 11, range 12, runs through the last mentioned muskeg as far as section 4; from thence to the west limit of range 12 the soil and timber are good.

Having completed the survey of these township boundaries, I shifted camp to the 3rd base line, in order to run the east boundary of township 9, range 11, which is through swamp and muskeg. The north boundary of sections 31, 32 and 33 of township 9, range 12, runs through a swampy country. Whitemouth river, which crosses section 34, drains a belt of land on each side of it. To the east of Birch river, which crosses section 35 to join Whitemouth river on section 10, the soil is generally light and covered with heavy timber partly burnt.

On September 2, I began the subdivision of township 10, range 12, which may be described as swamp with a few open muskegs, excepting a belt of good farming land averaging a quarter of a mile to a mile in width on each side of Whitemouth river; however, the swamp area, which covers a good deal of this district is not necessarily worthless land, for at a depth of two or three feet, in most places clay bottom is found. Where the ground has been burnt over and the vegetable mould destroyed, a clay surface almost ready for the plough is exposed.

On October 24, I was heartily welcomed by the squatters of township 11, range 12, who were anxious to know the location of their improvements. The western part of this township is watered by Whitemouth river, and in general is adapted for agriculture. From section 29 to the north-east corner of township 11, there is a belt of good land, although there are here and there outcrops of granite. The southeast part is mostly swampy.

About 10 or 12 squatters are in this township; most of them have good houses, stables, etc, besides a good deal of clearing.

The provincial government has opened a colonization road on sections 30 and 19, and I would suggest that a road allowance be reserved on both sides of the river in this township and also in township 10, range 12, so as to permit the provincial authorities to promote colonization by building a road along the river.

I left Whitemouth on November 24, to produce the second base line east of range 10 to the International boundary, that is to say a little over 42 miles. I remained a day en route in Winnipeg to buy toboggans, dogs, snowshoes, and the necessary outfit for the winter. From there I proceeded by the South-eastern Railway to La Broquerie, the present terminus of the road, where I hired teams to transport my outfit as far as possible towards my destination and reached range 10 on the second base-line by November 30.

Finding the post at the north east corner of township 4, range 8, I proceeded to chain across ranges 9 and 10, in order to find the post marking the north-east corner of township 4, range 10; a winter road had kept the line well open across range 9, but no posts were to be found. The jackpine which covers most of range 10, has grown to such an extent that it was impossible to see any traces of the base line. However, in re-posting it most of the old posts or bearing trees were found still standing intact after having been placed or marked more than twenty years ago.

I pitched camp on December 2, at the north-east corner of township 4, range 10. While I had to wait two days for clear weather for time and azimuth observations I kept my men forwarding provisions. As soon as the proper direction of the line was



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established, I divided my party in two, four axe men were kept opening the line while the remaining five were kept moving camp almost daily. It was necessary to open a trail for toboggans in order to transport the outfit. A dog team, which consisted of four dogs, was used for the heavy drawing of iron posts and provisions. Four to five hundred pounds could be easily drawn when the trail was good.

The second base across range 11, passes over rolling country covered with mixed timber of rather small dimensions; jackpine prevails, and the soil is generally light.

The base enters range 12, in a thick cedar swamp, which soon gives place to tamarack. From range 12 to range 17, muskegs, cedar and tamarack swamps prevail, with an occasional ridge covered with jackpine and poplar. There is a belt of cultivable land on each side of a creek which crosses section 32, range 17. The last mentioned range is mostly swampy. At 8.26 chains, on section 36, township 4, range 17, I planted an iron bar to mark the western boundary of the road allowance, along the western limit of the Indian reserve which extends to the International boundary.

January 6, the day I closed the survey on the International boundary, was one of the coldest days of the winter; the thermometer registered  $52^{\circ}$  below zero. The temperature was very variable in Manitoba this winter; we often had mild weather for a day or two, followed the next morning by cold of  $40^{\circ}$  to  $52^{\circ}$  below zero.

I then ran the east boundary of township 5, range 17, which is broken to the south and to the north by Indian reserves and on sections 1, 12 and 13, by an inlet of the Lake of the Woods. The east boundary of township 5, range 16, runs through muskegs and swamps, and crosses the Dawson road on section 25.

I subdivided the two southern rows of sections in township 5, range 17. They are mostly swampy, excepting a belt of good land along the small creek above referred to, and which runs across sections 4, 3 and 2, and on section 1 it empties into a narrow inlet of the Lake of the Woods. There is a settler now on the north-east quarter of section 4, and I met several other people who told me that they intended to take up land in the vicinity; but the settlement of this township can only increase in proportion to subsequent drainage.

Chief Pawawasin and three Indian families are living in the houses at the boat landing at the North-west Angle, an important point in the days of the Dawson road and before the advent of the railways to the North-west, and which may at some future day be again of importance, as it is the only place on Canadian territory where boats can land in that inlet of the Lake of the Woods known as the North-west Angle. These houses were built and used while the Dawson road, which runs westward from here, served as the route from Lake Superior to Manitoba.

The Chief was rather disappointed when he found that I could not comply with his request to survey for him another reserve and so as to include the house which they were then occupying, that is to say, to include the only landing place at the North-west Angle. I completed this work on January 30, and proceeded to Rat Portage, where I discharged my party, except two men who accompanied me on my exploration of the land in the vicinity of Roseau river.

From there I returned to Rat Portage on February 27, and reported at Ottawa on March 4.

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

J. L. COTE.

## APPENDIX No. 23 TO THE REPORT OF THE SURVEYOR GENERAL.

## REPORT OF A. J. BRABAZON, D.L.S.

## RESURVEYS NEAR YORKTON, ASSINIBOIA.

OTTAWA, January 5, 1900.

E. DEVILLE, Esq.,  
Surveyor General,  
Ottawa.

SIR,—I have the honour to submit the following report on my operations in the field during the season of 1898, pursuant to your instructions of May 21 of that year.

I left Ottawa for Yorkton on June 1, in company with Messrs. F. X. Fafard, D.L.S., and A. Campbell, who were appointed on my staff, the former as assistant, the latter as labourer, and arrived there on the 8th. On my way I remained in Winnipeg from the 3rd to 7th, where I bought part of my supplies, two wagons, a buckboard, hired a cook, and N. Semmens, also appointed on my staff, reported to me; he joined the party there and travelled with us. At Yorkton I bought four horses, hired three men, and after getting the outfit in order, left on the 13th for the work allotted to me, viz.: the renewal of section corners, &c., in townships 25 and 26, ranges 5, 6 and 7 west of the 2nd meridian, and arrived there the same day.

I renewed the corners in township 26, ranges 5 and 6, and the east half of range 7, but as very few of the old corners could be found in township 25, ranges 5, 6 and 7, and the west half of township 26, range 7, and these varied in distance from fifty links to seventeen chains from where they should be, I resurveyed these three and a half townships, which together with the renewal survey of the two townships and a half, make a total of 432 miles of lines run.

These townships were surveyed in 1881, it is therefore scarcely necessary that I should dwell on the general character of the country, it having undergone very little change since that date, with the exception that almost all the sloughs and many of the creeks shown to exist in those days have dried up.

*Township 25, range 5.*—The large lake in this township shown to extend beyond the north and east boundaries, and as covering sections 24, 25 and 26, and parts of 13, 14, 23, 22, 27, 34, 33, 35 and 36, has dwindled down to a slough about three feet and a half deep, and only spreads over about a quarter of section 23, a quarter of section 26 and three-quarters of section 25. With the exception of pools in the creek bed crossing sections 8, 9, 10, 15 and 14 and this slough, there is no surface water in the township, the lake shown in section 21, and all the sloughs having completely dried up.

Twelve Galicians settled here this spring, and although not in time to put in a crop, they broke considerable land, put up houses, made hay, sank wells, and are free to begin seeding early next spring. The several wells dug show that water may be had almost anywhere in this township by sinking from 15 to 25 feet.

There is an abundance of grass suitable for hay in this township. I venture to say that not less than five hundred tons of hay were made this year on the land shown to be covered by the lake. Mr. Robert Rousay, who has been successfully farming the north-east quarter of section 36 for several years, had a very good crop of wheat this season.

*Township 25, range 6.*—There are extensive buildings and improvements on the north-west quarter of section 32 of this township, the property of Messrs. Insinger and Garry, the most extensive horse dealers in this district; they breed and raise all their

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stock here. I have been informed that their sales of horses some years run as high as \$10,000. I saw farmers from as far as Indian Head buying horses at this ranch. There are also buildings on the south-west quarter of section 9, where Mr. Rousay owns and winters about two hundred head of cattle.

The water supply is more conveniently distributed in this township than in the one just described, there being pools and stretches of water in the bed of the south branch of Cussed creek, though not continuous nor running, from where it crosses the west boundary of section 31, into the township to the north boundary of section 34, where it leaves it, and again in a valley winding through sections 18, 17, 8, 9 and 10, pools and springy sloughs at intervals extend to a long slough in the south-east quarter of section 8, the source of a small creek which, after running across section 9 and the greater part of section 10, the water spreads over a flat and is soaked up. There is also a springy slough at the north-east corner and another at the north-west corner of section 9. With the exception of the water just described the township is dry, but I have no doubt water would be had almost anywhere by sinking from 10 to 20 feet.

There is a great quantity of grass suitable for hay in this township, as not only the land shown to be covered by sloughs is now dry and covered with it, but in most cases the grass extends in all directions for a considerable distance beyond the limit of the bed of the slough.

*Township 25, range 7.*—There are several ponds or small lakes in the north half of this township as well as the south branch of Cussed creek, the water in which though continuous is not running. The creek enters section 30, and passing through sections 29, 32, 33, 34 and 35, leaves the township in section 36. In the south-west quarter there are a few sloughs, but in the south-east quarter there is no water. Notwithstanding that there is considerable bush in the north-west part of this township there are many opens of good grass. I think hay enough could be made in this township to winter four or five hundred head of stock.

Seven or eight Hungarians settled here this spring, one early enough to put in a crop of wheat and oats, which turned out very well. As these people are good farmers they are almost certain to prosper, the soil being of excellent quality. One of the women, while looking for the cows one evening, lost her way in the bush and died, while I was surveying this township. The body was not found for about two weeks afterwards. There are two or three older settlers in this township, but these go in more for cattle raising than grain growing.

*Township 26, range 7.*—In almost every section of this township, ponds or small lakes are to be found which together with Cussed and Sorefoot creeks, the former entering the township in section 34 and leaving it in section 36, the latter entering in section 19 and leaving in section 24, supply an abundance of water; besides these a creek crosses the north boundary of section 31 and discharges into Sorefoot creek in section 22. Owing to the extent of bush in this township there is less grass suitable for hay in it than in any of the townships heretofore described, yet there are many large tracts of good grass. Five or six farmers settled here a few years ago and are all well-to-do to day; one of them commenced sheep raising on a small scale not long ago and has now a flock of over two hundred.

*Township 26, range 6.*—The farmers in this township are all doing well, having been successful in grain growing as well as in stock raising. Some of them have as many as fifty head of cattle. The only water to be found in this township is in pools in the bed of the south branch of Cussed creek, which crosses sections 3, 11, 14 and 13, and a little in the bed of Sorefoot creek in section 19, the rest of the creeks and sloughs having dried up. There is an abundance of grass suitable for hay in this township, as all the land shown to be covered by sloughs is now dry and covered with good grass.

*Township 26, range 5.*—There is a very prosperous lot of farmers in this township and all becoming wealthy; yet they do not like the idea of new settlers coming in, as stock raising and not grain growing is their chief industry, and the newcomer lessens the run for the cattle. While at work one day my attention was directed to the residence of the two Duncan brothers, ranching in partnership in this township, who I was told came into the country not long ago with scarcely anything, but have now as many as 250 head of cattle. There are numerous large tracts of grass suitable for hay in this township,

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which are shown on the plan of 1881 as sloughs. The only surface water to be found in the township now is in Cussed creek, which meanders through sections 31, 32, 29, 28, 33 and 34, and in the south branch which discharges into the main creek in section 29 ; but all the farmers have good wells.

I think I may safely say that not less than 2,000 head of cattle and 1,000 horses are pastured and wintered in these six townships, and the greater part of the firewood consumed in Yorkton is taken from them.

In conclusion, permit me to say that Yorkton, which is within four miles of the most eastern of these townships, is one of the most thriving and busy little towns in the territories. Owing to the surrounding country being so well adapted to mixed farming, cattle are almost continually being shipped in and out during the spring and fall. Messrs. Gordon and Ironsides, extensive cattle dealers, ship young cattle in and distribute them among the farmers at so much per head for pasturing and wintering, and when they are full grown and in good condition they are exported. Five thousand head of exceptionally fine steers, varying in price from \$35 to \$50 per head, were exported this fall, as well as a considerable quantity of wheat.

I completed my survey on November 8, and returned to Ottawa on the 17th.

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

A. J. BRABAZON, D.L.S.

## APPENDIX No 24 TO THE REPORT OF THE SURVEYOR GENERAL.

### EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

#### FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

#### PLANE GEOMETRY AND MENSURATION.

TIME, 3 HOURS.

	Marks.
1. Show that the circle passing through the middle points of the sides of a triangle also passes through the feet of the perpendiculars from the angles of the triangle to the opposite sides.	14
2. The feet of the perpendiculars drawn from any point on a circle to the three sides of a triangle inscribed in the circle lie on a straight line.	14
3. Divide a straight line into two parts, so that the rectangle contained by the whole and one part is equal to the square on the other part.	14
4. Show what relation subsists in acute and obtuse triangles respectively between the squares on the sides. Deduce the 47th Prop. Bk. I (Pythagorean) therefrom.	14

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5. The locus of a point, the ratio of whose distances from two given points is constant, is a circle. Prove.	14
6. The side of a pentagon inscribed in a circle is 10; what is the radius of the circle?	15
7. What is the radius of the circle whose area is equal to that of a triangular field whose sides are 12, 14, 16 chains respectively?	15

## SOLID GEOMETRY.

TIME, 3 HOURS.

	Marks.
1. Define the terms:—Trihedral and polyhedral angles; sphere, parallelopiped, prism, frustum, cube, right cone.	20
2. Prove that any two of the plane angles that form a trihedral angle are together greater than the third.	20
3. The plane angles which contain any solid angle are together less than four right angles.	20
4. Give formulæ for surface and volume of a sphere; right cone; and frustum of pyramid.	20
5. A hollow metal sphere, 10 inches diameter, $\frac{1}{8}$ inch thick, specific gravity of metal 10, contains a pint of oil, specific gravity .92. To what depth will it sink when placed in water?	30
6. How many feet of lumber—inch boards—can be obtained out of a log 16 feet long, 18 inches at one end and 16 inches at the other? No board to be less than 6 inches in width, the cut taking $\frac{1}{8}$ inch.	20
7. In a sphere of a radius $r$ what is the area of the zone lying $30^\circ$ north and south of its equator?	20

## SPHERICAL TRIGONOMETRY.

TIME, 3 HOURS.

	Marks.
1. Give and prove Napier's rules for the solution of right angled triangles.	20
2. Prove $\cos a = \cos b \cos c + \sin b \sin c \cos A$ .	20
3. Prove $\sin A \cot B = \sin c \cot b - \cos c \cos A$ .	22
4. Given $A = 132^\circ 16'$ , $B = 139^\circ 44'$ , $b = 127^\circ 30'$ , find $a$ .	22
5. Given $a = 40^\circ$ , $b = 50^\circ$ , $c = 60^\circ$ , find $B$ .	22
6. Given $a = 54^\circ$ , $b = 62^\circ$ , $C = 38^\circ$ , find $c$ .	22
7. Prove one of Napier's analogies.	22

**DIVIDING AND LAYING OFF LAND.**

Marks.

TIME, 3 HOURS.

- |    |  |    |
|----|--|----|
| 1. | The sides of a triangular field A B C are $a = 7$ ch., $b = 13$ ch. and $c = 9$ ch. From the middle point of $b$ two lines are run, dividing the triangle into three equal parts. To what points of what sides must the lines be run ?   | 25 |
| 2. | Given a side and two adjacent angles of a tract of land, to cut off a trapezoid of a given area by a line parallel to the given side.  | 25 |
| 3. | A spring is situated at 5 chs. south and 10 chs. west of the north-east corner of the N.E. $\frac{1}{4}$ of Section 5, Tp. 12, R. 2 W. of 3rd M. It is required to cut off 75 acres from the east side of the quarter-section by a straight line through the spring. Give the data to locate the line of division. | 25 |
| 4. | How to lay out a regular octagon containing one acre in area.  | 25 |

**MEASUREMENT OF AREAS.**

Marks.

TIME, 3 HOURS.

1.	Stations.	Bearings.	Distance.	30
	1	N. 30° E.	10.00	
	2	N. 60° E.	18.15	
	3	S. 40° E.	20.10	
	4	S. 30° W.	24.30	
	5	W.	15.00	
	6	N. 18° 45' W.	19.75	

Complete the area, after balancing the survey.

2.	Stations.	Bearings.	Distance.	30
	1	N. 24° W.	15.50	
	2	N. 31° E.	17.07	
	3	E.	20.00	
	4	Wanting.	Wanting.	
	5	S. 56° W.	30.30	

Supply omissions in the above field notes.

3. How to find the area of a narrow strip of land when one side is a straight line and the opposite is an irregular curve or a broken line. 20

4. In what cases of missing data in a survey of an inclosure may ambiguity result in the determination of the missing data? Show how. 20

**DESCRIPTIONS.**

Marks.

TIME, 3 HOURS.

1. In a registered plan with proper certificate, the measurements and bearings of all lines are given; each lot is numbered and shown as being one chain wide and two long. Make a description of one of the lots for a deed of bargain and sale. 18

2. A man buys 100 acres, a quadrilateral of equal sides, off the south-east corner of section 1, T. 5, R. 3 W. of the principal meridian. Describe land sold for a deed. 18

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- |  |    |
|--|----|
| 3. In question No. 1.—Off a corner lot a corner parcel of uniform width and 20 feet frontage is sold. Along the rear of the parcel a lane 10 ft. wide is reserved for the joint use of the owners of the parcel and remainder of the lot. Make necessary description for deed. | 18 |
| 4. Make necessary description for deed of the remainder of the lot of question No. 3.  | 18 |
| 5. Draw up a settler's statutory declaration of occupation.  | 10 |
| 6. Draw up an assumed evidence of a witness regarding the position of a section corner as defined by the original post, now lost, and which it is desired to re-establish.   | 18 |

## ASTRONOMY. (1ST PAPER.)

TIME, 3 HOURS.

- |   | Marks. |
|---|--------|
| 1. Define declination, right ascension, vernal equinox, parallax, parallactic angle and prime vertical.   | 16     |
| 2. Explain apparent, mean and sidereal time. What is the equation of time; what causes it to vary; and why is its greatest value in November?   | 17     |
| 3. Two places whose difference of longitude is $6^{\text{h}} 20^{\text{m}}$ , what will be the difference in time of the passage of the mean Sun over the meridians of the two places; what will the difference be for a star? State the kind of time in which the difference is expressed. | 16     |
| 4. On May 1, 1880, in longitude $80^{\circ}$ W., at noon a mean time chronometer is fast $4^{\text{h}} 13^{\text{m}} 16^{\text{s}}$ . It loses $6^{\text{s}}$ a day, when will it show the exact local sidereal time?   | 17     |
| 5. Using the sun, when is the best time for observing for latitude, time and azimuth? Why?  | 17     |
| 6. Show how to obtain the latitude from the observed transits of a known star across the prime vertical, time being noted by a mean time watch.   | 17     |

## ASTRONOMY. (2ND PAPER.)

TIME, 3 HOURS.

- |   | Marks. |
|---|--------|
| 7. On the 4th Base Line, R. 10, W. of 2nd Meridian, on June 23, 1880, in the forenoon the altitude of the lower limb of the sun was observed to be $42^{\circ} 17'$ . What was the mean time of observation, and what the azimuth of the sun? | 25     |
| 8. For the same date and place what was the mean time and azimuth of Polaris at western elongation?   | 25     |
| 9. In latitude $59^{\circ}$ N. the compass reading B. Tauri at rising is N. $5^{\circ}$ W. Declination of star $28^{\circ} 30'$ . What is the magnetic declination (variation)?   | 25     |
| 10. At what time did the sun set for the same date and place as in question No. 7, and what was the hour angle of Polaris at sunset?  | 25     |

PART VII  
IRRIGATION



## CANADIAN IRRIGATION SURVEYS, 1897.

J. S. DENNIS, D. T. S.

*Member American Society of Irrigation Engineers, Acting Chief Inspector of Surveys, in charge.*

Similarly to 1896, the irrigation surveys were carried on under two divisions.

Party No. 1, of Division A, was in charge of Mr. R. W. Macintyre, C.E., who, in accordance with instructions given him, made a rapid survey of the St. Mary River through Townships 3 and 4, to ascertain the feasibility of locating a canal to divert water from that stream at a lower level than the intake located in 1895, in section 36, Township 1, Range 25.

It was found impossible to effect the object in view, owing to a height of land lying between Spring coulee, and Cardston, and the frequent occurrence of precipitous cutbanks along the course of the river in this part.

The survey was made with the object of cheapening the cost of construction in conducting water to the Lethbridge plains.

The party next ran certain line levels in the Lethbridge district along the east and west boundaries of Township 2, Range 28, and west boundary of Township 3, Range 28, and also made a survey of a portion of the Waterton lakes; at the same time obtaining a cross-section at the outlet from the lower lake to ascertain the practicability of constructing a dam at this point for the purpose of storing the spring run-off, from the adjacent watershed, in the lakes until required for irrigation purposes later in the season.

On the completion of the above surveys, further instructions, dated 20th of June, were issued to Mr. Macintyre to continue the general outline levels in the Cypress Hills district, commenced the year previous by Mr. James Gibbon, D.L.S., on their northern slopes. Work was begun on the 30th of June, and continued until the 8th of October.

It comprised the running of levels along the township outlines of the lands survey system on the south slopes of the Hills, to obtain some knowledge of the feasibility of diverting the waters of Battle Creek and Cypress Lake to Swift Current Creek, by utilizing the channel of the Whitemud River. Levels also were run and permanent benchmarks placed to establish a base for a future topographical survey of the Cypress Hills watershed.

It was ascertained that water could be diverted from Battle and Belanger Creeks to Cypress Lake at a low expenditure. The former now flows to the Milk River, and the latter to Whitemud River. By effecting these diversions the water level of the lake can be raised at least fifteen feet.

It was originally hoped that water stored in Cypress Lake could be diverted by way of Belanger, and Frenchman Creeks, (the latter, formerly known as Whitemud River) to Swift Current Creek, and so, to the irrigable lands under that stream, where it is badly needed.

Water, however, can only be diverted to the south, and while there are tracts of land lying in that direction that can be served from Cypress Lake as a reservoir, they are neither so numerous nor so valuable as those in the Swift Current district. These facts were ascertained as the results of a careful survey of the Whitemud River, (Frenchman Creek) by Mr. Macintyre. Owing to the broken nature of the valley through which it flows, the small fall of the stream, and the many cutbanks and ravines met with, it was found that the cost of construction and maintenance would be too great to warrant the undertaking of such a scheme at the present time.

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Mr. Macintyre closed field work on the 9th of October, and was subsequently employed in the office making up the returns of his survey. Full particulars will be found in the accompanying report of his season's work.

Party No. 2, of Division A was in charge of Mr. Oliver York, C.E., who made exploratory surveys in Eastern Assiniboia for the purpose of locating suitable reservoir sites and storage basins on the different drainage channels in that district, to hold the spring runoff, and thus increase the present supply for domestic and stock watering purposes.

In this section of Assiniboia, all except the few larger streams dry up during the summer months, and water is obtained with great difficulty, in some cases having to be drawn many miles.

The sinking of wells has proved uncertain and costly. An endeavour has been made to meet the difficulty by applying money grants from the Territorial Government to the construction of dams, a large number of which have been built at suitable points along the various drainage channels. Most of the dams have been put in at haphazard, wherever a suitable place to build a dam presented itself, and without proper information as to the drainage area creating the supply and the best interests of the community affected; there was, moreover, no information at hand as to the amount of the spring freshet discharge, or other supply, that could be counted upon to maintain the reservoirs.

In view of these facts, and the great importance of the question with regard to the future of farmers and stock growers settled in this section, it was decided to employ one of the irrigation survey parties to obtain the information required as to discharge, and to locate the most suitable points for building large dams, so that the necessity for the numerous smaller ones could be dispensed with to some extent by the creation of larger, more healthy, and more up to date reservoirs, serving a greater number in a more efficient manner.

The party was organized at Moosejaw, and work commenced on the 14th June.

Sites for dams creating storage basins were located as follows:—One on Moosejaw Creek, two on Cottonwood Creek, one on Wascana Creek, one on Boggy Creek, and one on Manybone Creek.

Some time was spent in examining an existing dam built across the Qu'Appelle River, east of the Fort, and in making a cross-section of the Qu'Appelle valley not far from the eastern end of Buffalo Lake. It was ascertained that a dam built at this point to a mean height of seven feet, and three-quarters of a mile long, would raise the water level of the lake 4 feet.

The party closed field work on the 6th of October. Mr. York was subsequently employed in the office making up his survey returns. A detailed report will be found embodied in the transactions of Division A.

Division B of the surveys, under the charge of Mr. A. O. Wheeler, D.L.S., continued the topographical survey of the foothills district and eastern slopes of the Rocky Mountains forming the watershed for the streams flowing eastward through the irrigable lands of Alberta.

The survey was conducted as in the past, the photographic camera and mountain transit being used to record the topography, supplemented by micrometer traverses of the main streams, and their larger tributaries.

Numerous omissions in the programme of the two previous seasons, caused by smoke from forest fires, were supplied and the work completed in the Sheep River basin.

The survey was also extended over a considerable portion of the Highwood River basin.

A micrometer traverse was carried up Highwood River to its source, where a tie was made with the micrometer traverse of the previous season up the Elbow River; also up Cataract, Pekisko and Stimson Creeks to their heads.

Up to the present, the primary, and secondary triangulation upon which the photographic work is based, has been expanded southward from one of the sides of D.L.S. Drewry's triangulation up the Bow Valley. An independent base was now selected, on the flat above the bed of Highwood River, and a preliminary measurement made. The

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necessity of closing down the field work of the Division prevented the final measurements and expansion from the base being completed.

Mr. Wheeler's report under the heading "Division B," fully covers the work performed during the season.

## SCHEDULE of Bench Marks established by Division A Party No. 1 in 1897.

No.	Location.	Sec.	Tp.	Rge.	West of Meridian.	Elevation.
260	8·26 chains S. of N.E. corner of.....	13	8	3	4	4553·30
261	North-east corner of.....		7	2	4	4600·63
262	22·63 chains S. of N.E. corner of.....	13	5	3	4	3710·00
263	45 chains E. of N.E. corner of.....	34	4	2	4	3552·93
264	Not established. Bar planted but overlooked.....					
265	142 feet N. of base line oppo 45 chs. East of N.E. cor. of.....	34	4	30	3	3349·56
266	North-east corner of.....	34	4	27	3	3074·11
267	North-east corner of.....		4	26	3	3054·86
268	11 chains E. of S.E. corner of.....	4	7	25	3	3532·84
269	North-east corner of.....		7	23	3	3776·64
270	45·92 chains W. of N.E. corner of.....		7	25	3	3882·65
271	In North-west $\frac{1}{4}$ of.....	21	6	24	3	3118·81
272	North-east corner of.....	34	7	29	3	4381·51
273	5·5 chains N. of N.E. corner of.....		8	23	3	3767·86
274	5·5 chains N. of N.E. corner of.....		8	23	3	3767·86
276	66 feet N. of a point 35 chains W. of N.E. corner of.....	2	10	24	3	3573·03

All the bench marks enumerated in the above schedule were planted by party No. 1, under Mr. R. W. Macintyre. They were placed at points selected along the lines levelled over, for future reference, when making a topographical survey of the Cypress Hills watershed.

The bench marks were of the same nature as those that have been previously placed along the levelled township outlines, consisting of the ordinary township corner iron bar used in marking the land surveys. The bar is a pointed iron tube, five feet long, and one and three-eighths of an inch in diameter; it is driven perpendicularly with a sledge to within ten inches of the top. The top is a solid square piece of iron welded to the tube, on which the letters B. M., the broad arrow, and the number are stamped by steel dies.

The elevations of the top of the bar, and the ground at its base are carefully taken and recorded for future use.

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## SCHEDULE of Mean Temperature for 1897.

	Swift Current, Assa.	Chaplin, Assa.	Regina, Assa.	Bat'leford Sask.	Pincher Creek, Alta.	Calgary, Alta.	McLeod, Alta.	Medicine Hat, Assa.
Latitude, N . . . . .	50° 20'	50° 27'	50° 27'	52° 41'	49° 00'	51° 02'	44° 49'	50° 01'
Longitude, W . . . . .	107° 45'	106° 40'	104° 37'	108° 30'	114° 00'	114° 04'	113° 11'	110° 37'
Elevation.—(Ft. above sea-level.)	2439	2202	1885	1620	3750	3389	3060	2161
January . . . . .	9.6 a	2.0 a	0.6 a	0.1 b	18.8 a	12.6 a	.....	11.5 a
February . . . . .	10.5 a	4.5 a	0.2 a	0.1 b	22.2 a	15.9 a	24.4 a	11.4 a
March . . . . .	8.7 b	6.9 b	1.7 b	5.1 b	.....	11.4 b	18.0 b	11.3 b
April . . . . .	43.3 n	41.3 n	38.6 a	43.3 a	42.6 b	43.7 a	46.2 a	47.4 a
May . . . . .	58.5 a	57.2 a	54.6 a	57.7 a	56.5 a	57.9 a	60.2 a	62.0 a
June . . . . .	61.2 n	60.0 b	58.7 b	60.3 n	52.4 b	57.0 a	60.6 b	61.5 b
July . . . . .	65.5 n	66.0 b	64.4 b	62.5 b	.....	59.2 b	65.4 a	65.8 b
August . . . . .	67.2 a	64.4 a	62.8 n	64.4 a	.....	62.7 a	71.3 a	69.9 a
September . . . . .	58.1 a	54.9 a	58.1 a	56.1 a	.....	52.4 a	57.5 a	58.8 a
October . . . . .	43.7 a	42.7 b	41.2 a	43.1 a	.....	42.2 a	47.6 a	45.4 a
November . . . . .	15.2 b	14.0 b	11.9 b	10.2 b	19.0 b	12.3 b	17.9 b	15.4 b
December . . . . .	14.7 n	-6.2 b	6.5 b	4.6 b	21.9 b	18.2 b	21.8 b	18.0 n

NOTE.—*a* Above mean average. *b* Below mean average. *n* Normal.

## SCHEDULE of Precipitation for 1897.

	Calgary, Alta.	Medicine Hat, Assa.	Swift Current, Assa.	Chaplin, Assa.	Regina, Assa.	Battle- ford, Sask.	Pincher Creek, Alta.	Macleod, Alta.
Latitude, North	51° 03'	50° 01'	50° 20'	50° 27'	50° 27'	52° 41'	49° 11'	44° 49'
Longitude, West	114° 04'	110° 37'	107° 45'	106° 40'	104° 37'	108° 30'	114° 00'	113° 11'
Elevation.—(Ft. above sea-level.)	3406	2161	2439	2202	1885	1620	3750	3060
January . . . . .	0.53 b	0.74 a	0.57 b	0.40 b	0.70 a	0.06 b	0.00 b	.....
February . . . . .	0.46 b	0.41 b	0.84 n	1.00 a	0.55 a	0.60 a	0.50 b	0.1
March . . . . .	0.26 b	0.50 b	0.24 b	0.60 a	0.10 b	0.16 b	0.00 b	0.58
April . . . . .	0.31 b	0.39 b	0.08 b	0.35 b	<i>r</i>	0.30 b	0.47 b	1.20
May . . . . .	0.18 b	0.59 b	0.26 b	.....	0.30 b	0.24 b	1.20 b	.....
June . . . . .	6.13 a	5.62 a	0.83 b	0.24 b	1.97 b	3.87 a	5.37 b	4.20
July . . . . .	5.54 a	1.65 a	6.27 a	0.24 b	1.58 a	4.67 a	.....	2.16
August . . . . .	2.13 a	0.40 b	1.28 b	0.05 b	1.17 a	1.57 b	.....	0.15
September . . . . .	1.04 b	2.15 a	2.60 a	2.24 a	0.51 b	3.27 a	.....	0.92
October . . . . .	0.76 a	1.26 a	0.88 b	0.87 a	0.84 a	0.19 b	.....	0.33
November . . . . .	2.54 a	3.11 a	1.50 a	0.74 a	1.20 a	1.10 a	1.24 b	2.40
December . . . . .	0.70 a	0.43 n	0.89 a	.....	0.40 n	0.50 a	0.09 b	0.63
Total . . . . .	20.58 a	17.25 a	16.24 a	6.73 n	8.62 b	17.23 a	8.87 b	12.67

NOTE.—*a*, Above mean average. *b*, Below mean average. *n*, Normal.

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In the 1896, General Report on Irrigation, and Irrigation Surveys, schedules of mean temperatures and precipitation were compiled for as many years previous as records of any value could be obtained, but not extending back beyond 1883.

The records were compiled chiefly from the monthly weather reviews and annual reports of the Meteorological Service of Canada, with data obtained from the Government observing stations at scattered points situated within the irrigation belt.

These records are now given for the year 1897, in the accompanying schedules, together with the latitude, longitude, and elevation above sea level of the observing stations.

A study of the temperature schedule reveals some interesting facts. At Regina, the most easterly point, six months were above the mean average, two below, and four about normal; at Chaplin, the next point west, five months were above mean average, six below and one normal; at Swift Current, six above average, five below, and one normal; at Medicine Hat, seven above, four below and one normal; at Calgary, eight above and four below; at Macleod, seven above, four below and one not given; at Pincher Creek, of the seven months for which records are given, three were above average and four below. At Battleford, the most northerly point, five above, six below and one normal. January, February, April, May, August and September were generally above the mean average; March, June, July, November and December generally below.

In the schedule above given the letters, *a*, *b* and *n*, indicate respectively *above*, *below* and *normal*.

In the schedule of precipitation the following facts became apparent:—

At Calgary the heaviest precipitation was in June, July and November, with total for the year much above the average and the greatest in thirteen years.

At Medicine Hat, in June and November, with total much above the average and, excepting that of 1896, the greatest in fourteen years; the precipitation for 1896 was 18.18 inches.

At Swift Current, in July and September, with total very slightly above average.

At Chaplin, in September, with total about average.

At Regina, in June, July and November, with total slightly below average.

At Battleford in June, July and September, with total considerably above and greatest in five years.

Pincher Creek has no records for July, August, September and October, and Macleod has not been previously noticed in the irrigation reports in the matter of precipitation.

In the schedule the letters *a*, *b* and *n*, indicate *above*, *below* and *normal*.

The Meteorological Office reports show no return of temperatures and precipitation at Gleichen, or Maple Creek for 1897.

## DIVISION "A" PARTY No. 1

R. W. MACINTYRE, C.E., IN CHARGE.

DEPARTMENT OF THE INTERIOR,  
SURVEYS AND IRRIGATION,

CALGARY, 6th December, 1897.

J. S. DENNIS Esq., D.T.S.,  
Acting Chief Inspector of Surveys and Irrigation.

SIR,—I have the honour to submit the following report of field work accomplished by Party No. 1, of Division "A", from 10th May to 8th October, 1897.

## ST. MARY'S CANAL.

In accordance with instructions received from you, my party proceeded by trail from Calgary (via Macleod and Lethbridge) to Cardston, where a rapid survey of the St. Mary River was made, with a view to determining the feasibility of a low level irrigation canal, as opposed to the high level scheme, surveyed in 1895, by Division "A."

Commencing at a point above the bridge on the St. Mary River, in Section 8, Township 3, Range 24, west of the 4th meridian, levels were taken down stream to Section 12, Township 5, Range 24, west of 4th meridian, the elevation of water level and bench land along the river being compared at frequent intervals.

Owing to the constant recurrence of cut-banks, and the topographical features of the bench land, it was found impracticable to locate a low level line of canal from the St. Mary River.

## WATERTON LAKES.

A transit transverse, with accompanying levels was commenced at the intersection of the Waterton River with the north boundary of Township 2, Range 29, west of 4th meridian, and continued up river on the west shore to the narrows between the middle and upper (or southernmost) of the Waterton lakes.

At this point further progress was arrested by the mountain side, which forms an almost vertical wall of rock around the lake. The traverse and levels were continued from a point on the north boundary of Section 32, Township 1, Range 29, west of 4th meridian on the east side of the lower (or northernmost) lake, and connected with station 40 of west shore traverse at the mouth of the Waterton River. This point was carefully cross-sectioned for a dam site with a view to increasing the storage capacity of the basin of the Waterton lakes. The basin at present forms a magnificent reservoir in its natural state and receives the flow of numerous surface creeks and springs in addition to the underground supply of the lakes.

Line levels were taken in this district along the east and west boundaries of Township 2, Range 28, and west boundary of Township 3, Range 28, west of 4th meridian.

No gauging was taken of the river or creeks owing to the failure of the electric battery for the meter.

## CYPRESS HILLS.

In accordance with your instructions, received at Waterton lakes on June 20th, I started by trail on 21st June, and travelling via Macleod, Lethbridge, Dunmore, and Irvine,

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reached Elkwater Lake near Josephsburg, on 30th June ; total distance travelled on trail being about 220 miles. Commencing at the north-east corner of Township 8, Range 3, west of 4th meridian (B. M. 142), the country is rough, broken rolling prairie ; it rises to a point about one and three quarter miles south of B. M. 142, where the basin of Elkwater Lake is encountered. This lake extends two or three miles west of the line ; the basin has great capacity for storage of water and is the source of Ross Creek.

After crossing the east end of basin, the line ascends to the crest of a well defined ridge, which is heavily timbered with spruce up to 2 feet in diameter, small fir up to 9 inches, cottonwood, poplar and willow brush. B. M. 260, was established at a well defined point on this ridge visible from the north, but not from the south. On the 4th mile (east boundary of section 13), the line crosses a deep heavily timbered basin around which a detour was made. From the south edge of this basin, (about ten chains north of section 12), the country is open fairly level prairie for the next mile (east boundary of section 12), the height of land being in this mile. The country falls rapidly southerly from north boundary of Section 1, Township 8, Range 3, to Medicine Coulee, Section 25, Township 5, Range 3, a distance of about 15 miles, (height of land to Medicine Coulee), the total fall being 1,354 feet, or at the rate of 90.3 feet per mile.

The last timber visible from this meridian is about one mile east of the north-east corner of Township 7, Range 3.

From this point for 15 miles south no timber is to be seen.

From the north-east corner of Township 6, Range 3, the country south, along the line, is intersected with deep, broad coulees, all draining to Medicine Coulee, which is intersected by the east boundary of Township 5, Range 3. These coulees are normally dry, but contained a little rain water in pools when we crossed in the early part of July.

The banks are composed of (1st) loose, stony, clay soil, and (2nd), sticky clay loam ; the latter class of soil contains gypsum in fragments.

Cactus and sage brush are the most thriving growths in this portion of the country ; the grass is good, but scanty, owing to the stony nature of the ground.

Willow Creek, intersected by the east boundary of Section 13, Township 7, Range 3, is a small stream averaging at the line six to eight feet in width, and about eight inches in depth ; it joins the Medicine Coulee west of the meridian, and is incorporated at our intersection with Medicine Creek in Township 5, Range 3. After its junction the creek winds, flowing south-east down a broad valley half a mile wide. It averaged on the 10th July, about 18 feet in width and one foot in depth. As in the Frenchman Creek there are several broad deep portions, where the current is barely perceptible. The bed is generally gravelly, with soft clay places occasionally. This creek was not flowing in September, but contained water in pools.

Medicine Creek was undoubtedly above its natural flow on the 10th to 13th July, as the water was very muddy, owing to the recent heavy rains and numerous thunderstorms. Unfortunately, although all Saturday afternoon was employed, the electric Lallie meter could not be made to work, so that no gauging of this stream is on record, until crossed by the base line.

The character of the Medicine Valley from the meridian easterly, is a broad, irregular formation, banks steep to gradual, being cut-banks in some places and grassy slopes in others. The soil is very light sandy gravel with bare rocky patches in places.

Creek banks average, in middle of valley, four to ten feet, being chiefly cut-banks. Willow bush abounds along the creek. The grass is poor. Where the creek swings into the valley side, the bank is twenty to fifty feet high.

The country rises south along the meridian between ranges 2 and 3, up to B. M. 262, (22 chains south of north-east corner of Section 13, Township 5, Range 3, west of 4th meridian), when the height of land is reached, and then falls to the south. The creek flows easterly until it winds around this height of land, when it flows southerly into Milk River.

Medicine Creek (or Medicine Lodge Coulee) is known by some people as Willow Creek, after the junction of Medicine Coulee with Willow Creek for instance, at the point mentioned above. The character of the country traversed by the meridian south of B. M. 262, is rolling open prairie, inclined to be hilly ; north of B. M. 262, for nine to ten miles the country along the meridian is one succession of deep dry coulees

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The soil throughout this district is of a very light and sandy character ; the grass is of good quality, but grows sparsely on the uplands.

There is no timber of any description, beyond that already mentioned, in this district. Willow brush grows along the creeks.

Turning east at the north-east corner of Township 4, Range 3, west of 4th meridian, the country continues open rolling prairie draining southerly. Medicine Creek is again intersected by the north boundary of Section 36, Township 4, Range 2, west of 4th meridian, and at a point 40 chains up stream from this crossing, a gauging was taken with the small electric meter, also a cross-section. This creek ceases to flow every summer, water remaining in pools. The same applies to Middle Fork Creek, south of Ten Mile. Between Medicine Creek to Middle Fork Creek (Section 5, Township 5, Range 29, west of 3rd meridian) there is some very rough prairie, consisting of numberless cone shaped grassy hills ; otherwise, rolling prairie is met with. Middle Fork Creek is said to be a branch of Battle Creek. No gauging was taken, as the flow was entirely confined to a stream three inches in depth, between the pools.

The valley of Middle Fork Creek is a succession of gravelly clay cut-banks with grassy slopes here and there. The creek bed is gravelly and solid. The valley bottom averages ten to fifteen chains in width. A good deal of alkali is seen in the banks &c. From Middle Fork Creek to Battle Creek (Section 2, Township 5, Range 27, west 3rd meridian) east along the base line, rolling open prairie is met with, and no topographical features are apparent.

The soil is very light and sandy, the grass very thin, Battle Creek is a clear slowly running stream with good clayey banks; its fall in a measured mile was only 3.5 feet. A cross-section and gauging was taken of this creek, 8.35 chains down stream from intersection of the base line.

From Battle creek to the north east corner of Township 4, Range 26, west of 3rd meridian, the point at which line levels turn north, the country is gently rolling prairie with a few sloughs containing water, on the date we crossed in July. The soil is light and sandy, the grass thin and scanty. From the north-east corner of Township 4, Range 26, west of 3rd meridian, going north on the meridian between ranges 25 and 26, the country rises through similar prairie for eight miles (north-east corner Section 12, Township 6, Range 26). From this point many coulées occur, all draining to Cypress Lake, or Belanger Creek. After crossing the valley of Cypress Lake the line intersects Belanger Creek, of which a cross section and gauging was taken.

This creek is small and clear, averaging about seven feet in width and six inches in depth where a good flow occurs. However, it is on the average deeper (about 1.5 ft.), between vertical banks with a very sluggish flow. Willow brush and a little dry timber in places is found along the valley of the creek. The grass is good, soil being sandy loam.

#### CYPRESS LAKE.

This lake receives the flow of two creeks, viz. : Oxarart Creek from the west and Sucker Creek from the east, There is a height of land between the lake (at the east end) and Belanger Creek, the valley of the lake being continuous with the valley of Belanger Creek. The bed of the valley rises (going east) to a point 18 feet above the present water level of Cypress Lake at the east end. The valley bed then falls easterly to Belanger Creek. The height of land is situated on Section 24, Township 6, Range 26, west of 3rd meridian.

On the west slope of the height of land, Sucker Creek, coming into the valley from the north, flows to Cypress Lake ; on the east slope a dry channel, shown on maps as head of Frenchman Creek, falls to Belanger Creek. The water in Cypress Lake has receded at least one mile from east to west at the east end, in the last six years. Hay is now being cut where the water of the lake used to lie. The water stored in the lake could only be diverted to the south.



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## DIVERSION OF BATTLE CREEK INTO CYPRESS LAKE.

This scheme is perfectly feasible and can be accomplished at small expense owing to the peculiar topographical formation of the country. It seems quite possible that Battle Creek has at one time flowed easterly into Oxarart Creek and thence into Cypress Lake, instead of turning sharply to the south as at present.

The valley of Battle Creek in Township 6, Range 27, west of 3rd meridian, continues easterly to Belanger Creek, in Township 6, Range 25, west 3rd meridian, by way of Oxarart Creek and Cypress Lake. There is, of course, a height of land across this valley, which occurs between the junction of Cottonwood Coulee, with Battle Creek and Oxarart Creek, or at a point near the centre (east to west), of Township 6, Range 27, west of 3rd meridian. The difference between the water level of Battle Creek at elbow where it turns south, and the lowest point on height of land is about thirty feet. Levels were therefore taken up stream for three miles, the result being the location of a point sufficiently high to allow of a canal or ditch being taken out and graded down the valley, across the height of land, to a junction with Oxarart Creek, and consequently with Cypress Lake. The length of the proposed canal would not exceed four miles at the utmost. A compass traverse was made of this line.

## DAM SITE EAST END OF CYPRESS LAKE.

As already mentioned, the valley at east end of Cypress Lake rises to a height of land about eighteen feet above present water level, it is therefore apparent that the water can be raised at least fifteen feet without any artificial dam being constructed. However, a cross section of the valley has been taken at water line of lake (east end), and also at height of land, so that the cost of a dam can be calculated.

Cross sections were also taken between the elbow of Battle Creek and Oxarart Creek (west end of lake).

Belanger Creek could be easily diverted into Cypress Lake, being 24 feet above lake bed at a point one mile north on the meridian. The valley running through from Battle Creek to Belanger Creek (Township 6, Ranges 25, 26 and 27 west of 3rd meridian), has grassy sloping banks for the most part, and averages 30 to 60 chains in width, except where the lake is met with; here, it has a wider basin. The soil is sandy loam and the grass good and luxuriant. The filling of Cypress Lake would submerge a great deal of hay land now being used by settlers. Along Battle Creek there are cut-banks, with grassy slopes alternating. There is no timber to speak of in the above mentioned district.

From the intersection of Belanger Creek, Section 25, Township 6, Range 26 west of 3rd meridian, the chainmen found no corners marked by mounds or posts until the township corner was reached. As this one and one-half miles of line is exceedingly rough and cut up with coulees, a detour was made with the levels up the valley of Belanger Creek to the township corner, at which point our work turned east along the correction line, north-east corner of Township 6, Range 26. Owing to the fact that the north side of the correction line alone was surveyed, the line levels were taken on that side of the road. The levels on this portion of the line traverse bench land with light rocky soil, and thin grass crop.

Turning north once more, at south-east corner of Township 7, Range 25, the country rises steadily for the next six miles to the north-east corner of Township 7, Range 25. The grass improves on this six miles, and a large herd of cattle range in the vicinity. All the coulees (generally dry), drain south-east to Fairwell Creek.

Turning east from the north-east corner of Township 7, Range 25, levels were run for twelve miles; B. M. No. 269, being planted at the easternmost point reached, north-east corner Township 7, Range 23. Two well defined valleys, east and west forks of Fairwell Creek, are intersected in Range 24, but in neither case was flowing water found in the creek channels, when crossed by our party in the latter part of July.

A compass traverse was made on the east branch, southerly to the forks, but the channel was found to be quite dry at this point also. The electric meter was taken

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along but to no effect. The line after leaving east branch of creek in Range 24, ascends to the bench, and the six miles across Range 23 is one endless succession of coulées, all dry, draining south and south-east. The soil is light and very stony, the grass very scanty. There are no noteworthy topographical features. Antelope are plentiful in this district.

Returning to the north-east corner of Township 7, Range 25, and levelling west, Davis Creek is intersected on Section 34, no flow at time of our crossing, and very insignificant channel; the only place where flow was encountered on this creek was near the mouth, in Township 6, Range 25. Evidently the source of supply to Davis Creek consists of surface water in the spring time, and local streams scattered along its channel.

The main channel of Belanger Creek is intersected by the north boundary of Section 36, Township 7, Range 26, and not as shown on map.

Belanger Creek is a small spring creek with a good flow at the above mentioned point; it is fed by numerous springs which all rise on the southern or Milk River watershed.

These springs are scattered along the creek from the source southerly, and therefore any diversion at the source cannot materially affect the flow farther south. An investigation was made of the existing diversion from Belanger Creek into Maple Creek, and it appears that these creeks are only ten chains apart at the centre of Section 21, Township 8, Range 26, west of 3rd meridian. After crossing Belanger Creek valley in Section 36, Township 7, Range 26, and travelling west, the line ascends to the summit of a large plateau, very much broken by coulées and hills and forming part of the Cypress range. The north boundary of Township 7, Range 27, west of 3rd meridian, crosses this plateau entirely on the southern slope or Milk River watershed. The plateau rises to the east as well as the north up to a point 22 chains east of the north-east corner of Section 34, Township 7, Range 27, where B. M. No. 271, was established (elevation 4126.49). This point is the east edge and top of escarpment of the plateau: a drop of 330 feet takes place here, into a dry valley, draining south. From the bed of this valley, we again ascend 130 feet, and thence the line traverses a broken, rolling, hilly prairie country, falling west and south towards Oxarart Creek valley, which turns easterly at the north-east corner of Township 7, Range 28.

A fine spring creek is intersected by the north boundary of Section 32, Township 7, Range 27, at 12.70 chains going west from north-east corner. The source of the spring is about six chains north of intersection. This creek flows south-east into Oxarart Creek. The north-east corner of Township 7, Range 28, brings the levels to Oxarart Creek valley. A dry channel comes in from the east and turns north into the lake in the valley. This channel is crossed four times by the north boundary of Section 31, Township 7, Range 27, and contained water at the first two crossings on August the 9th. There is no flow along valley at the township corner, but a large grassy lake of standing water exists here. This lake lies in the height of land between watersheds. The valley is continuous through the hills, and falls north about two miles north of the line crossing the north boundary of Township 7, Ranges 27 and 28. It would appear, however, that the overflow from high water goes from the south end of the lake into Oxarart Creek, and thus on into Cypress Lake. The basin averages 25 to 35 chains in width, is from one and one-half to two miles long, and shallow.

A portion of the water lying in this height of land can undoubtedly be diverted into Fish Creek, which flows northerly, but the supply appears to be limited and probably would not flow in the channel of Fish Creek for more than three or four miles before disappearing underground. The diversion of Belanger Creek into Maple Creek warrants this assumption. From Oxarart Creek valley the country rises steadily for four miles and 57.75 chains west, when the east edge of a large valley, known as Six Mile Coulée is encountered. This valley empties into Battle Creek, in Township 6, Range 29.

At the intersection of the line levels (north boundary of Section 31, Township 7 Range 28) the valley bottom is chiefly muskeg. A spring creek flows southerly through muskeg, but disappears before reaching Battle Creek. Continuing west, the line levels traverse a high plateau draining south to Battle Creek. Deep coulées are inter-

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sected by the line (north boundary of Township 7, Range 29), heavily timbered with spruce, cypress pine, poplar and brush.

A detour south was made with the levels, which were again connected with the line at the intersection of Battle Creek, north boundary of Section 36, Township 7, Range 30.

The north fork only of Battle Creek is intersected, and from this point on to north-east corner of Township 7, Range 2, west of 4th meridian, the line traverses a high plateau and separates the north and south forks. The junction of these forks occurs on Section 36, Township 7, Range 30, west of 3rd meridian.

Across Range 30, west of 3rd meridian, and Range 1, west of 4th meridian, Township 7, the line continually dips into a heavily timbered valley, making detours necessary. The timber in this valley is chiefly cypress pine, and ranges from three to twenty-four inches in diameter. A fire has killed the growth, and the valley bed is piled up with dry fallen timber, especially at the point intersected by the fourth meridian. This valley, which runs almost east and west contains springs, and a flowing creek is maintained, which forms a branch of Battle Creek.

With regard to the project of diverting water, now flowing south, to the northern watershed, it may be said, that this is impracticable for the following reasons, based on actual investigation:—All the creeks crossed by north boundary of Township 7, from the east boundary of Range 3, west of 4th meridian to the east boundary of Range 23, west of 3rd meridian, were dry at the time of line levelling except: (1) Belanger Creek; (2) Sucker Creek, (Range 26), and (3) Battle Creek.

The three exceptions are quite insignificant at the point of crossing, north boundary of Township 7, and even if they could possibly be turned north would not be sufficient to maintain flowing water for any distance in northerly channels. Why then do they maintain a flow southerly? Because they are fed by innumerable springs, and these springs do not apparently exist on the northern (or Saskatchewan) watershed of the Cypress Hills. From this it is obvious that by the time the creeks of the Southern or Milk River watershed are of sufficient volume to be of practical utility, the elevation is several hundred feet below that of the divide or point of proposed diversion.

North from B. M. 269, north-east corner of Township 7, Range 23, west of 3rd meridian, a very broken country is encountered for the first twelve miles, being heavily rolling prairie intersected with coulées. The land traversed drains easterly to Frenchman Creek.

At the north-east corner of Township 9, Range 23, the line levels were carried west intersecting Bear Creek, east and west forks. Both forks of this creek were flowing when crossed in September.

Owing to heavy spruce timber being encountered five miles west of the township corner, the line levels were turned north for one mile at the north-east corner of Section 35, Township 9, Range 23, and then continued west for seven miles to the east boundary of Range 25, from thence south to B. M. 154, established by Mr. Gibbon, D.L.S., in 1896. The country traversed from east to west is entirely on the northern or Saskatchewan watershed. The various creeks crossed are heavily timbered with spruce and poplar. The country is very rough and hilly, the grass good and plentiful.

South from B. M., 261, to north-east corner of Township 4, Range 2, west of 4th meridian, the country is a high plateau for the first three miles, and then drops rapidly to Medicine valley. The soil is light and sandy, and rocks abound on the surface. The grass is plentiful and good. There is no timber of any description in the district traversed by these levels.

## FRENCHMAN CREEK.

The source of this creek, erroneously shown on maps as Cypress Lake, is Belanger Creek, joined by Davis and Fairwell Creeks. Cypress Lake cannot possibly be the source of any river flowing easterly, because the water in Cypress Lake is at least one mile west of the height of land, at east end of lake. This point is illustrated by Sucker-Creek which crosses the north boundary of Township 6, Range 26, in Section 35, continues south-east to section 36, Township 6, Range 26, but on entering the valley of

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Cypress Lake, turns west and empties into the lake. This creek is erroneously shown on map as flowing into Belanger Creek.

The Frenchman Creek is a sluggish stream, with soft muddy clay banks and bed. It was more like a chain of pools connected by a small flow, than a flowing creek in September last.

A canal from the Frenchman to Swift Current Creek is quite impracticable owing to: (1st) the small fall of the creek per mile; (2nd) the large number of cutbanks along the creek valley, and (3rd) the topographical features of the Frenchman Creek valley, which is intersected by numberless ravines and coulees.

A transit traverse was made, with accompanying levels, from the junction of Fairwell Creek with Frenchman Creek to the nearest available point on Swift Current, a distance of twenty-six miles.

I have the honour to be sir,

Your obedient servant,

R. W. MACINTYRE, C.E.

## DIVISION "A," PARTY No. 2.

O. YORK, C.E., IN CHARGE.

DEPARTMENT OF THE INTERIOR,

SURVEYS AND IRRIGATION,

CALGARY, 6th December, 1897.

J. S. DENNIS Esq., D.T.S.,  
Calgary, Alta.

SIR,—In accordance with your instructions, dated the 10th of June, I proceeded to Moosejaw, and arrived there on the 14th of June, and after a few days occupied in the purchase of the necessary stores, and making repairs to wagons &c., I descended the Moosejaw valley and pitched my first camp near the creek on Section 5, Township 17, Range 25, west of the 2nd meridian, at a spot where the hills on each side of the valley approach each other, and which I judged suitable for the establishment of a dam.

The length of a dam constructed on this site will be about 750 feet, and the height will be  $21\frac{1}{2}$  feet in the creek bottom. With this height of dam, the water stored up will make a reservoir about 110 chains in length, with an average breadth of ten chains. The material for the construction of the dam can be obtained from the hills on the south side of the valley, where the soil consists of a sandy loam. The fall of the creek below the site of the dam is 2.91 per mile, and the rise above the site is 2.30 feet per mile.

I left the Moosejaw valley on the 3rd of July, and arrived the same day in the Qu'Appelle valley, and made a cross section of the Qu'Appelle River at Lanyon's Crossing, Section 4, Township 19, Range 24, west of the 2nd meridian, which I had the honour to forward to you. At the crossing, the valley is about three quarters of a mile wide, and the flats on the south side of the river are overflowed during the flood season. On the north bank, the ground is above the level of the floods. The river at this spot is about thirty feet wide, and the water at the time of my visit was eighteen inches in depth, but during the flood season the water rises about sixteen feet above the bottom of the river.

I left Lanyon's Crossing on the 6th of July, and arrived in the Cottonwood valley in the evening of the same day. At this place I remained a few days in order to be able

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to communicate with you, and on the 12th of July I moved up the Cottonwood valley, examining the ground as I proceeded. I found a suitable site for a dam on Section 25, Township 18, Range 22, west of the 2nd meridian. The length of the embankment will be eight chains, and its height (in the bed of the creek) will be twenty-nine feet. This height of dam will make a reservoir about 80 chains in length, and an average breadth of eight chains. Neither at this point nor in the Moosejaw Creek was I able to measure the velocity of the stream. There was in both cases little or no water running, the beds of the creeks containing only pools here and there. The fall of the Cottonwood Creek was 7.89 feet per mile below the site of the dam, and 10.38 feet above.

On the 22nd of July I proceeded still further up the Cottonwood valley, and camped near a suitable site for a dam, on Section 24, Township 17, Range 22, west of 2nd meridian. This dam will be situated on the road allowance and will serve as a bridge. The embankment will be about 490 feet in length, and the water in the reservoir will be twenty feet above the level of the bed of the creek. The reservoir will extend up two valleys, one branch running south and the other running east. The former will be 170 chains in length, and will reach to the dam constructed by the Canadian Pacific Railway Company, and the latter will have a length of about ninety chains, with an average width of three chains. The width of the arm of the reservoir running south will be about eight chains. The fall of the creek below the site of the dam is 4.09 feet per mile, and 7.17 feet per mile above the dam. The bed of the creek was dry with the exception of pools existing along its course, and the bottom boggy.

On the 30th of July, I left the valley of the Cottonwood and crossed over to the Wascana Creek. I found a site for a dam on Section 11, Township 18, Range 21, west of the 2nd meridian. The length of the embankment will be eleven chains, and height from the creek bottom twenty-four feet. This height of dam will give a reservoir about 150 chains in length with an average width of ten chains. The material for the construction of the bank will be taken from the cutbank on western side of the creek where the soil consists of a stiff loam. The fall of the creek is 6.40 feet per mile below the site of the dam, and 7.36 feet per mile above the site. There was no running water in this creek, only deep pools here and there.

I left the Wascana valley on the 9th of August and arrived at Boggy Creek the same day, and camped on Section 19, Township 18, Range 19, west of 2nd meridian.

Whilst at this place I had the honour of calling on you at Regina and submitting to you sketches of the work so far done, and after obtaining a fresh supply of stores I proceeded up the Boggy Creek and camped on Section 28, Township 18, Range 17, west of 2nd meridian. From this place I examined the creek for about six miles above the camp. I could not detect any signs of there being any running stream in the valley during the flood season, and the settlers informed me that at no time of the year was there any running water, the rain or snow collecting in pools which dried up or soaked into the ground a short time after their formation. All the water required by the inhabitants is obtained from wells, the water being met with at a depth of twelve or fourteen feet from the surface.

On the 21st of August I left this district and descended to Boggy valley, and fixed on the site for a dam on Section 28, Township 18, Range 17, west of 2nd meridian. This dam will be three chains in length and its height in the bed of the creek will be fourteen feet. This will create a reservoir fifty-six chains in length, with an average width of ten chains. No water was running in the creek at that season. The fall in the valley is 15.24 feet per mile below the site of the dam, and 7.13 feet above.

On the 27th of August I left the Boggy valley and proceeded south by way of Balgonie and Davin to the Manybone Creek and camped on Section 4, Township 14, Range 13, west of 2nd meridian. I inspected this creek for seven or eight miles south of the camp, and for about six miles to the north, and levelled along the valley for six or seven miles. These levels indicated that the flow of the creek is from north to south, the fall being 4.02 feet per mile. I made a cross section of the valley on the road allowance north of the north-west quarter of Section 23, Township 13, Range 13, west of the 2nd meridian. The embankment will be 1,009 feet in length, and of an average height of twenty-two feet. The length of the reservoir will be six and a half miles, with a mean width of twelve chains. At only one spot (near the camp) was

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there any water, but the indications are strongly defined that at some period, not very remote, long ponds or lakes existed in this valley, and that the country afforded pasturage for large herds of buffalo or bisons. The trails of these animals are plainly visible, the trail always being above the old high water marks, and never below them.

On the 22nd of September I left the Manybone Creek, and next day arrived at Qu'Appelle town, where I inspected two small reservoirs which had been constructed by the local authorities.

Having received fresh instructions from you, I left Qu'Appelle and made my way to Highpound or Buffalo Lake, passing through Qu'Appelle fort where I examined a dam which had been built across the river a short distance east of the fort, a report on the condition of which I had the honour to forward to you from Calgary on the 4th of November.

I arrived at Highpound Lake on the 1st of October and made a cross section of the Qu'Appelle valley at a point a short distance from the eastern extremity of the lake. A dam constructed on this site will be about three quarters of a mile in length, with a mean height of seven feet, and will raise the water in the lake four feet above its present level.

Having completed the work which you did me the honour to assign to me, I left Highpound Lake on the 6th of October, handed over the horses, wagons, tents, &c., to Mr. Riddell, and arrived in Calgary on the 9th of October.

I have the honour to be, sir,

Your obedient servant,

O. YORK, C.E.

## DIVISION B.

### REPORT OF ARTHUR O. WHEELER, D.I.S.

DEPARTMENT OF THE INTERIOR,

CANADIAN IRRIGATION SURVEYS,

OTTAWA, 1st of January, 1898.

To J. S. DENNIS, Esq., D.T.S., C.I.S.

In charge of Canadian Irrigation Surveys.

SIR,—I have the honour to submit the following report of the operations of Division "B" of the Irrigation Surveys for the season of 1897.

Under date the 5th of May, I was informed by the Surveyor General of Dominion Lands that the Minister had authorized the continuance of the surveys upon which I had been engaged during the past two years, and was instructed to report to you for details of the work and the composition, and equipment of my party.

I left Ottawa on the 7th of May, arrived at Calgary on the 12th of the same month, and on the 17th received from you the following instructions :

"CALGARY, 17th May, 1897.

SIR,—I have the honour to give you the following instructions for your guidance in carrying on the work of Division "B" of the Irrigation Surveys during the current season.

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"Your party will be as follows :

W. J. Mackenzie, 1st assistant. . . . .	\$2.50 per day.
H. G. Wheeler, 2nd do . . . . .	1.25 do
P. Jansen, cook. . . . .	1.50 do
Thomas Smart, packer. . . . .	1.25 do
Geoff. Lafferty, labourer. . . . .	1.00 do
T. C. Douglas, do . . . . .	1.00 do
Roy Douglas, do . . . . .	1.00 do
H. L. Knowles, do . . . . .	1.00 do

"Your transport will be as follows : two wagons ; one double buckboard ; one single buckboard ; nine horses.

"Necessary pack saddles and pack outfit to fit out a pack train in the foothills and mountains where wagons cannot be used.

"The work to be undertaken by the division is a continuation of the triangulation and photographic survey of the foothills and on the eastern slopes of the Rocky Mountains, which you have been carrying on during the past two seasons.

"In effecting this work you will first complete the photographic work in the district which was partly covered last season, and will then extend the triangulation to the south, detailing a small party under the charge of your first assistant to make topographical traverses up the valleys of the streams in the district to be covered by the triangulation, so that a sketch map of the district may be prepared for use in projecting the triangulation and setting the primary stations for the same. You will continue the work which has been carried on during the past two years of locating suitable points for the creation of reservoirs on the heads of the streams heading in the area covered by your operations, and will examine these locations so as to enable you to report regarding each location ; the map to accompany each report being prepared from your photographic survey of such locations.

"It is desired that you should keep such notes during the season as will enable you to report upon the destruction which has been caused to the timber, on the area covered by your work, from forest fires, and as to the causes of such fires and the best means of preventing them. It would also be well that you should note the destruction of the forest areas which is being caused by lumbering operations, particularly on the head waters of Sheep Creek and Highwood River.

"When your work is extended to the south of the area covered by last season's operations, you will make the usual gaugings of all streams, confining your work to determinations of actual discharges at date of measurement.

"So soon as you have completed the triangulation and photographic survey over such area as you consider can be properly plotted, so as to have a complete contour map of the district ready for issue by the 1st of April next, your field work will be closed up for the season, as it is not desired that you should complete more field work than can be plotted and issued in the shape of a final map by the date mentioned.

"You will report from time to time the progress of your work, and keep me advised of the location of your camp, and also of your post office address.

"I am, sir,

Your obedient servant,

J. S. DENNIS,  
*Chief Inspector.*"

The organization and equipment of the party was complete when the above instructions were received. On the 18th of May a start was made for the foothills, and on the 20th, headquarters established on the Jumpingpound Creek, at a point known as the Jumpingpound Park, distant from Calgary about 40 miles.

In accordance with your instructions, the completion of the photographic work was first taken up. The stations established in 1895 along the Jumpingpound Creek and tributaries were occupied with the camera, and new stations selected to cover the

ground, westward to the escarpment of the mountains, and northward to the Bow River. At the same time, the survey was extended sufficiently far eastward to embrace the portion of hilly country that would come within the contour interval of the final topographical map to be published.

It was originally intended to construct a map with a 100-foot contour interval, but has since been found that this interval is too wide, and that the configuration of the ground and the requirements of the survey will be better suited by a 50-foot interval.

A tie was made at the mouth of the Bow Pass with the photographic survey of the Rocky Mountains, by J. J. McArthur, D.L.S.

The secondary triangulation, and fixing camera stations were carried on, at the same time as the photographing, by my first assistant, W. J. Mackenzie, a 4-inch Troughton and Simms transit (D. L. pattern) being used for the purpose.

The photographing was attended to personally with the aid of my second assistant.

Two photographing outfits were used, stations being also occupied with the camera by Mr. Mackenzie when the opportunity offered.

During the early portion of the year smoke from local bush fires proved very troublesome, causing frequent delays.

Between the 15th and 18th June, heavy rains fell in the foothills. These seemed to be the outer edge of a tremendous precipitation on the eastern slope of the mountains, for they were followed by floods of great volume and strength along all the water courses flowing eastward. Streams previously of small dimensions and sufficiently shallow to ford, almost anywhere, became raging torrents, quite impassable, carrying down large trees as though they were twigs; spreading far and wide over the country; sweeping away bridges, dams, headgates, and ditches; obliterating fords, and carving out entire new channels. The full force of the immense power let loose was felt more particularly along the courses of the larger streams, as the floods, swelled by numberless tributary torrents, rushed irresistibly towards the open plains. Many bridges were swept away, while others were left hopeless wrecks. Towns and villages were inundated in their lower levels, houses overturned, trains blocked, tracts of agricultural land left beds of gravel, and farmers and ranchers compelled to leave their homes in the bottoms and seek refuge on the higher ground.

There is no record of life being lost but many amusing incidents occurred. A certain party of prospectors from Nebraska, camping in the valley of the Elbow River, awaked at night to find their camp surrounded by the rapidly rising waters. They had only time to climb with their effects into the nearest trees when the flood swept over the spot where they had been lying. They spent the best part of two days contemplating the scenery from this exalted position before they were enabled to gain dry land. It may be mentioned as significant of the keen insight of the noble red man, that the evening before the flood arrived their Indian guide, feeling very ill, was compelled to start for the nearest village to obtain medicine. He returned much better as soon as the waters had subsided.

It is said by the old residents that there has not been so great a flood since 1884.

The effects, however, proved most beneficial; for although a large amount of damage was done, and the streams continued impassable for a considerable time, yet on the other hand, exceedingly fine crops were the outcome. Throughout western Alberta pasturage was never better or more abundant; hay could be cut almost anywhere and as a rule the growth in the valleys was considered too rank, farmers and ranchers finding a more suitable quality growing on the hill slopes.

The replacing of bridges, dams, and headgates by better and more serviceable structures distributed ready cash throughout the country, which combined with the fine condition of the cattle, owing to an abundance of good feed and plenty of water, and the ready market opened up by the Crows' Nest, Kootenay and Klondyke operations, lent an impetus to an era of prosperity, already commenced, that gives promise of a great future for the cattle raising district of the North-West Territories.

At the time of the flood, the party was camped on the Jumpingpound Creek at the crossing of the Morleyville trail. This fact enabled the greatest rise of the water to be marked, and when it had subsided sufficiently, a cross-section to be made. It showed an extreme depth of nearly twelve feet at a point that at an average stage of water would not exceed five.



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The computed results of the cross-sections are here given in tabular form, also a diagram (No. 7) showing the extreme flood level, the level when the cross section was made, and the water level on the 6th of the subsequent month of October when the stream was about average low water stage

The greatest rise of the stream was marked on both sides, and when the flood had subsided sufficiently to allow the necessary work to be done, a cross-section was made by taking soundings from a boat, suspended at intervals along a wire cable marked to ten feet. The average fall of the bed was obtained by levelling half a mile up and down stream from the point of cross-section. Having added the increase for the greatest rise above the level at time of cross-section to the area obtained, the discharge was computed by Kutter's formula.

## CROSS-SECTION of Jumpingpound Creek.

No.	Date.	Location of cross-section.	Computed discharge.
1	June 20, 1897.	In S. E. $\frac{1}{4}$ Section 30, Tp. 24, Rge. 4 W. of 5th Mer., at a point about six chains above crossing of Morleyville trail.....	7411.24 cub. ft. per sec.

REMARKS:—Rise of bed for half mile up stream=6.79 feet. Fall of bed for half mile down stream=8.69 feet. Fall per mile=15.48 feet. Value given to  $n$ , (fraction factor)=.035.

In order to give some idea of the comparatively enormous body of water that, with very little warning, rushed down the bed of this stream, and similarly down the beds of all other water channels within the area of the cloud burst, the following table of measured discharge obtained in 1894 and 1895, may be given.

## CROSS-SECTION of Jumpingpound Creek.

Date.	Location.	Measured discharge.	Remarks.
1894.		Cub. ft. per sec.	
June 26, ....	In Sec. 6, Tp. 25, Rge. 4, W. of 5th Mer. ....	85.5	Stream at mean summer stage, gauged about $2\frac{1}{2}$ miles below point of cross-section, given above.
Oct. 17, ....	In Sec. 3, Tp. 24, Rge. 5, W. of 5th Mer. ....	24.6	Stream at low water stage, gauged about five miles up stream from cross-section given above.
1895.			
June 26, ....	In N. E. $\frac{1}{4}$ Sec. 11, Tp. 24, Rge. 6, W. of 5th Mer.	133.3	Average high water stage, gauged about twelve miles up stream from cross-section, given above.

The high water measurement obtained in 1895, showed a discharge of 133.3 cubic feet per second, while the computed greatest flood discharge of last June shows 7,411.24 cubic feet per second.

The creek was forded on the evening of the 16th of June, and again on the morning of the 21st. During the interval it was unfordable. Plate I, gives some idea of the proportions reached by the flood when at its height.

In 1894, cross-sections for extreme flood discharge were taken of the beds of all streams flowing eastward from the mountains and foothill country, between the Reddeer River on the north, and the international boundary on the south. The flood level was obtained from existing indications, such as debris deposited along the borders of the streams, wash lines on cut-banks, barked trees, &c. The average slope per mile

of the bed was then ascertained by the level and the discharges calculated by Kutter's formula as above. It must be confessed that the results were somewhat astounding, and in many cases almost beyond belief.

The data obtained this spring from the Jumpingpound Creek, and later for the Highwood River, not only confirms the results obtained, but go to show that in some cases the flood discharges were under-estimated; they will moreover prove a factor well worthy of careful consideration in the future construction of dams, bridges, headgates, and other water structures.

On the 21st of June, a move was made to the Elbow River drainage basin, and on the 23rd the main camp pitched on Bragg Creek, about two miles from the junction with the Elbow. From this point, by means of flying camps, using pack horses for transport, the photographic work was completed over the country between the Elbow River and Jumpingpound Creek on the north, and Elbow River and Fish Creek on the south.

Considerable difficulty and delay was experienced in moving from station to station owing to the saturated condition of the country and the high water stage of the streams. This was particularly the case along the Elbow River, where in many places the pack-trail had been completely washed away, or blocked by fallen and stranded debris.

Heavy rains on July 2nd, 4th, 5th, 6th, and 7th, caused the still swollen Elbow to rise again, rendering the crossing of the river far too dangerous to warrant the risk to life that would be involved. It thus became necessary to cut out new trails and take the pack train over almost impassable places in order to make headway up the stream. (See Plate II).

The rainy spell was followed by hot sunny weather, causing a rapid evaporation from the soaking ground, which produced a hazy atmosphere, quite unsuited to good photographic work. Owing to the numerous delays, it was the 17th of July before the programme laid out for this section was completed.

On the 19th, camp was moved to the north branch of Fish Creek.

From the 19th to the 28th July, the field-work was carried on by Mr. Mackenzie, who obtained the views required along the north and south branches of Fish Creek, and extended the survey eastward as far as desirable, at the same time continuing the secondary triangulation, and fixing the camera stations.

On my return, I found the camp situated on Fishers Creek, a tributary of the north branch of Sheep River.

The creek was measured for discharge on the 1st of August with the following result:—

CROSS-SECTION of Fishers Creek.

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of cross-section.	Measured discharge.
2	Aug. 1, 1897.	At a point in Township 21, Range 4, W. of 5th meridian.....	15.71 c. ft. per second.

REMARKS:—Bottom uniform, stones and gravel; flow even; water dark, creek fed largely from muskeg sources; creek at average stage; evidence shows that during June floods water rose  $4\frac{1}{2}$  feet higher than at present, reaching back 40 feet on left side and 10 feet on right, rising against cut bank; banks light clay and gravel.

The work in the vicinity having been completed by the 2nd of August, a move was made southward to Ware Creek.

The requisite views were obtained by the evening of the 5th, and on the 6th the main camp was pitched on Highwood River.

It had been decided to make micrometer traverses of the the Highwood River and its larger branches, first carrying that up the north branch, now known as Highwood

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River to the source, and thence over the divide and down the stream flowing to the Kananaskis River until a connection could be made with the Elbow River traverse of the previous season. For this purpose the party was divided, my first assistant and three others being detailed for the traverse work.

The traverse was commenced at Bench-mark No. 15, situated on Highwood River at a point 55 chains south of the north-east corner of Section 1, Township 18, Range 2, west of the 5th meridian, and continued up stream until the 14th of August, by which time, it had been carried as far as could be worked advantageously from the main camp.

Detailed instructions were now given to Mr. Mackenzie, and having been furnished with means of transport and a supply of provisions, he set out on the 16th to complete the work intrusted to him.

The traverse was conducted in accordance with the methods previously employed on Jumpingpound Creek, the Elbow and Sheep rivers and other streams that have been traversed, viz.: For direction, the transit was used as long as it could be applied advantageously; when the country became too rough and heavily timbered to enable sufficient speed to be made, the magnetic compass was substituted. Distances were measured by the micrometer, and differences of elevation obtained from aneroid barometer readings, checked by clinometer readings at the traverse stations.

On the 31st of August, additional instructions were sent to Mr. Mackenzie to proceed up Cataract Creek, a stream with a large drainage basin, joining Highwood River from the south-west, so soon as he should have completed the traverse of the north branch.

From the 9th to the 14th, the other section of the division was employed extending the camera work over the Highwood River basin, both north and south of the stream, and eastward to the open rolling country. At the same time, the secondary triangulation, and location of camera stations by transit readings was carried forward.

On the 13th, the north branch was measured for actual discharge, and at the same time the extreme limit of the June flood was marked, and a cross-section obtained of the river when at its highest stage. The results are here given, also a diagram (No. 7) of the cross section.

## CROSS-SECTION of Highwood River, (north branch.)

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location.	Measured discharge.		Remarks.
			Cub.ft. per sec.	Cub ft. per sec.	
	Aug. 13, 1897.	At a point in N. E. $\frac{1}{4}$ , Sec. 19, Tp. 18, R. 2, W. of 5th meridian.....	466.4	11,663.7	Extreme flood level was located by the debris deposited, and by the wash on the cut bank on the left side of river.

The calculated discharge was ascertained in the same manner as for the Jumpingpound Creek, viz.: by obtaining the area of the extreme flood cross-section, the slope per mile, and using Kutter's formula.

It may be mentioned that on the 9th of July, 1894, a cross-section was made of the north branch at a point in Section 1, Township 18, Range 2, about seven or eight miles below the cross-section given above, and before it had been joined by the south branch, with the following results: measured discharge 907.8 second feet; calculated flood discharge 11,408 second feet, closely corroborating the amount obtained as greatest discharge for the June flood.

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The photographic and triangulation party was absent from the main camp on a flying trip, from the 16th to the 28th of August, during which time it was engaged filling gaps in the camera and transit work between the north and south branches of Sheep River, work that had been discontinued the previous season owing to the smoke from bush fires. Operations were here again delayed by smoke, but, fortunately, it was not sufficiently dense to stop the work completely.

On the 31st of August, Sullivan Creek, a tributary of Highwood River, was twice measured for discharge; once near the mouth and a second time above the irrigation ditch of Mr. H. Schmid, a rancher.

The results are embodied in the accompanying schedule.

CROSS-SECTION of Sullivan Creek.

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of cross-section.	Measured discharge.
	1897.		Cubic feet per second.
4	Aug. 31..	At a point in S.E. $\frac{1}{4}$ Sec. 19, Tp. 18, Rge. 3, W. of 5th mer.	7.41
			Stream at average low water stage.
5	Aug. 31..	At a point in N. $\frac{1}{2}$ Sec. 4, Tp. 18, Rge. 4, W. of 5th mer..	5.06

REMARKS:—No. 4, Cross-section between two small rapids; flow not very even; bottom not very uniform, gravel, stones and bed rock; water line irregular; banks carboniferous shale and gravel.

No. 5, Stream gauged above a small rapid; flow even; bottom made uniform, small stones, and gravel; banks stones and gravel with covering of alluvial loam, grown with willows.

From the 1st to the 7th of September, camera and transit work was extended southward from the south branch of Sheep River.

On the date last mentioned Mr. Mackenzie and party reported at the main camp, having completed the traverses of Highwood River and Cataract Creek.

Fresh instructions were immediately drawn up and handed to him for the traverse of Pekisko Creek (middle branch of Highwood River), and Stimson Creek (south branch of Highwood River), and on the morning of the 9th of September he started with his party to carry out these instructions.

The first snow fell on 8th September, but did not remain long.

Between the 9th and 18th the photographic and triangulation work was extended over the Highwood River basin, northward to the drainage to Sheep River, southward to Pekisko Creek, and westward to the escarpment of the mountains.

On the 13th measurements of Highwood River and Cataract Creek were made for discharge, close to their point of exit from the mountains, with the following results:—

CROSS-SECTION of Cataract Creek.

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of cross-section.	Measured discharge.
	1897.		Cubic feet per second.
6	Sept. 13..	At a point about 10 chains from its junction with Highwood River.....	57.33

REMARKS:—Water dark, would appear to be fed largely from muskeg sources; cross-section good; bottom uniform, stone and gravel; flow even; banks fairly regular, left bank alluvial deposit mixed sand and light clay; right bank ditto, overlaid with stones, boulders and gravel, both overgrown by willow brush and small cottonwood.

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## CROSS-SECTION of Highwood River.

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of cross-section.	Measured discharge.
	1897.		Cubic feet per second.
7	Sept. 13	At a point in the S. E. $\frac{1}{4}$ Sec. 35, Tp. 16, Rge. 5, W. of 5th Mer. (near W. boundary)	109.05

REMARKS:—Clear limpid water; cross-section good for stream of so high grade; bottom fairly uniform, stones and gravel, some large stones and some small boulders near either water line; flow fairly even; water line as regular as found in streams of this description; banks on left side gravel, on right side gravel stones, boulders and sand, rising back steeply.

On the 18th of September, Flat Creek, a tributary of Highwood River from the north was gauged with results as following:—

## CROSS-SECTION of Flat Creek.

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of cross-section.	Measured discharge.
	1897.		Cubic feet per second
8	Sept. 18	At a point in N. E. $\frac{1}{4}$ Sec. 36, Tp. 17, Rge. 4, W. of 5th Mer. (near S. boundary)	32.24

REMARKS:—A mountain stream of considerable volume; Cross-section at a point between two rapids; flow fairly even; bottom fairly uniform, small stones and gravel with an outcrop of sandstone near left side; water line regular on right side, irregular on left side; banks sandstone strata tilted nearly vertical, with shale deposit below left bank.

On the same day main camp was moved east to a point on Highwood River, where it had been decided to measure a triangulation base on the flat lying immediately above the bed of the stream.

Work in connection with the base occupied the party almost exclusively until field operations were closed down for the season.

The base obtained was a little over two miles in length. It was measured carefully by a 100 meter tape, checked by a sixty-six foot Chesterman steel band, but the accuracy necessary to a final measurement was not at this time applied. Levels were taken between the extreme points for the purpose of obtaining a profile, from which to select grades for a final measurement.

The ends of the base were then connected by a system of triangles with the primary triangles already established, the base tied on to a corner post of the lands survey system, and azimuth observations taken at one end. The angular work in this connection was done with the four-inch transit, and was for the purpose of enabling a well conditioned system of expansion from the base to be selected, so that no time would be lost during the next season in reading with accuracy the angles of the triangles chosen. The observations for azimuth were made with a seven-inch transit theodolite reading to ten seconds.

On the 21st of September levels were taken at the first cross-section of Highwood River, made 13th August, to obtain the slope of the bed and enable the greatest discharge during the June floods to be approximately calculated.

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Mr. Mackenzie and party reported at the main camp on the 30th of September, having completed the work intrusted to him.

On the 2nd of October the division started for Calgary, in accordance with your instructions to close operations at the end of September.

The outfits were stored and the majority of the party paid off on the 4th.

During the 5th and 6th with two members of the party, I was engaged taking levels for slope at the Jumpingpound cross-section made while the June floods were in progress.

The flood cross-section of both the Highwood River and Jumpingpound Creek have been previously referred to and the results given in tabular form. It has been stated that the results obtained during the past season bear out the results of the 1894 observations for flood discharge. They show moreover, that the 1894 results are those of extreme flood discharge, and that the flood levels then defined were in all probability defined from débris deposited and other marks created by the floods of 1884, during which year a flood, said to be greater than that of last June, occurred.

Mr. Mackenzie has reported fully to me upon the nature, methods and results of his exploratory traverse of the Highwood River and its tributaries. His report is now submitted.

The following is a summary of the work of both parties for the season :—

PHOTOGRAPHY AND TRIANGULATION.

Number of stations occupied for secondary angles . . . . .	41
“ stations occupied for preliminary base expansion . . . . .	7
“ camera stations occupied . . . . .	162
“ photographic views taken for map construction . . . . .	530

TRAVERSE.

Number of miles of micrometer traverse . . . . .	124
“ miles of pace traverse . . . . .	17
“ traverse stations occupied with transit . . . . .	234
“ traverse stations occupied with compass . . . . .	153
“ observations for azimuth on traverse . . . . .	5
“ reservoir sites located . . . . .	3

Barometric work necessary to carry elevation from bench marks Nos. 15 and 17 along stream traversed.

In your instructions you state that it is desired that such notes should be kept as will enable a report to be made upon the destruction which has been caused to the timber, on the area covered by the work of the division, from forest fires, and as to the causes of such fires and the best means of preventing them. That it should also be noted what destruction of the forest area is being caused by lumbering operations, particularly upon the head waters of Sheep Creek and Highwood River.

In the above connection, I may say, that as the 1896 report of the operations of Division “B” was not submitted until the 27th of July last, the matter of timber distribution and destruction by fire was briefly dealt with in that report. It is not now intended to refer to it further than to state that for each view taken with the camera complete notes are entered of the timber embraced in that view, so that, when the final topographical maps are drawn, data will be at hand to produce a reliable timber map, that will show accurately the general distribution and the areas denuded by fire, and those over which a second growth is now spreading.

I have the honour to be, Sir,

Your obedient servant,

ARTHUR O. WHEELER,  
*Mem. American Society Irrigation Engineers, in charge,  
 Division B Canadian Irrigation Surveys.*

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## W. J. MACKENZIE'S REPORT.

CALGARY, Alta., 20th November 1897.

ARTHUR O. WHEELER, Esq., D.L.S.,  
In charge Division B,  
Canadian Irrigation Surveys.

SIR,—In accordance with your instructions given me on 16th August, 1897, *re* traverse of Highwood River, I took up the work already commenced by you, being at a point on the north bank of the river in Sec. 11, Tp. 18, R. 2, west of 5th Mer., and carried the traverse on from there to its source. The instruments employed were the transit, micrometer, aneroid barometer, and clinometer up to and beyond the escarpment of the east slope of the Rocky Mountains to the lower end of a high rough cañon, where I thought it advisable to discontinue the use of the transit and substitute the compass, with which instrument and the before mentioned ones the traverse was carried to the source of the stream, being at the height of land between it and the Kananaskis River. From this point, I carried the traverse along the west slope of Mount Rae and down the Kananaskis River about three miles, to tie in with our traverse of the Elbow River of 1896, the Elbow heading in a small lake at a height of land about three-quarters of a mile east of the Kananaskis River, and 700 feet above it.

## TRAVERSE OF THE UPPER PART OF HIGHWOOD RIVER.

The traverse of the upper part of Highwood River was commenced on 7th August, 1897, at the quarter section corner on the east boundary of section 1, Tp. 18, Rge. 2, west of 5th M., and carried up to its source in the Misty range of the Rocky Mountains; and at the height of land between it and the Kananaskis River.

At the point where the traverse was commenced, and for some distance west and south the land has been subdivided, but it was considered advisable that the stream should be more accurately located as the photo-topographic work would extend nearly to this point of commencement.

The stream here, and for a number of miles above, flows swiftly between high cut-banks and steep side-hills, generally with terraced prairie benches sloping to the high banks and sometimes extending down to the river's edge; average width of stream 1 to 1.50 chains; average width of bed, 1 to 3 chains. The water flows over a bed of gravel and boulders, and in some places the bare rock bottom shows for long stretches. The cut-banks are usually a shaley clay, and in some cases, the sandstone rock, at a strata dip of about 60°; the stream, at these places, generally narrowing up to small falls and rapids and deep pools.

The banks from commencement of traverse are of a height of from 40 to 150 feet up to the S. W.  $\frac{1}{4}$  Sec. 24, Tp. 17, Rge. 4, west of 5th M., at which point they commence to have no settled character, cut-banks being formed at the crossing of the ridges, which occur at regular intervals; between these ridges, the banks are almost level with the stream, or benches of about twenty-five to thirty feet above the water, this condition extending up to the limestone escarpment of the Highwood range of mountains.

On each side of the stream there are large areas of flat and terraced prairie benches up to Section 24, Township 17, Range 4, west of 5th meridian, when ridges extending to the stream are met with, and the country is more broken.

Coming up the stream, the first tributary of any extent is Ings Creek, joining with the main stream in S.W.  $\frac{1}{4}$  Sec. 34, Tp. 18, Rge. 3, west of 5th M., and having its source in a height of land in the hills to the north-west. It is a stream of small volume, but could be used for irrigating part of the upper flats. The next stream is Sullivan Creek, meeting the main stream in S.W.  $\frac{1}{4}$  Sec. 20, Tp. 18, Rge. 4, west of 5th M. This creek has its head at the west side of the hill known as "Whaleback" and flows down the fine valley of the ranches of Schmid, and Sullivan to its meeting with the

main stream. Continuing up stream, a fine creek is met with in the N.W.  $\frac{1}{4}$  of Sec 36, Tp. 17, Rge. 4, west of 5th M., and which is locally known as "Flat Creek." It has its origin on the north-easterly slopes of Highwood Range, some four miles above Mount Head, and is increased by small muskeg fed creeks flowing from between the foothill ridges, and also from springs along the north slope of the hills through which it passes near its mouth. It seems to have a good steady flow and is evidently snow fed. For a distance of about four miles up this creek, the banks are low and form a bed of about three to four chains, the stream being from one quarter to one half a chain wide. On each side the land is grassy prairie rising to low ridges with scrub, poplar and willows; the top of these ridges have a succession of small lakes, which evidently make the spring rivulets before referred to. The stream bed has a fringe of large cottonwood and spruce trees for some distance up from its mouth, though for about thirty chains up it forms a rock gorge through which the water falls at high speed to join the main stream. From Flat Creek upwards, the country begins to assume a rougher aspect, more trees being noticed, and the hills becoming more rocky, till the valley of the stream narrows down to the high sandstone ridges immediately preceding the entrance into the Highwood Range, at the foot of Mount Head.

At this point the valley of the stream, which up to here had been lined with cottonwood and scattered spruce, begins to be filled up with spruce and bunches of cottonwood and poplar, while the side-hills show patches of good spruce, a few pine, and a few fine large Douglas fir.

Just at the junction of the sandstone and limestone, Section 35, Township 16, Range 5, west of 5th M., a fine stream comes in, known as the Cataract branch of Highwood River (Dr. G. M. Dawson), but locally known as Manns Creek. This stream, at the time of survey, was discharging about one-third the volume of the main stream, (see measurement of discharge). It is admirably named, as it is a succession of falls and rapids through a deep rock gorge cut out of the limestone, which extends for about five miles up from the mouth to where it enters the west edge of the Highwood Range. At this point there is a 40-foot fall broken into two descents. From the mouth, for about three miles up, there is a disused wagon trail to Mann's tie camp, after which travel is impossible owing to the thick spruce and jack-pine and fallen timber, which is met with on the hills on each side, reaching down to the cañon through which it runs.

From the falls mentioned above, the valley of Cataract branch widens out and extends up for about four miles, bounded on each side by high sandstone hills thickly covered with spruce and jack-pine, of not much merchantable value, till it closes in at a sharp bend the stream takes from north to east where the valley forms a sort of cañon and continues as such up to the source of the stream, being in a height of land between it and the north west branch of the Livingstone River, and evidently getting its water from the snow in the crevasses and ledges up the high peaks of the Highrock Range to the west of the height of land.

About one and a half miles before the stream reaches the fall above mentioned, a dry stream bed comes in, which drains the west slope of the Highwood Range from Cataract branch south, to the height of land and source of the middle fork of Highwood River, where it takes its head. It is called "Salter Creek," and is full of water in the spring. There is an Indian pack trail down this valley from the middle fork, extending through to the head of Cataract branch.

Half a mile above Salter Creek, a stream comes in from the south west which is about half the volume of Cataract branch below the junction; it takes its head at the same height of land as the main stream, flowing down through a narrow valley, between two high sandstone ridges.

The timber on Cataract branch and its tributaries is principally spruce and jack-pine, down near the mouth the timber of both kinds being of marketable value. Surrounding Mann's tie camp, the spruce has been thinned out, but all pine is standing. Further back, the trees get much smaller, and the hills for the most part are covered with scrub jack-pine. From the pass through the Highwood Range for some eight miles up the stream the valley opens out to large flats with wooded sandstone ridges, at intervals, coming down to the stream, (see Plate III). From now on, there is no more



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limestone met with, the hills on each side of the river, being in all cases sandstone, and heavily wooded with spruce, and further up, with occasional patches of jack-pine.

Two creeks come in from the south, and one from the north, the two former having their head in the high peaks of the Highrock Range, and flowing down the valley in the sandstone; the latter heading at the back of Mount Head in the Highwood Range.

In Section 10, Township 17, Range 6, west of the 5th meridian, the valley narrows down to a deep cañon, with banks ranging in height from 100 to 300 feet, for the most part being sheer rock with occasional steep banks thickly wooded. This cañon exists for about four miles, when the cutbanks discontinue, the hills on each side sloping down to the river, small flats thickly covered with spruce occurring here and there.

The stream keeps the same general character, running over a gravel bed with the rock showing at times, the width being from thirty to fifty links, and the banks averaging ten feet.

From the upper end of the cañon, up stream, to Mist Creek, four creeks come in from the north, averaging about six cubic feet per second, and draining the south west slope of the Highwood Range. Two more creeks come in from the south, from the Highrock Range. There are, also, little creeks draining small muskegs and soft places on the flats and side-hills on each side of the stream, the moisture seeming to be held on these hills by the dense forest of spruce.

At Mist Creek the stream forks, being called respectively Storm and Mist Creeks. Going up Mist Creek for about fifteen chains, a high rough cañon is met with, in some places the banks rising 500 feet of sheer rock. It is a regular mountain torrent, and the cañon continues right up to the north east base of Mist Mountain, at the south end of the Misty Range. It is snow fed, draining Mist Mountain, a part of Misty Range and part of Highwood Range. It is about one-third the volume of the main stream below the junction.

Continuing up Storm Creek the character of the stream changes to that of a mountain torrent, with big bunches of drift wood and successions of small rapids.

The hills close in, and here and there, a small cañon is met with; the timber continues very heavy, some very large spruce being met with in small flats.

A succession of small creeks come in from both sides, in some cases direct from the snow patches on the Elk Mountains and Misty Range, and in others fed from springs on the sandstone side-hills, evidently seepage which is retained by the lack of means of evaporation due to the timber.

The condition, above described, continues till the summit is approached, when the limestone range narrows, and finally, the stream is seen coming down from a large amphitheatre in the Misty Range, having in it deposits of snow and ice, the stream breaking up into five small heads. There is also another small stream which heads in the same range immediately at the height of land between it and the Kananaskis, that assists in forming the source of Storm Creek but, while snow fed, does not amount to much.

For three miles down stream from the height of land, the timber is more scattered and on the summit only scrub, spruce, pine and tamarac are found.

The trail, from commencement of the traverse is a good wagon trail on the north side of the stream, and continues as such up to Cataract branch, when it turns up this branch.

Continuing up the main stream a fairly good pack trail exists to above the long cañon mentioned, when it is considerably broken up by the spring floods and fallen timber and drift. It improves again above Mist Creek and continues up to the summit and over to the Kananaskis Valley.

All along the river the results are seen of the enormous body of water that must have flowed down during the spring floods, bed changed, trails destroyed and trees uprooted making travel very difficult in places.

From the pass through the Highwood Range to the source of the stream the timber on the sandstone hills is remarkably heavy being, in general, spruce, with occasional patches of jack-pine. This timber has the effect of holding a great deal of moisture, and serves to keep the stream at a steady flow through the dry season. From observation,

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it would be well if these spruce forests be carefully kept from depletion by fire or other causes, and so ensure a steady supply of water.

TRAVERSE OF PEKISKO CREEK (MIDDLE FORK OF HIGHWOOD RIVER).

The traverse of Pekisko Creek, was commenced on 10th September, 1897, on the north bank of the stream at a distance of 3·80 chains south from the quarter-section corner on the east boundary of Section 36, Township 17, Range 2, west of 5th meridian, and the barometric levels at B. M. 17, on the north bank of the stream, and carried up to its head behind Sentinel Mountain, in the Highwood Range of the Rocky Mountains.

At the point of commencement of the traverse, the banks of the stream are very high and steep ranging from 20 to 150 feet, and also in places, sloping down in terraced benches to the water's edge.

The water flows over a gravel and rock bed, varying from twenty to fifty links in width.

The valley of the stream is very variable, the incoming benches forming shale and clay cut-banks.

There are bunches of cottonwood trees in the river bottom, which continue with more or less regularity all the way up the stream, till the spruce appears.

The country on each side is benchy prairie land, with no trees of any description till the scrub poplar, etc., is met with up stream.

In the S. W.  $\frac{1}{4}$  Section 25, Township 17, Range 2, west of 5th meridian, the south fork of Highwood River (Stimson Creek), meets Pekisko Creek, coming in through cutbanks.

In the S. W.  $\frac{1}{4}$  Section 29, Township 17, Range 2, west of 5th meridian, the banks widen out, giving the stream a broad open valley ranging from forty to eighty chains, with benches on each side, this valley extending up to the S. W.  $\frac{1}{4}$  of Section 34, Township 16, Range 3, west of 5th meridian, and containing the home ranges of the North-west Cattle Company, Mrs. Bedingfield and George Emerson.

The bench lands on each side of these ranches are eminently suitable for irrigation, as also are some parts of the stream bottom, though most of the flats are gravel.

The stream through Sections 1, 2 and 3, Township 17, Range 3, and Section 34, Township 16, Range 3, divides into small channels in places, and at present naturally irrigates some of the lower flats.

The banks of the stream on each side through the valley are heavily timbered with cottonwood and occasional spruce.

A small creek comes in from the north in S. W.  $\frac{1}{4}$  Section 3, Township 17, Range 3, draining some extensive muskegs, and small lakes on the height of land between the north and middle forks, and discharging approximately four second feet.

In the S. W.  $\frac{1}{4}$  Section 34, Township 16, Range 3, the banks close in and form what is locally known as "The Cañon," though in reality it is a valley with sharp sloping banks covered with cottonwood, poplar and spruce, with a height of from 40 to 100 feet, and an average width of eighteen chains, with a length of one and a half miles.

This valley is well filled with cottonwood, poplar and spruce trees, with thick willow on the stream banks.

After "The Cañon" is passed, the valley opens out to the south and west, (Section 28, Township 16, Range 3), and has much the same character that the country has below it, except that the hills begin to get wooded with poplar, spruce and jack-pine, and the ridges more definite, and showing more rock outcrop.

The average width of the valley is about one mile, and two ranchers are located in it, named Greig and Thorpe, both having excellent opportunities for irrigation.

In the N. E.  $\frac{1}{4}$  Section 23, Township 16, Range 4, the stream breaks through a small ridge ending the valley, and forming the means of damming for reservoir purposes. The banks behind, however, are not high, the lowest point in available area are being about twenty-five feet above the stream bed, the stream having a large fall here.

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It is not an eminently suitable reservoir site, but could be used to advantage if the necessity arose.

There are excellent opportunities for procuring timber, and the stone in the vicinity would be adaptable for building purposes.

The valley of the stream, from here up through Sections 22, 15, 14 and 11, Township 16, Range 4, is a succession of rising benches, with the stream running through a small cañon, in sections 22 and 15, a fall of ten feet occurring in N.E.  $\frac{1}{4}$  Sec. 15, at the home ranch of one McConnell. Two streams come in from the west, heading in the high sandstone hills at the foot of the Highwood Range, neither of them of much note.

The ridges in the vicinity are wooded with scattered spruce and jack-pine and poplar clumps, with extensive tracts of windfall and brulé, which tracts are gradually being retimbered by a natural process.

In the S.W.  $\frac{1}{4}$  of Section 11, and N.W.  $\frac{1}{4}$  Section 2, Township 16, Range 4, an eminently suitable reservoir site is met with, with excellent opportunities for dam making, timber and good stone being in the immediate vicinity.

Continuing up stream, in the N.W.  $\frac{1}{4}$  of Section 35, Township 15, Range 4, the stream forks, the lesser having its head in the Highwood Range to the west. Several other small creeks come in, in the vicinity, draining the adjacent hills. There are some extensive prairie benches in Sections 35 and 27, Township 15, Range 4, west of the 5th meridian, the stream itself being inclosed by high clay cut-banks.

In Section 27, Township 15, Range 4, two streams come in from the west, draining part of the Highwood Range and meeting the main stream through high cut-banks.

From here to the source of the stream, it flows through a high rock and clay cañon, formed from the high sandstone ridges on each side, and finally from the steep sides of Sentinel Mountain and the adjacent limestone cliffs of the Highwood Range, at the base of which the stream takes its source; this amphitheatre being heavily wooded in places with spruce and jack-pine; Sections 9, 16 and 17, Township 15, Range 4, west of 5th meridian, containing this source. (See Plate IV).

The traverse was carried over the divide in Section 17, down Salter Creek, an account of which is given in the report of the traverse of the north fork of Highwood River.

A good wagon trail exists along the banks of the middle fork from Pekisko, (Section 7, Township 17, Range 2, west of the 5th meridian) to Section 2, Township 16, Range 4, after which a good pack trail extends to the source of the stream, and over the divide between it and Salter Creek to the Livingstone River.

All up this stream, till within about seven miles of its source, the benches offer excellent facilities for irrigation, the land being good, and water being able to be put on it without difficulty.

## TRAVERSE OF STIMSON CREEK.

The traverse of Stimson Creek was commenced at Station 4 of the traverse of Pekisko Creek, near the junction of the two streams in the west half of Section 25, Township 17, Range 2, west of the 5th meridian, and was carried up stream to its source in Section 17, Township 15, Range 4.

The stream (a small affair of an average width of twenty links with a very sluggish flow), runs in a valley about eight chains wide, bounded by clay banks of a height of about fifty feet through Sections 14, 23 and 25, Township 17, Range 2, after which the banks decrease in height, the prairie benches coming, in some cases, down to the water's edge. These banks remain low till Section 29, Township 16, Range 2, is met with, when the low ridges on each side of the stream form banks of an average height of thirty-five feet. The high banks continue, forming the valley of the creek, to the south halves of Section 16 and 17, where they run out, and in the north half of Section 8, Township 16, Range 2, a creek, locally known as Hay Creek, comes in from the west. It is about one-half the volume of the stream below the junction. Low banks are formed again, and the valley continues up till Mud Creek is met with, at north-east  $\frac{1}{4}$  Section 32, Township 15, Range 2, coming in from the west and being about half the volume of the stream below the junction.

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The stream from now up is a very small affair, running in a valley, between two scrub timbered ridges till, in Section 21, Township 15, Range 4, it cuts through the ridge on the west side of the valley and finds its source in the springs and muskegs in the north halves of Sections 17 and 16.

Continuing up the valley the creek leaves, some large lakes are met with on the height of land, fuller description being given at a later date when survey of them is made.

The land on each side of this stream from the mouth to the source is benchy and rolling prairie with large tracts of hay land, which, if water could be supplied, might be irrigated to great advantage.

The main trail from Pekisko to Highwood River crossing, crosses the creek in Section 14, Township 17, Range 2, and a trail is afterwards met with in Section 17, Township 16, Range 2, which continues to the source of the stream.

#### METHODS OF TRAVERSE OF HIGHWOOD RIVER, PEKISKO AND STIMSON CREEKS AND CATARACT BRANCH.

The instruments employed in this traverse were the transit, micrometer, barometer thermometer, clinometer and compass.

In the traverse of the river, the transit was used for angular readings up to Station 103, when owing to the excessively rough nature of the country, it was thought advisable to discontinue its use, and the compass was substituted, care being taken to ascertain the correct magnetic variation at this point by observation.

On Pekisko and Stimson Creeks the transit was used throughout.

Observations for meridian were taken on Polaris at Stations 14, 41 and 103, on the river, at Station 62 on Pekisko Creek, and at Station 7, on Stimson Creek.

The micrometer was used throughout the traverse of these streams; a base for reduction being measured at the beginning of the work, and tables made. This was also done on the completion of the work, and a table was deducted giving intermediate values between the two, the work by stations being divided into three, and distances calculated by the corresponding tables.

Barometric levels were carried on throughout the complete traverse, a stationary barometer being kept at camp, and readings taken every thirty minutes while travelling barometer was in use, the barometers used being of the aneroid type.

The starting points for barometric levels were bench mark No. 15, on the north bank of the north fork of Highwood River, and B. M. No. 17, on the north bank of Pekisko Creek.

Thermometric readings were taken at all stations, and the correction due to change in temperature was used in the reduction of the barometric levels.

The clinometer was used in all cases, the angle read being applied as a correction for micrometer measurements, and also as a check on barometric levels.

The compass was used on the north fork of the Highwood River from Station 103, of the traverse to the source of the stream, careful note being made of the magnetic variation by astronomic observation. It was also used on the traverse of Salter Creek, and the upper part of the Cataract branch of Highwood River.

The traverse of the upper part of the Cataract branch and Salter Creek, was made by prismatic compass, the distances being paced, an approximate traverse being all that was required of these streams.

I have the honour to be, sir,

Your obedient servant,

W. J. MACKENZIE.

## SECTION III.

## HYDROGRAPHIC RECORDS.

*Discharge of Streams.*

In the accompanying schedule, Willow Creek, Medicine lodge Creek, Battle Creek and Belanger Creek, are streams rising in the south slopes of the Cypress Hills and flowing southward across the International boundary. They are fed by numerous springs along their beds and in the deep ravines traversing the Cypress Hills, being further augmented in the spring by the runoff from melting snow.

It is noticeable, in this connection, that for the streams heading on the northern slopes of the Cypress Hills a constant supply is not maintained throughout the year as in the majority of cases on the south slopes, the springs being few in number and far between; consequently, the streams are chiefly dependent upon the snowfall, and many dry up early in the summer. It is especially unfortunate that this is the case, in view of the fact that the bulk of the irrigable lands lie to the north.

The measurements for discharge were taken by Mr. R. W. Macintyre in charge of Party No. 1, Division A, but owing to the meter in use having got out of order, measurements for actual velocity were not obtained.

Cross-sections for the different levels were made, and the slope of the bed per mile ascertained; the discharge has been computed by Kutter's formula. On this account the actual discharges of the schedule are not so reliable as would have been the case if actual velocity had been obtained.

From Jumpingpound Creek on, the streams enumerated in the schedule were gauged by Division B in charge of Mr. A. O. Wheeler.

The cross-sections obtained and resulting computations of extreme flood discharge for the Jumpingpound Creek and Highwood River are of great value, showing as they do the tremendous amount of water compared with the normal conditions, that may at any time during the summer, owing to the cloud bursts or continued heavy rains in, or along the face of the mountains, be hurled down their beds. The data here given will be particularly valuable when estimating the strength and extent of bridges, dams, headgates and other water structures on these streams.

The remaining creeks were measured for actual discharge only, on the dates given, with a view of obtaining some idea of the supply contributed to the main stream by their respective drainage basins.

As the extent and superficial area of each basin can be accurately defined by the methods of photographic surveying employed, valuable results will be obtainable as to the relative values of the streams as factors of supply.

Most of the gaugings were made at average low water stage.

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SCHEDULE showing Measured or Calculated Discharge of certain Streams during 1897,  
Division A and Division B.

Name of Stream.	Point of Measurement.	Date.	Actual discharge.	Computed High Water discharge.	Computed Flood discharge.	Measured by.
Willow Creek.....	E. bdy. sec. 13, Tp. 7, R. 3, W. 4th Mer.	July 7..	5 34	119 75	532 82	Div. A., Pt. No. 1.
Medicine-lodge Creek.....	40 chs. down stream from intersection of N. bdy. sec. 36, Tp. 4 R. 2 W. 4th Mer.	" 13..	1 63	19 83	56 10	" "
Battle Creek.....	Near crossing of N. bdy. of sec. 35, Tp. 4, R. 27, W. 3rd Mer.	" 19..	29 37	72 55	218 59	" "
Belanger Creek.....	E. bdy. sec. 25, Tp. 6, R. 26, W. of 3rd Mer.	" 22..	7 29	25 51	355 05	" "
Battle Creek.....	24 chs. down stream from N. bdy. of sec. 36, Tp. 7, R. 30, W. of 3rd Mer.	Aug. 14..	6 10	28 83	97 79	" "
Jumpingpound Creek.....	7 chs. above Morleyville trail crossing.	June 20..			741 24	Division B.
Fisher Creek.....	In Tp. 21, R. 4, W. of 5th Mer.	Aug. 1..	15 71			"
Highwood River.....	N. E. ¼ sec. 19, Tp. 18, R. 2, W. of 5th Mer.	" 13..	466 43		11663 7	"
Sullivan Creek.....	S. E. ¼ 19, Tp. 18, R. 3, W. of 5th Mer.	" 31..	7 41			"
" ".....	N. ¼ sec. 4, Tp. 18, R. 4 W. of 5th Mer.	" 31..	5 06			"
Cataract Creek.....	10 chs. from junction with Highwood River	Sept. 13..	57 33			"
Highwood River.....	S. E. ¼ sec. 35, Tp. 16, R. 5, W. of 5th Mer.	" 13..	109 05			"
Flat Creek.....	S. W. ¼ sec. 20, Tp. 18, R. 3, W. of 5th Mer.	" 18..	32 24			"

## EVAPORATION.

Observations of evaporation similar to those taken in 1896, were commenced on the 1st of May, but discontinued on the 12th of June owing to the appointment of Mr. J. S. Dennis, who, up to that date, had had charge of the irrigation surveys and administration, to be Deputy Commissioner and Chief Engineer of the Public Works Department of the North-west Territories Government. Although Mr. Dennis continued to superintend irrigation matters, his new appointment necessitated his removal to Regina, and as a consequence, a disorganization of the hydrographic records for the balance of the year.

The submerged pan at the rating station and the earth pan at Mr. Dennis' shouse were both in operation for the short period above named.

Such as they are the records are submitted below, in schedule form.

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## OBSERVATIONS of Evaporation.—Station No. 1.

RATING STATION, CALGARY—(Pan submerged).

Date.	Gauge Readings.		Difference in Feet.		General Remarks
	At Date.	Previous.	Gain.	Loss.	
1897.					
May 1 .....	0·0253	0·0253			Initial reading.
" 8 .....	0·0163	0·0253		0·0090	
" 15 .....	0·0061	0·0163		0·0102	
" 22 .....	0·0069	0·0061	0·0008		Very windy.
" 29 .....	0·0001	0·0069		0·0068	
June 5 .....	0·0001	0·0001			Before refilling.
" 5 .....	0·0377	0·0377			After refilling.
" 12 .....	0·0466	0·0377	0·0089		Very windy.
			0·0097	0·0260	

Total evaporation to June 5th..... 0·0260 ft.

## OBSERVATIONS of Evaporation.—Station No. 2.

CALGARY—(Pan in ground).

Date.	Gauge Readings.		Difference in Feet.		General Remarks
	At Date.	Previous.	Gain.	Loss.	
1897.					
May 1 .....	0·0599	0·0599			
" 8 .....	0·0549	0·0599		0·0050	Before refilling.
" 8 .....	0·0875	0·0875			After refilling.
" 15 .....	0·0821	0·0875		0·0054	
" 22 .....	0·0751	0·0821		0·0070	
" 29 .....	0·0693	0·0751		0·0058	
June 5 .....	0·0660	0·0693		0·0033	
" 12 .....	0·0710	0·0660	0·0050		Very windy.
			0·0050	0·0265	

Total evaporation to June 5th..... 0·0265 ft.

## RATING STATION.

During the winter, a requisition was made for a suitable electric clock to be used in conjunction with a chronograph, to obtain a greater degree of accuracy in rating the current meters.

The Surveyor General of the Dominion Lands, Mr. E. Deville, obtained and forwarded one of Swiss manufacture. This, together with the chronograph, was set up on a stone pier in close proximity to the rating base, and electrical connection made with the rails upon which the car carrying the meter travels, the rails being used as a part of the circuit. Attachments were then placed on the car and at ten-foot intervals along the

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base, so that at the end of every ten feet travelled by the car, the circuit would be closed, and the instant of closing indicated on the chronograph sheet.

As no suitable means have yet been devised to propel the car uniformly at the required speeds, otherwise than by hand, it was sought to localize the irregularities in the speed while passing from end to end of the base.

The ratings obtained for Meters Nos. 24 and 25, are given below.

## METER No. 24.

REDUCTION of Observations taken at Calgary, Alberta, 14th May, 1897.

By RIGID METHOD.

R. W. MACINTYRE, *Observer.*

J. G. McINTOSH, *Computer.*

No.	r	t	x	y	$x-x_0$	$y-y_0$	$(x-x_0)^2$	$(x-x_0)(y-y_0)$	Remarks.
1	26.6	21.4	1.243	4.673	+0.524	+2.230	+0.274	+1.168	
2	24.7	23.3	1.065	4.292	+0.446	+1.849	0.199	0.825	
3	25.1	19.6	1.281	5.102	+0.662	+2.659	0.438	1.760	
4	25.3	19.5	1.297	5.128	+0.678	+2.685	0.459	1.820	Length of base, 100 feet.
5	25.2	17.0	1.482	5.882	+0.863	+3.439	0.745	2.968	
6	25.2	20.0	1.260	5.000	+0.641	+2.557	0.411	1.639	
7	25.3	20.3	1.246	4.926	+0.627	+2.483	0.393	1.557	
8	24.8	34.5	0.719	2.898	+0.100	+0.455	0.010	0.04	
9	25.0	45.5	0.549	2.198	-0.070	-0.245	0.005	0.017	
10	25.2	46.2	0.545	2.164	-0.074	-0.279	0.005	0.021	Meter
11	24.9	46.8	0.532	2.137	-0.087	-0.306	0.007	0.027	Vanes immersed 0.8 feet.
12	25.2	45.4	0.555	2.203	-0.064	-0.240	0.004	0.015	
13	25.1	47.0	0.534	2.128	-0.085	-0.215	0.007	0.018	
14	25.2	85.1	0.296	1.175	-0.323	-1.268	0.104	0.409	
15	25.4	98.0	0.259	1.020	-0.360	-1.423	0.129	0.512	
16	25.6	100.3	0.255	0.997	-0.364	-1.446	0.132	0.526	
17	25.7	97.6	0.263	1.024	-0.356	-1.419	0.127	0.505	
18	25.9	100.7	0.257	0.993	-0.362	-1.450	0.131	0.525	
19	26.2	125.5	0.209	0.797	-0.410	-1.646	0.168	0.675	
20	26.4	136.2	0.194	0.734	-0.425	-1.709	0.180	0.726	
21	26.5	126.1	0.210	0.793	-0.409	-1.650	0.167	0.675	
22	26.2	126.6	0.207	0.789	-0.412	-1.654	0.170	0.681	
23	25.7	125.1	0.205	0.799	-0.414	-1.644	0.171	0.681	
24	25.8	129.6	0.199	0.772	-0.420	-1.671	0.176	0.702	
	.....	.....	14.862	58.624	.....	.....	4.612	18.497	

$$x_0 = 0.619, 2.443 = y_0$$

## NORMAL EQUATIONS.

$$b \times 0.619 a = 2.443, \text{ whence } a = 4.011$$

$$4.612 a = 18.497 \quad b = -0.04$$

## EQUATION FOR RATING.

$$\text{Velocity} = 4.011 + \frac{\text{Revolutions} - 0.4}{\text{Time}}$$



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METER No. 25.

REDUCTION of Observations taken at Calgary, Alberta, on May 15th, 1897.

BY RIGID METHOD.

R. W. MACINTYRE, *Observer.*J. G. McINTOSH, *Computer.*

No.	r	t	x	y	$x-x_0$	$y-y_0$	$(x-x_0)^2$	$(x-x_0)(y-y_0)$	Remarks.
1	23.4	42.9	0.545	2.331	-0.022	-0.042	+0.000	+0.001	
3	25.1	25.2	0.996	3.968	+0.429	+1.595	0.184	0.684	
4	23.6	37.2	0.634	2.688	+0.067	+0.315	0.004	0.021	
5	25.3	24.0	1.054	4.166	+0.487	+1.793	0.237	0.873	Length of base 100 feet.
6	23.4	42.4	0.552	2.358	-0.015	-0.015	0.000	0.000	
7	23.9	40.2	0.594	2.487	+0.027	+0.114	0.001	0.003	
8	22.9	43.0	0.533	2.326	-0.034	-0.047	0.001	0.002	
9	23.3	45.0	0.518	2.222	-0.049	-0.151	0.002	0.007	Meter. vanes immersed 0.8 feet.
10	23.7	20.8	1.139	4.808	+0.562	+2.425	0.316	1.363	
11	24.3	20.8	1.168	4.808	+0.601	+2.435	0.361	1.463	
12	23.9	21.3	1.122	4.695	+0.555	+2.322	0.308	1.289	
13	23.6	20.9	1.129	4.785	+0.562	+2.412	0.316	1.356	
14	24.1	20.2	1.193	4.950	+0.626	+2.577	0.392	1.513	
15	21.7	127.0	0.171	0.787	-0.396	-1.586	0.157	0.628	
16	23.0	124.0	0.185	0.806	-0.382	-1.567	0.146	0.598	
17	23.3	128.4	0.181	0.779	-0.386	-1.594	0.149	0.615	
18	23.7	123.4	0.192	0.810	-0.375	-1.563	0.141	0.586	
19	23.3	126.3	0.184	0.792	-0.383	-1.581	0.147	0.605	Observation No. 2 re- jected.
20	23.7	91.3	0.259	1.095	-0.308	-1.278	0.094	0.394	
21	23.7	85.8	0.276	1.165	-0.281	-1.208	0.079	0.339	
22	23.9	90.9	0.263	1.100	-0.304	-1.273	0.091	0.367	
23	24.0	90.6	0.265	1.104	-0.302	-1.269	0.090	0.383	
24	23.5	89.3	0.263	1.120	-0.304	-1.253	0.091	0.381	
25	23.3	123.3	0.189	0.811	-0.378	-1.562	0.143	0.590	
			13.605	56.961			3.125	14.081	

$$x_0 = 0.567 \quad 2.373 = y_0$$

NORMAL EQUATIONS.

$$b + 0.567a = 2.373, \text{ whence } a = 4.506$$

$$3.125a = 14.081 \quad b = -0.181$$

EQUATION FOR RATING.

$$\text{Velocity} = 4.506 + \frac{\text{Revolutions}}{\text{Time}} - 0.181$$

NILOMETERS.

As in 1896, two nilometers were in operation: one on the Langevin Bridge across the Bow River at Calgary, and the other at the Calgary Irrigation Company's flume across the Elbow River about one mile above its junction with the Bow.

Unfortunately, the records did not extend over a very lengthy period. The instrument on the Elbow River was carried away with the Irrigation Company's flume during the floods of the 17th and 18th of June, and no records were obtained beyond the week ending Saturday the 12th June.

The meter on the Bow survived the flood and recorded, to some extent, the greatest rise of water during that period, but operations were discontinued on the 26th of July, the observer, Mr. Wilson, having been transferred to the Department of Public Works at Regina.

The records obtained are shown on diagram No. 6, attached to this report. They are of great interest, in so far as the Bow River is concerned. The June floods occurred on the 17th and 18th; on the 18th the nilometer record sheets shows a rise of two and

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one-half feet. The stream undoubtedly rose considerably beyond this point, but as the range of the instrument had been reached, the additional rise is not recorded.

On the 1st May, 1896, the water level showed at 4.9 feet on the gauge rod and rose to a greatest level of eight feet near the end of July. On the 1st May 1897, the water level on the gauge rod stood at 4.6 feet and rose to the full range of the nilometer, at ten feet and beyond it, on the 18th of June, the water then fell rapidly to eight feet and again rose, touching the nine foot point on the 8th of July.

The records of these two years tend to show that highest water on the Bow, leaving abnormal conditions out of the question, occurs sometime during the month of July.

The instruments in use were manufactured by J. S. J. Lallie, of Denver, Colorado.

The mechanism is simple, consisting of a cylinder revolved by a seven-day gearing attached to an eight-day clock, a travelling bar with teeth adapted to the scale of the record sheets, and a reduction pulley on centres. Several turns of silk bound flexible wire are taken round the pulley and one end attached to a six inch float, the other to a counterpoise. The pulley is connected with a small cog-wheel, fitted to the teeth of the travelling bar, and causing it to slide backward and forward as the float rises or falls. To the bar is attached a pencil holder containing a spring that presses the pencil point against the record sheet wound round the cylinder.

The float rests on the water inside a wooden box, perforated with several small holes, thus obtaining freedom from oscillation.

While the mechanism is simple, the construction is somewhat crude, and several weak points are apparent that might readily be remedied and render the instrument more efficient, and easy to handle.

The range of the record sheet is six feet (not sufficient). It is marked to feet and tenths, and to divisions of two hours for each day of the week.

#### GAUGE RODS.

Nine gauge rods were in operation during the season, five along the line of the Calgary and Edmonton Railway, and four others.

The following schedule gives the name of the stream upon which the rod was placed, the location of the rod, the name and address of the observer, the interval of the readings, whether daily or otherwise, the period over which the readings extend and the number of the diagram, accompanying this report, which shows the rise and fall of the stream.

As gauge rods were placed in connection with the nilometers on the Bow and Elbow rivers, they have been included in the schedule.

In every case, except two, the readings were taken by railway section foremen, a small monthly remuneration being paid for their service. The other two gauge rods were read by members of the North-west Mounted Police Force. Their services are due to the courtesy of the superintendents of the Police Force for the Macleod district and the western division of the Canadian Pacific Railway.

The section foremen make daily trips over the portions of the line crossing the streams where the rods have been placed, and, consequently, it is a simple matter for them to take the readings. In the case of Highwood River and Fish Creek, the foreman either passes or lives close to the points where the rod is situated.

The records for Sheep and Highwood rivers are very fragmentary, the June flood having carried away the bridges and the gauge rods with them; the remaining sheets indicate very clearly the progress and extent of the flood, and also the subsequent high water period of July.

In the accompanying diagrams, the horizontal divisions give the rise and fall in feet and fifths, and the vertical divisions show periods of two days for each month of record.

During the months of June and July, Party No. 1, of Division A placed gauge rods on the bridges at crossings of the Canadian Pacific Railway over all the principal streams draining northward from the Cypress Hills watershed, viz.: Sevenpersons,

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Bullshead, Ross, MacKay, Boxelder, Fish, Maple, Piapot, and Swift Current creeks. It is intended to commence readings in this section early next spring.

SCHEDULE of Gauge Rods read during the year of 1897.

## ALONG THE LINE OF THE CALGARY AND EDMONTON RAILWAY.

Name of Stream.	Location of Rod	Name of Observer.	Interval of Reading.	Period of Reading.	No. of Diagram showing rise and fall.
Nose Creek. ....	Railway Bridge. ....	John Galbraith, sec. foreman, Calgary.	Daily. ....	June, July, August, September	1
Sheep River. ....	" .....	Thos. Greenwood, sec. foreman, Okotoks.	" .....	Part of June.	2
North Branch of Mosquito Creek.	" .....	Thomas Field, sec. foreman, Nanton.	" .....	June, July, August, September	3
South Branch of Mosquito Creek.	" .....	Thomas Field, sec. foreman, Nanton.	" .....	June, July, August, September	3
Willow Creek. ....	" .....	Martin Wright, sec. foreman, Macleod.	Daily except Sunday.	June, July, August, September, October.	2

## OTHER GAUGE RODS.

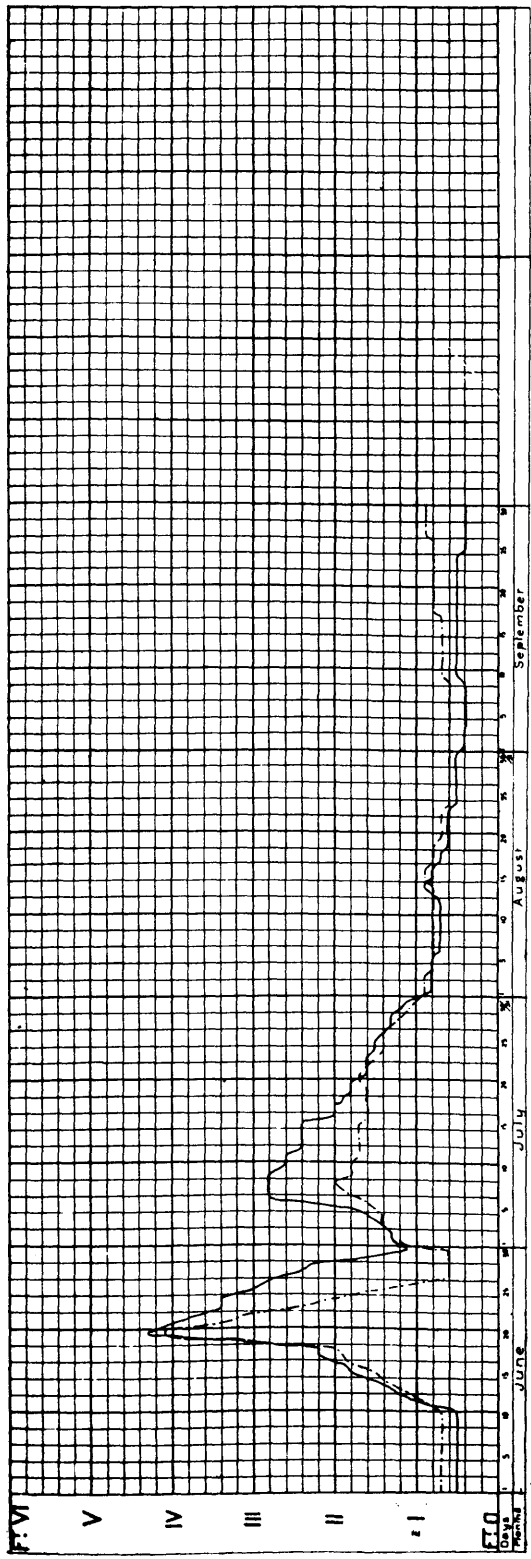
Highwood River. ....	Traffic Bridge, High River Village.	J. C. Bradford, sec. foreman, High Riv.	Daily. ....	Part of June.	4
Fish Creek. ....	Traffic Bridge, Cal. & Macleod trail.	John Galbraith, sec. foreman, Calgary.	" .....	June, July, August, September	1
Oldman River. ....	Traffic Bridge, Macleod W.	G. C. Dupré, Const. N.W.M.P.	" .....	May, June, July, August, September.	5
Pincher Creek. ....	Traffic Bridge, near Village.	P. Bertles, Sergt. N. W.M.P.	" .....	May, June, July, August, September.	4

## NILOMETERS.

Bow River. ....	Traffic Bridge. ....	Chivers Wilson, Irrigation Office, Calgary.	Weekly. ....	May, June, and part of July.	6
Elbow River. ....	On flume Calgary Irrigation Co.		" .....	May and part of June.	

DIAGRAM SHOWING RISE AND FALL OF FISH AND NOSE CREEKS 1897

NO 1

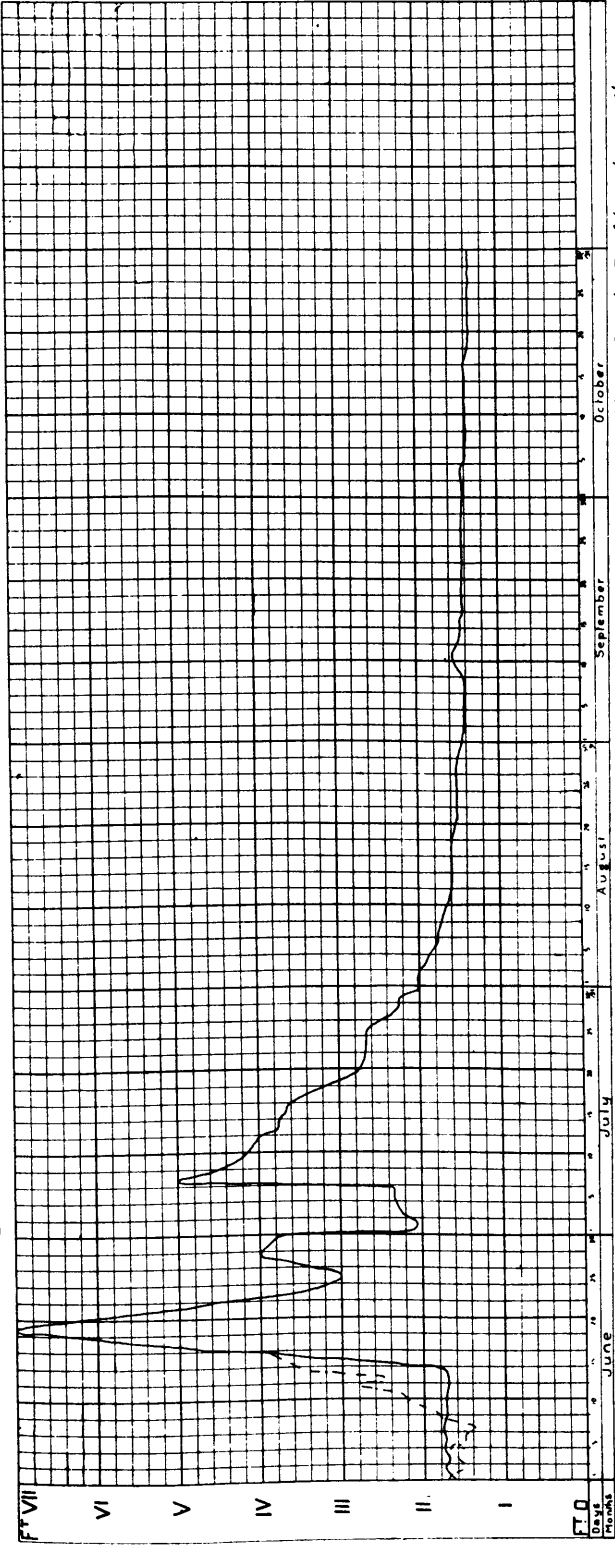


Fish Creek Profile shown thus

Nose Creek Profile shown thus

DIAGRAM SHOWING RISE AND FALL OF WILLOW AND SHEEP CREEKS 1897

No 2.

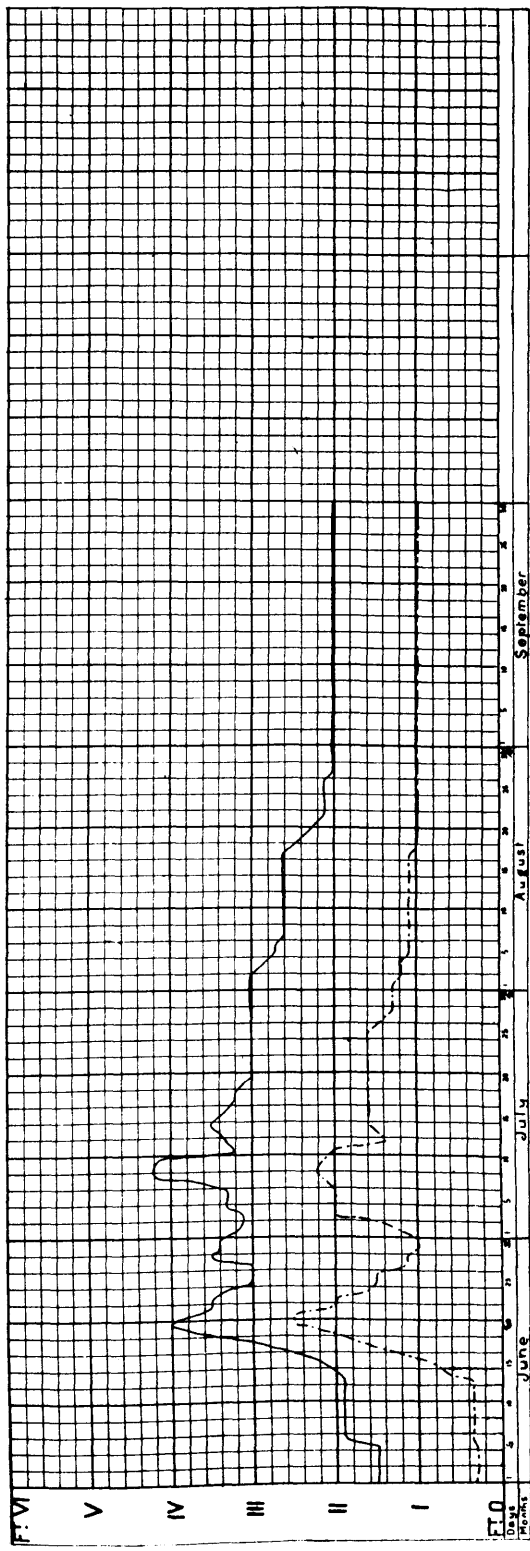


Willow Creek Profile shown thus ~

Sheep Creek Profile shown thus - - -  
June floods carried away Bridge and Gauge Rod

DIAGRAM SHOWING RISE AND FALL OF NORTH AND SOUTH FORKS OF MOSQUITO CREEK 1897

No. 3

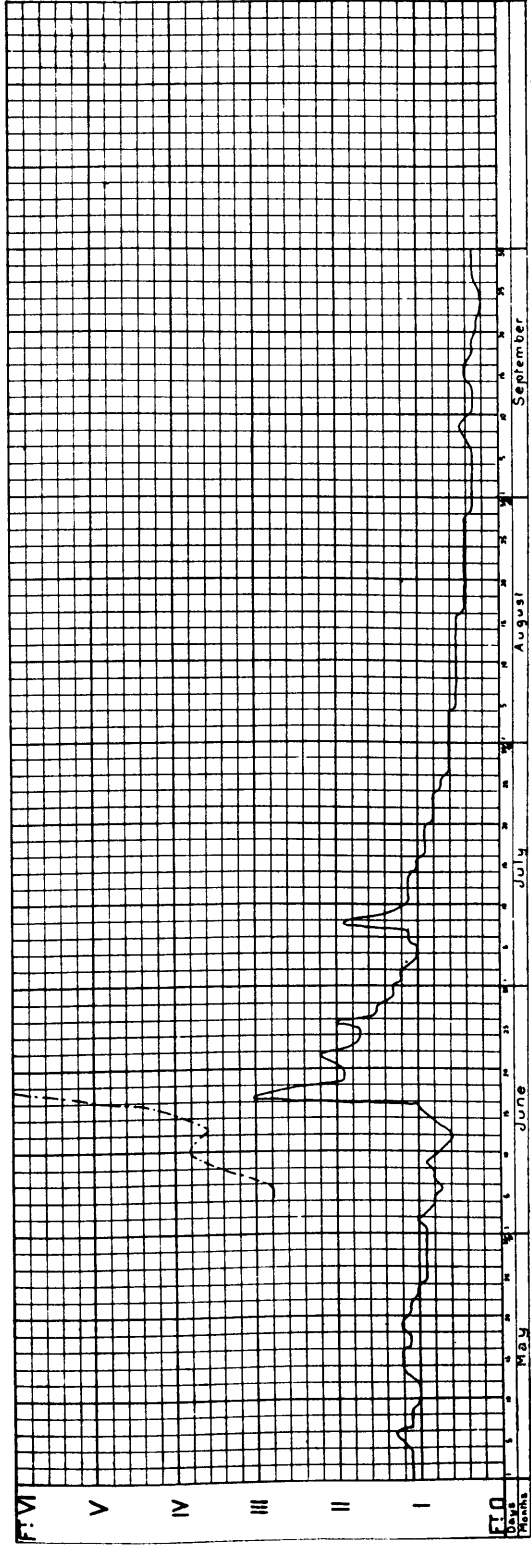


North Fork Profile shown thus ~

South Fork Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF HIGHWOOD RIVER AND PINCHER CREEK 1897

No 4



Highwood River Profile shown thus - - -  
June floods carried away Bridge and Gauge Rod

Pincher Creek Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF OLD MAN RIVER FROM MAY TO SEPTEMBER 1897

No. 5

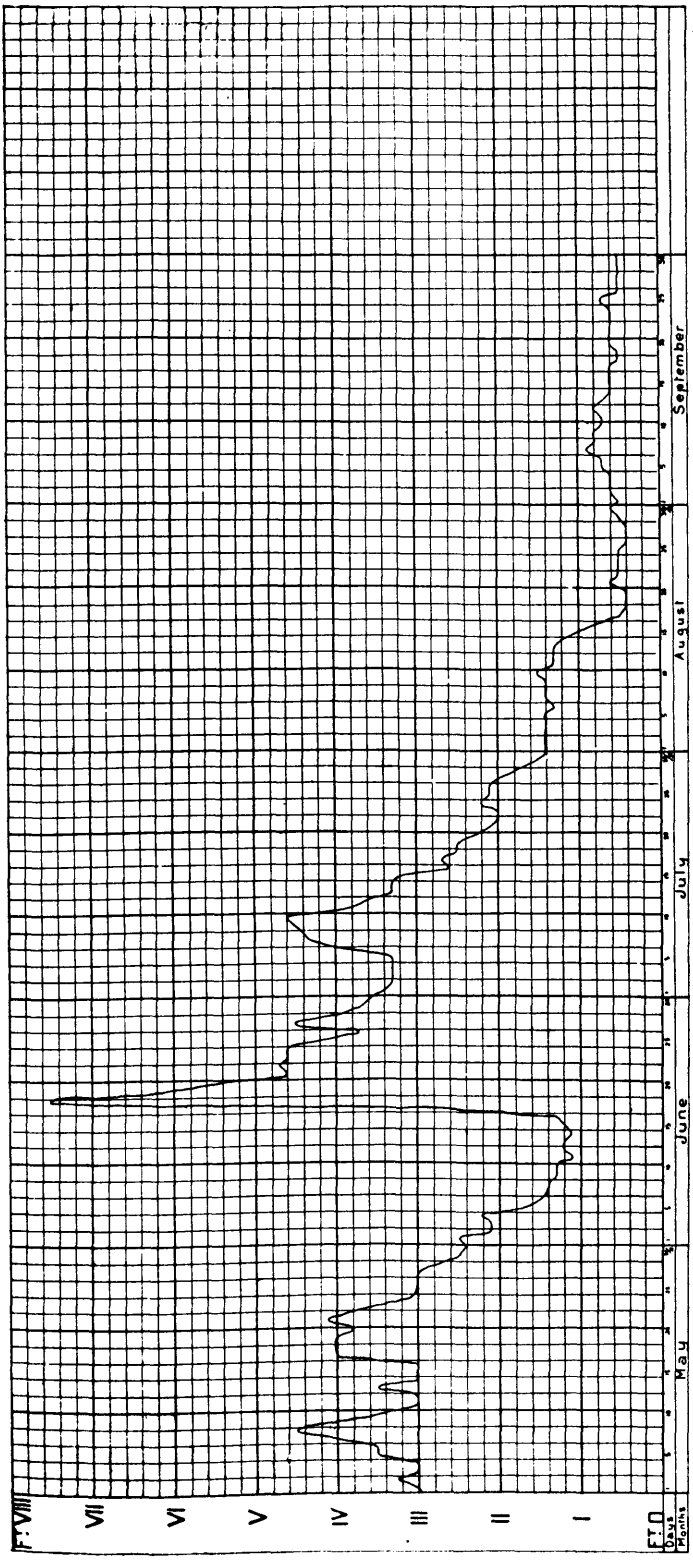
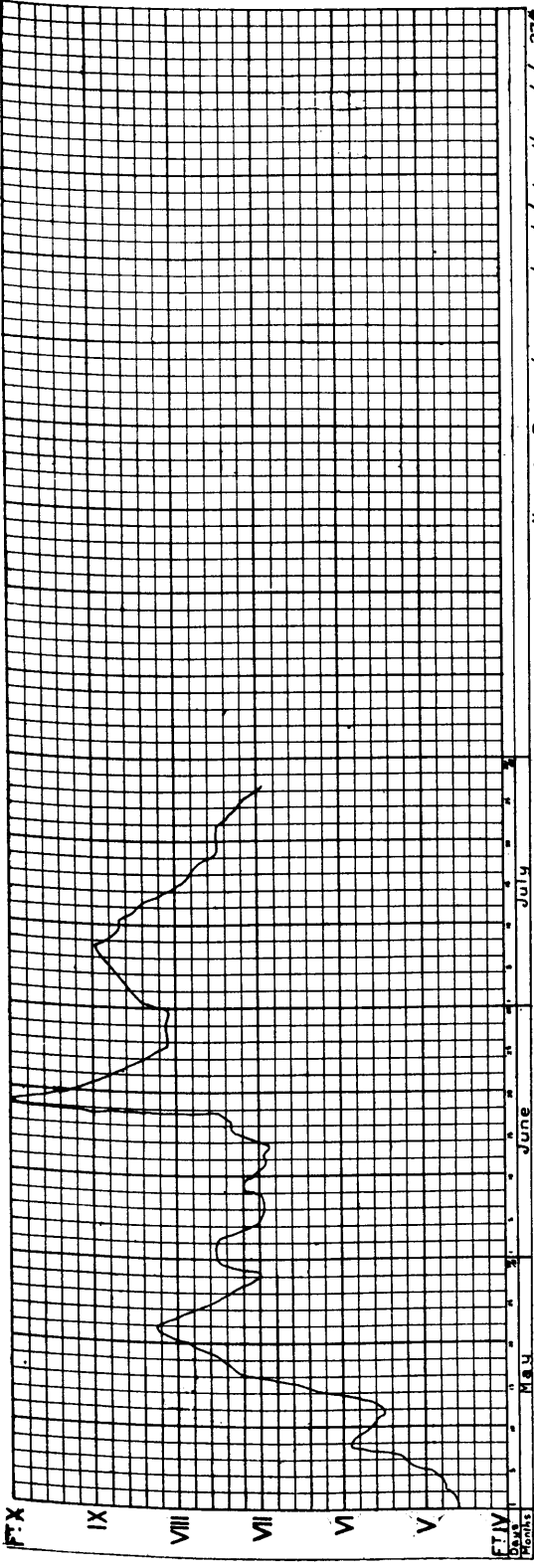




DIAGRAM SHOWING RISE AND FALL OF BOW RIVER FROM MAY TO JULY 1897

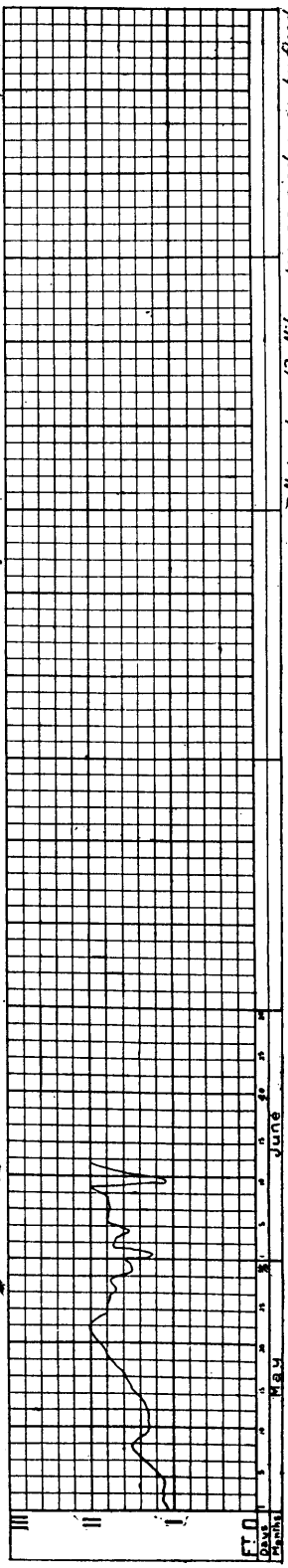
Nilometer Record No 6.



Note. No Records were kept later than July 27.

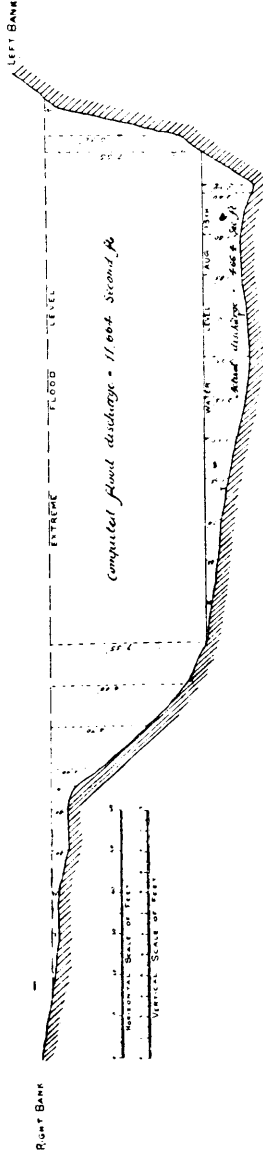
DIAGRAM SHOWING RISE AND FALL OF ELBOW RIVER FROM MAY TO JUNE 1897

Nilometer Record No 7

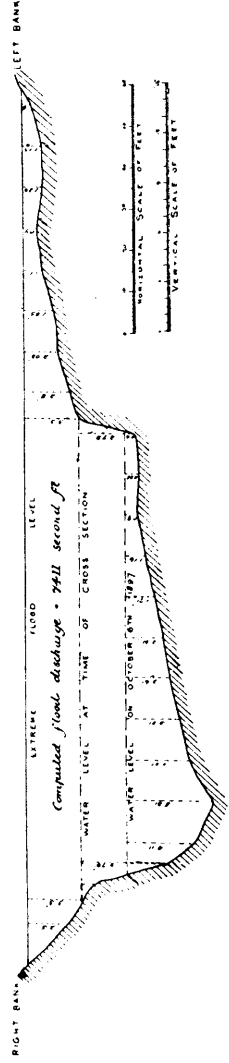


Note. June 12, Nilometer carried away by flood

CROSS-SECTION OF  
HIGHWOOD RIVER  
AT EXTREME FLOOD LEVEL  
JUNE 1897



CROSS-SECTION OF  
JUMPINGPOUND CREEK  
AT EXTREME FLOOD LEVEL  
JUNE 1897



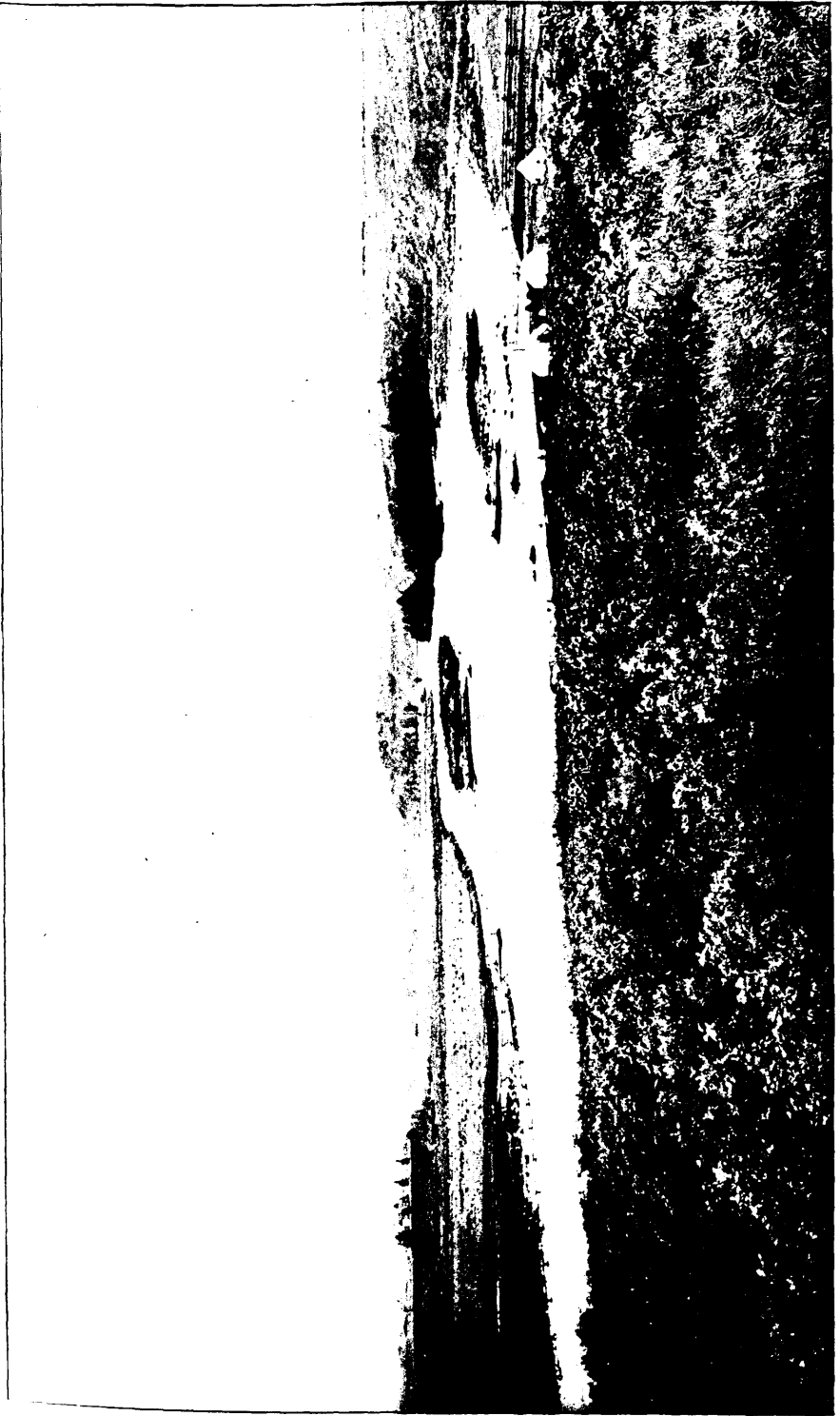


PLATE I.—JUMPING-POUND CREEK AT EXTREME FLOOD, JUNE, 1897.



PLATE II.—LOWER FALLS AND CAVE ON ELBOW RIVER.

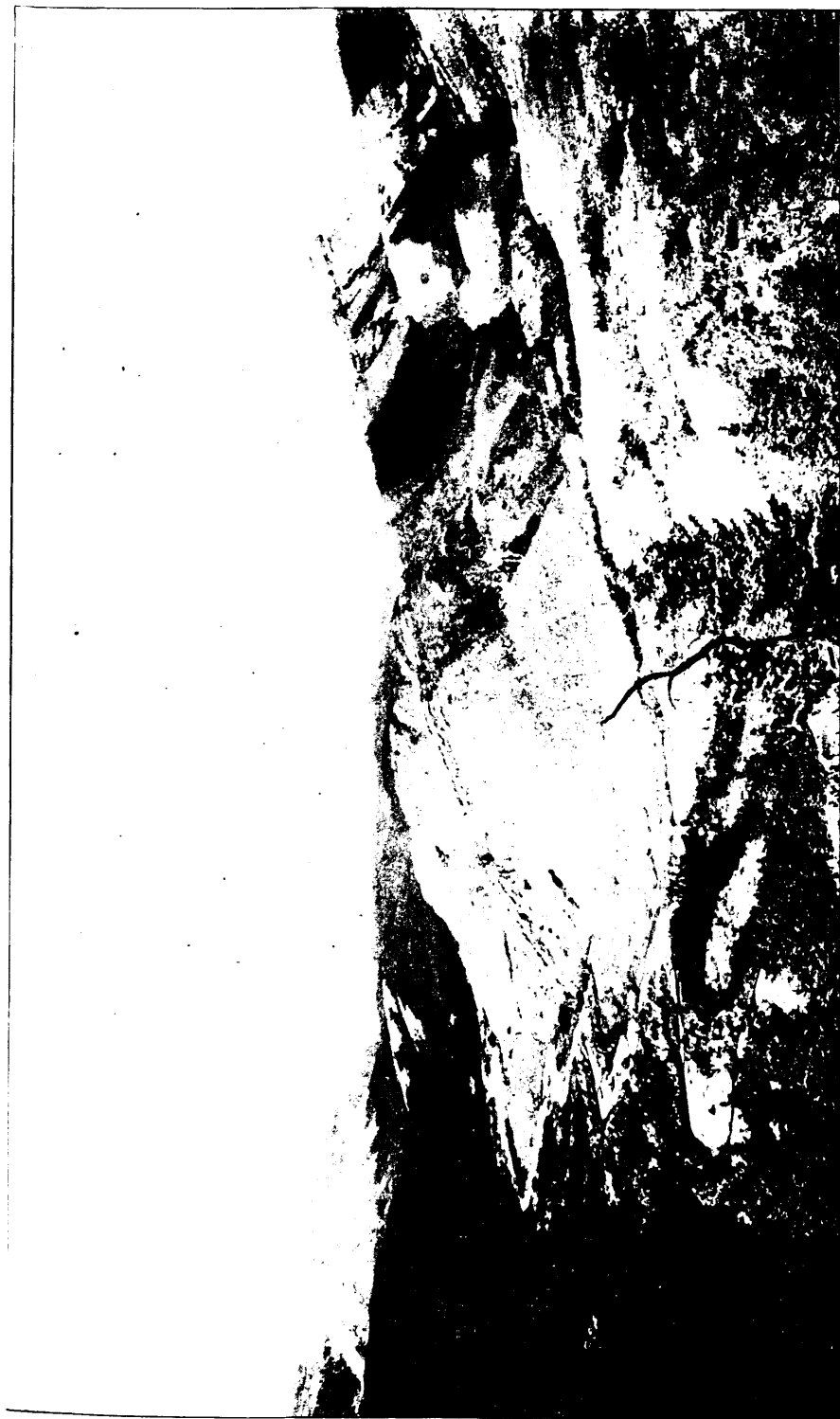


PLATE III.—LOOKING UP HIGHWOOD RIVER FROM THE GAP.



PLATE IV.—SENTINEL MOUNTAIN, SHOWING HEAD OF THE MIDDLE FORK OF HIGHWOOD RIVER (PEKISKO CREEK).



## IRRIGATION SURVEYS, 1898.

REPORT OF ARTHUR O. WHEELER, D.L.S., IN CHARGE.

CALGARY, 20th March, 1899.

J. S. DENNIS, Esq.,  
Deputy Commissioner,  
Department of Public Works,  
Regina, Assa.

SIR,—I have the honour to submit the following report on the operations of the Irrigation Surveys Office at Calgary, Alberta, during the past year.

Under date 23rd of May, 1898, I was directed by the Surveyor General of Dominion Lands to report to you at Regina for instructions with regard to Irrigation surveys, and did so upon the 30th of the same month.

I then proceeded to Calgary and took charge of the Irrigation Surveys office and staff at that place, commencing immediately to organize the parties, and other works detailed to me when at Regina, and in your instructions of June the 7th.

The instructions given to me may be briefly outlined as follows :—

It was proposed to place three parties in the field ; also to retain one assistant in the Calgary office to look after the evaporation and hydraulic investigations being carried on in the vicinity, and at the same time attend to the office work necessary during the summer.

Party No. 1, under my personal supervision in the field, was instructed to continue the photo-topographic survey of the portion of the eastern watershed of the Rocky Mountains, supplying the irrigation belt of Alberta, in the same manner as previously carried on by Division B. of the Irrigation Surveys.

The first work to be undertaken by this party was the completion of the measurement of the base selected in the Highwood river valley last fall ; then having erected primary signals at chosen points, to carry the main triangulation southward to tie on the base and cover the ground to the present southerly limit of the survey ; at the same time latitude and azimuth observations were to be taken. The photographic work and secondary triangulation were next to be extended over the remaining portion of the Highwood river basin and to the drainage basin of the Oldman river. During the latter part of the season, micrometer traverses of Willow creek and the head waters of the Oldman river were to be taken up, and carried east and south from the heads of the respective streams.

The instruments and methods employed were to be the same as in the past.

Party No. 2, was to be organized for the purpose of obtaining sufficient detail within the blocks of which the boundaries had already been accurately levelled to enable a complete contour map to be made, to show, not only the areas susceptible to irrigation, but also the routes by which water could be brought from the various sources of supply to those areas.

For this purpose the gradient-telemeter level (J. Short's patent), manufactured by L. Casella of Holborn Bars, London, England was to be used for the first time on Canadian Irrigation Surveys. It gives the distance and difference of elevation at the one setting by using a fourteen or sixteen foot rod, divided to hundredths ; thus dispensing with the services of two chainmen as well as doing more rapid work, in that it is possible to take differences of elevation up to 150 feet without moving the instrument. With an ordinary level, the limit of difference in elevation for one setting is confined to the length of the rod, usually sixteen feet.



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Briefly, the programme to be adopted was as follows:—Levels were to be carried along the meridian lines of the land surveys system in each township at intervals of two miles, using the gradient-telemeter level; the intervening spaces to be surveyed by the topographer attached to the party in such a manner as would enable complete contour lines to be connected throughout with the corresponding points ascertained by the level on the meridians; thus showing generally the topography and elevation, within the contour interval, of every portion of the township.

It was also desired by the means employed to connect the topography of the foothills section with that of the plains areas, where the elevations become too low, and the contours insufficiently marked, to render photographic methods available.

Party No. 3, was instructed to continue the exploratory surveys commenced last season in Assiniboia, with a view to locating the most suitable points for storage in reservoirs, by the erection of dams, of the spring and freshet discharges of the larger drainage channels, so as to improve the existing water supply for domestic and stock watering purposes; the district to be covered by the survey to comprise that portion of eastern Assiniboia lying east of Moosejaw, south of the Qu'Appelle river, north of township 12, and west of the province of Manitoba.

#### PARTY NO. 1.

During the past winter, the computation of the foothills triangulation, extended southward from the Bow river valley, was brought up to date in the office of the Chief Astronomer to the Department of the Interior, Mr. W. F. King. It was found necessary to reject one of the primary stations, "Hoffmann," and substitute a more elevated point, "Highwood Divide," in the same vicinity.

The change entailed the re-occupation of a number of the primary stations, to obtain the new angles. This work was commenced on the 27th of June, and completed on the 13th of July, considerable delay having been experienced in the meantime owing to smoke from bush fires, and wet stormy weather.

On the 14th, final measurements of the base selected in September of last year in sections 20, 21, 28 and 33, township 18, range 3, west of 5th meridian were commenced a short distance above Ings Bros.' ranch on the north side of Highwood river.

A brief sketch of the methods employed may not be amiss.

Two measurements were made with a steel tape, supplied by Messrs. Keuffel & Esser of New York. It is 100 metres in length,  $\frac{3}{16}$  of an inch wide and graduated on each side of the initial point and of the terminal points of each twenty five metres to millimetres for a space of five centimetres. There are no handles, but at each end an elongated ring to be used in stretching the tape.

The makers have furnished a certificate stating that the tape agreed with their standard at a temperature of 62° Fahr. under a 40 lb. pull when unsupported, except at the ends, and a 4 lb. pull when supported throughout its length.

The ground was first measured roughly, and wooden hubs, of not less than six inches diameter, set solidly at the end of each 100 metres. During the fall of 1897, levels had been carried over the base and grades selected for the measurement; the tops of the hubs were now aligned for their respective grades.

The tape was next suspended between the hubs, resting lightly upon them at the initial and terminal points of the 100 metres and supported at seven intermediate points  $12\frac{1}{2}$  metres apart, the supports being set to grade.

The supports consisted of tripods. From the apex of each, a copper wire hook was suspended by a hempen string; on these the tape rested.

Thermometers were placed respectively at 25, 50 and 75 metres; in each case, the mercury bulb rested upon the tape and was fully exposed. At certain points during the measurement, distinctly appreciable differences were noted in the readings of the three thermometers for each 100 metres, due probably to differences in elevation above the ground owing to inequalities of the surface, and in several cases to being suspended above water or damp ground.

An ordinary spring balance gave the desired tension.

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A specially devised apparatus was used to stretch the tape. When stretched at the required tension, silver headed tacks were driven in the hubs and the initial and terminal index marks brought over them; then, using strong magnifying glasses the positions of the index points were marked simultaneously upon the tacks by a sharp knife edge. The temperatures were taken immediately before, and after this operation. When moving forward to record another 100 metres, no attempt was made to register the hind index of the tape with the mark on the tack made for the front index of the previous measurement; instead, an independent measurement was made at whatever place upon the hubs the tape index happened to come when stretched, and fresh tacks were driven. The difference between the two registrations was then scaled by a boxwood scale divided to  $\cdot 0005$  metres, and applied as a plus or minus quantity to the measurement by account.

Two complete measurements of the base were made; one from south to north, with a 30-lb. tension; the other from north to south with a 20-lb. tension.

The range of temperatures within which measurements were taken was  $25^{\circ}$ , viz: from  $49^{\circ}$  to  $74^{\circ}$ ; the large majority, however, were within a very much smaller range.

Near the commencement of the measurement from south to north a comparison was made with D.L.S. standard tape No. 21, 66 feet in length, and at the same place near the finish of the measurement from north to south; a corresponding programme was observed in comparing the standard.

The field records were forwarded to Mr. W. F. King, the Chief Astronomer to be computed in his office. His discussion on, and deduction of results are here given.

## CALCULATION OF THE LENGTH OF THE BASE AT INGS.

The length of the base was approximately 3,500 metres, and was measured by 35 stretchings of a steel tape 100 meters long from hub to hub. The exact distance between the ending of one stretching of the tape and the beginning of another was measured by a boxwood scale divided to  $\frac{1}{2000}$  of a metre.

The tensions at which the tape was stretched were measured with a spring balance.

The temperatures were read by three thermometers at 25 metres, 50 metres and 75 metres from either end of the tape.

The relative elevations of the hubs were determined by means of an engineer's level.

The elevation above the sea was determined by levelling from a known datum.

The points to be considered are:—

- (1) Length of the tape used.
- (2) Correction for tension.
- (3) Correction for temperature.
- (4) Correction to the horizontal.
- (5) Correction to sea level.

(1.) *Length of tape.*—It has not yet been practicable to make a direct comparison of the tape with the Dominion standard measure. The makers of the tape (Keuffel & Esser Co.), however, state that the tape was correct at  $62^{\circ}$  Fahr. with a tension of 4 lbs. when supported along its entire length and with a tension of 40 lbs. when hanging, the comparison having been made with a United States standard measure.

Using this a computation of the catenary gives the length of the tape at zero tension when supported along its entire length to be 99.9959 metres.

A comparison of the distance between hub No. 4 and hub No. 5, by the 100 metre tape, and by the D. L. standard tape No. 21, indicates that the 100 metre tape is 2.07 inches, or  $\cdot 0526$  metres, too long. See appended calculation. This would require an addition to the length of the base of 1.8410 metres. But the test of tape No. 21 was made several years ago, October 1891, and January 1892, and the tape may have been stretched by use. Therefore, more reliance has been placed in Keuffel & Esser's test, and the result from it has been used.

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The length of the base, as measured with the 100 metre tape before mentioned was

By south to north measurement.....	3499·2268 metres
By north to south " .....	3499·6617 "

From each of these must be subtracted the correction to true length of tape =  $\cdot 0041 \times 35 = \cdot 1435$  metres, making the lengths

South to north.....	3499·0833 metres
North to south.....	3499·5182 "

(2.) *Correction for tension.*—The investigation of the catenary, above referred to, gives the extension of the tape for each pound of tension (when supported along its whole length) to be  $\cdot 001025$  m. This co-efficient agrees nearly with that determined by many observations on tapes of the Dominion Lands standard pattern, due allowance being made for the greater cross-section of those tapes. Hence it has been adopted, pending the determination of a more precise value by direct observations.

The sum of the tensions during the south to north measurement was 1,053 lbs., and during the north to south measurement 706 lbs.

The correction for tension is, therefore :

To the first measurement.....	+ 1·0793
" second " .....	+ ·7236

The above is on the assumption that the tape was lying flat. But it was not completely supported ; it was hanging in 8 lengths of  $12\frac{1}{2}$  metres each.

The computed difference in distance between the ends of the tape due to the sag between the supports is for 20 lbs.  $\cdot 02208$  m. ; for 30 lbs.  $\cdot 00102$  ; and for 40 lbs.  $\cdot 00057$ .

The average tension during the first measurement was about 30 lbs. Thus the correction is  $\cdot 00102 \times 35 = \cdot 0357$  m.

The tension for the second measurement averaging 20 lbs. We have for it the correction,  $\cdot 00228 \times 35 = \cdot 0798$  m.

Hence we have for the corrected lengths :—

South to north measurement.....	3500·1269 metres
North to south " .....	3500·1620 "

(3.) *Correction for temperature.*—The coefficient of expansion of steel is given in the Smithsonian Physical Tables as  $\cdot 00001095$  for  $1^\circ$  centigrade, which is equivalent to  $\cdot 00000608$  for  $1^\circ$  Fahrenheit, or  $\cdot 0006$  of a metre on 100 metres.

The average of the temperature for the first measurement was  $\frac{2}{3}$  of a degree above  $62^\circ$ .

The average of the second measurement  $4\frac{1}{3}$  of a degree above  $62^\circ$ .

Thus the correction to the first =  $26 \times \cdot 0006 = + \cdot 0156$ .

And to the second =  $4\frac{1}{3} \times \cdot 0006 = + \cdot 0025$  making the lengths, as corrected.

For the first.....	3500·1425
For the second .....	3500·1645

(4.) *Correction to the horizontal.*—The base was divided into ten "grades." The upper surfaces of the hubs in each grade were placed in the straight line joining the hubs at the ends of the grades. The relative elevations of the terminal points of the grades were determined by levelling.

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The following formula was used :—

Let  $a$  be the measured length.

Let  $x$  be the horizontal length.

Let  $b$  be the difference of level.

Then  $a^2 - x^2 = b^2$  and the correction to the horizontal  $= a - x = \frac{b^2}{a+x} = \frac{b^2}{2a}$

very nearly.

$b$ , being given in feet, had first to be reduced to metres.

The corrections so determined for several grades were :—

Grade	Metres.
1	·0009
2	·0095
3	·0096
4	·0038
5	·0125
6	·0009
7	·0036
8	·0056
9	·0042
10	·0014
Total	·0520

This correction is applicable to both measurements, making them 3500·0905 and 3500·1125.

The mean of them is 3500·1015 and the difference between them which is a test of the accuracy of the work, is 22 millimetres, or ·86 of an inch, or 1 in 160,000.

(5.) *Reduction to sea level.*—The mean elevation of the base is 27·5 feet above the hub at the south end of the base.

The elevation above the sea of the south end as determined by spirit levelling is 4,194 feet :

Thus the mean elevation of the base is 4,166·5 feet above sea level.

The latitude of the place is  $50^{\circ} 32'$  approximately.

The resulting correction to sea level is 0·6965 m.

And the reduced length of the base is 3499·4050 metres (of the United States Standard).

## RESUMÉ.

	South to North.	North to South.
Measured length	3499·2268	3499·6617
Correction to standard	-·1435	-·1435
“ for tension	+1·0793	+·7236
“ for “sag.”	-·0357	-·0798
“ for temperature	+·0156	+·0025
“ for horizontal	-·0520	-·0520
“ to sea level	-·6965	-·6965
	<hr/> 3499·3940	<hr/> 3499·4160

Comparison of 100 metres tape with standard 66 feet tape No. 21.

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*From Hub 4 to Hub 5, going North.*

Distance (5 chs) from hub 4 to hub 8a at 10 lbs. tension average temperature 59.6, uncorrected for temperature .....	3959.7050
Correction to ends of 100 metre tape = $\frac{839.7 - 7.2}{40}$ = .....	20.8125
	<u>3938.8925</u>
Correction to tape 21 (tape No. 21 appears to be of standard length, see records of Board of Examiners) to temperature 60° = .4 x 5 x .0051 .....	.0104
Corrected distance by tape No. 21 = .....	<u>3938.8821</u>
Distance by 100 metres tape .....	99.9760
Correction for tension 30 lbs .....	+ .0264
Correction for sag .....	- .0010
Correction for temperature 62.3 - 62 = .3 x .0006 = .....	+ .0002
	<u>100.0016</u>
	39.37079
	<u>3937.1420 in</u>
∴ 100 metres tape is too long .....	<u>1.7401 "</u>

*Going South.*

Distance by 66 feet tape, 10 lbs. tension, average temperature 64.1.	3959.3300
Corrections to ends of 100 metres tape $\frac{872.3 - 43.9}{40}$ = .....	20.7100
	<u>3938.6200</u>
Correction for temperature 64.1 to 60° = 4.1 x 5 x .0052 = .....	+ .1066
Corrected distance by tape No. 21 .....	<u>3938.7266</u>
Distance by 100 metres tape .....	99.9619
Correction for tension 20.5 lbs .....	+ .0168
Correction for sag .....	- .0023
Correction for temperature (68.2 - 62.0) x .0006 = .....	+ .0037
	<u>99.9801</u>
	39.37079
	<u>3936.3055 in</u>
∴ 100 metres tape is too long .....	<u>2.4211 "</u>

Mean of the two results tape = 2.0806 too long.  
 Correction for sag of the 66 ft. tape .0072.  
 Final result: 100 metre tape too long 2.0734 in.

W. F. KING.

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OTTAWA, 17th March, 1899.

Base measuring completed on the 30th of July, the primary triangulation was again taken up, and the work of expanding from the base just measured carried on until August the 11th, when it had to be discontinued owing to heavy smoke from bush fires, probably in the vicinity of Crow-nest pass. The smoke had been strongly in evidence for some time, but had not proved an obstacle until it became necessary to sight on signals at a considerable distance. Diagram No. 1, attached hereto, shows the position of the base in the Land Surveys, and the expansion from it to connect with "Okotoks," and "Whaleback," the two most southerly stations of the primary triangulation extended southward from one of the sides of the triangulation up the Bow river, by D.L.S. Drewry, previously referred to on page 58 of the General Irrigation Report for 1896.

Plate No. 1, shows the position of Ings Bros. ranche, and immediately to the south of it, the flat on which the base was measured. Near the left hand side of the picture, in the distance, will be seen where the trough of the Highwood river cuts the flat in two; the south end of the base was here situated within 200 feet of the river bed. The north end was located close to Mr. Fred. Ings' house at the base of the hill. The line cut through the low dip covered by brush, extending northwards in the centre of the flat. From south to north end of base there is a fall of 43 feet.

As no further angle reading could be done for the time being, an inspection was made of two small ditches with a view to the issue of final license for water rights; also of a small lake on the height of land between Sheep and Highwood rivers, from which it had been proposed to divert water into Ings creek (shown on Plate 1), and so to irrigate portions of the flats along the north side of Highwood river, the low water flow of Ings creek not being sufficient. The inspections were completed on the 15th of August; they are referred to below in greater detail.

The smoke was still very dense, so it was decided to move the main camp to the head of the middle branch of Highwood river, now named Pekisko creek, and by means of a flying camp proceed down Salter creek to the valley of Cataract creek and up the same to the head of the north-west branch of Oldman river, and there commencing a micrometer traverse, carry it southward as far as possible from the main camp.

In the 1897 General Report, W. J. Mackenzie, first assistant to division "B," describes the traverse of Cataract and Salter creeks at some length. He did not however, reach the head of the former stream, his progress being stopped by the dense growth of timber and the rough character of the valley through which the stream flows.

On the 16th of August, main camp was established on Pekisko creek, about five miles below Sentinel mountain, where the stream rises, and on the 19th, a flying camp was pitched on the divide between Cataract creek flowing to Highwood river, and the north-west branch of Oldman river.

It quickly became evident that a micrometer traverse would be a work of much time and labour, owing to the dense growth of timber in the valleys throughout this section, and it was decided to make a camera survey, notwithstanding the smoke still hanging heavily over the landscape.

Under the atmospheric conditions prevailing at the time, camera work was both unsatisfactory and uncertain, necessitating the occupation of a large number of stations close together and a range of view not exceeding three or four miles. The results, however, have on the whole been sufficient, and the data obtained will provide a fairly good map representation.

The survey embraces a portion of the section shown on Dr. G. M. Dawson's geological map of the Rocky mountains (published in 1886) as the Crow-nest trough, comprising the wide, heavily timbered valley lying between the Highwood and Highrock ranges.

The map referred to is one of very great value, and is remarkable for the skill, accuracy and detail with which the very large area embraced has been shown, considering the rapid nature of the survey.

Extending southward as far as the work was carried and northward to the Highwood river, the country is covered by a dense growth of green timber, spruce, pine and tamarac, the latter chiefly on the divide between the two systems of drainage.

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There are areas that have been burnt over, but they are not numerous, and are in most cases thickly covered by second growth pine (*Pinus Murrayana*). The timber generally is not very heavy, but is very thickly distributed; the largest trees will not exceed two and a half feet on the stump and the majority are much smaller.

These timbered areas are of immense value to irrigation; for, not only do they attract precipitation, but also conserve the moisture and distribute it gradually throughout the summer, thus acting as natural reservoirs. The greatest care should be taken to preserve them from devastations by fire. Some idea of the extent and distribution of the timber may be obtained from Plates II. and III.

The survey of the northwest branch was discontinued on the 2nd of September and the party returned to the main camp on the 3rd.

While the photographing was in progress, signals were set and a triangulation extended over the country occupied by the camera for the purpose of fixing the stations. A tie was effected on the north branch of Highwood river with the triangulation of the previous season.

Signals were now set along the valley of the Livingstone river, or north branch of Oldman river, and a survey commenced on the 16th of September, similar to that of the northwest branch, although the smoke was still very dense.

In the interim, a primary signal had been placed on the northerly group of the Porcupine hills, or those lying north of Willow creek.

The Livingstone river heads in the south slopes of Sentinel mountain, deriving its initial supply from bodies of snow lying in the amphitheatres surrounding its source (see Plate IV). It then flows south along the western edge of the south end of the Highwood range hugging the line of lower sandstone elevations connecting the Highwood and Livingstone ranges and forming a break in the heretofore bold and rugged limestone escarpment of the mountains.

An Indian pack trail climbs Sentinel mountain from Pekisko creek and extends south along the valley of the stream. From the valley of the Livingstone river, the camera survey was extended sufficiently far west to join with that of the northwest branch of Oldman river, and eastward to embrace as much as could be seen of the lower foot-hills in the neighbourhood of the various streams joining to form Willow creek. The triangulation also was connected with that of the northwest branch and a tie made with the triangulation on the east side of the Highwood range.

On the 24th of September, your telegram instructing me to meet you at Calgary, was delivered on Sentinel mountain, by a Blackfoot Indian.

The weather being stormy and smoke still a hindrance to good photographic work, it was decided to bring in the party, with the intention of reducing its strength and making an attempt to complete the primary triangulation later on, when the customary September snow storm should have dissipated the smoke.

The party was now reduced to two assistants and a cook, and on the 12th of October, a move made south, and work commenced again at the primary triangulation.

Only three stations were occupied; a series of snow storms set in, rendering angle reading impossible along the western side of the triangulation ladder.

On the 3rd of November, the attempt was given up, and the party returned to Calgary, and was disbanded.

## SUMMARY OF WORK PERFORMED.

Primary stations occupied .....	10
Angles read .....	87
Secondary stations occupied .....	15
Angles read .....	170
Camera stations occupied .....	42
Views taken .....	189

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## PARTY No. 2.

The party was placed in charge of Mr. R. W. Macintyre, C.E., who has for several years been employed upon irrigation surveys.

It comprised, in addition to the chief, a topographer, a rodman, a teamster, and a cook, with the necessary transport and camp equipment.

The following instruments were used: gradient-tel-meter level, ordinary Y level, three-inch magnetic compass and tripod, prismatic compass, aneroid barometer, hand level and odometer.

The section of country in which operations were carried on lies north of the Bow river, extending east to range 26, west of the 4th meridian, and north of township 26; south of the Bow river and west of Highwood river, extending south to township 18; on the west the work is limited by the foot-hills.

This section was selected for a first trial of the methods proposed for the reasons that a considerable portion of it is well settled, that there are a number of irrigation enterprises either in operation or projected within the boundaries named and that the portion lying to the north and east of the Bow river will eventually be served by the Bow river irrigation canal system, of which a preliminary survey was made by Division A of the Irrigation Surveys in 1895-96; and, finally, that it is desired to join the topographical surveys of the plains areas and the foot-hills watershed.

Work was commenced on the 16th of June and carried on continuously until the 7th of October, a period of three and two-thirds months. Although the entire section laid out was not covered, yet the levelling and topography was completed over an area of 776 miles, which, taking into account the facts that the methods were introduced for the first time on our irrigation surveys and that the field work was closed down sooner than originally intended, may be considered as a fair season's work.

Before closing for good, Mr. Macintyre with one member of his party made surveys at High River village for the purpose of diverting the course of Highwood river from its present channel, to prevent the serious inroads now being made upon the village territory during each spring at high water, or in the time of excessive flood, as in June 1897. The work has since been carried on by the Public Works Department of the Northwest Territories Government, and it is understood, is nearing completion.

A survey was also made of a canal to take water from Highwood river, not far above the village, and conduct the same to the head of the Little Bow river, thereby insuring a constant flow in that stream. For a number of years back the Little Bow has not had a steady flow throughout the summer, the water lying at intervals in stagnant pools during the autumn months. As a large section of stock-raising country is dependent upon the stream for its water supply, the canal as soon as completed will be a permanent benefit.

Mr. Macintyre's report in detail of his season's operations will be found attached hereto.

## PARTY No. 3.

Mr. J. T. Child, C.E., was in charge of party No. 3.

The purpose for which it was placed in the field has already been stated.

The organization of the party took place at Regina; in addition to the chief, it consisted of an assistant, a rodman, a teamster, and a cook, with the necessary transport and camp equipment.

The work entailed the use of the following instruments: an ordinary Y level, sixteen-foot rod, three-inch magnetic compass with tripod, Lallié current meter, hand level, 100-foot and 66-foot steel band chains.

The beds of the principal streams were travelled along until a suitable site for a reservoir was found, then the position for the dam to create the reservoir was located and information obtained to enable a report to be made of the dimensions, cost of construction and facilities for obtaining material required.

Levels taken in conjunction with a compass traverse gave the superficial area, and an approximate of the capacity. At the same time, a tie was effected with the land survey lines, and the position of the site by section, township, and range established.



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The levels have been referred to a permanently planted bench-mark, marked with the letters B.M. and the broad arrow, so that when the block outline system of levels, applied in Alberta, is extended to this section, they can be incorporated.

Measurements of the velocity of flowing streams were taken with the Lallié current meter, to allow a determination of discharge to be made; at the same time high water and flood levels were recorded from existing indications, and the fall of the stream ascertained so that the discharge at these stages could be computed by the use of Kutter's formula.

The latter method was also applied in the case of streams not flowing.

In addition to the work referred to, Mr. Child examined the dams on the Qu'Appelle river at Fort Qu'Appelle and Katepwe and obtained the necessary data for their reconstruction. The necessary surveys also were made for the construction of a dam on a tributary of Cussed creek in the Yorkton district, to divert the flow from the stream named to certain lakes lying to the south and southeast of the point of diversion, by this means filling the lakes, and improving the water supply of the district.

A detailed report from Mr. Child, accompanied by illustrative plans, is appended.

#### DITCH INSPECTION.

Four ditches were inspected during the summer and duly reported upon, section 24 of the Northwest Irrigation Act requiring that upon completion of the works, an inspection be made prior to the issue of a final license for water rights. The ditches are as follows:—

1. The late James A. Macmillan's ditch, heading from Sheep river in the southeasts quarter of section 7, township 20, range 2, west of 5th meridian; to irrigate 799 acres of land.

The main ditch is 1.87 miles long. As at present constructed, the structures are good but the ditch somewhat out of repair; it will supply water to the lands enumerated in the application, but will first require to be enlarged and extended.

2. Samuel Howe's ditch, heading from Macabee creek, a tributary of Sheep river, in the northwest quarter of section 30, township 19, range 3, west of the 5th meridian; to irrigate 252 acres. The system is very crude, but sufficient to irrigate the lands named in the application. The supply of Macabee creek is limited, and excepting at highest water, is not sufficient to fully supply this claim. Unless the supply be considerably augmented by storage no other rights can be given above Howe.

3. Malcolm T. Millar's ditch, heading from a tributary of Sheep river in the northwest quarter of section 2, township 21, range 3, west of the 5th meridian; to irrigate 165 acres.

The ditch and structures were found to be in accordance with the statements of his application, and sufficient to irrigate the land named; the ditch is out of repair but can readily be placed in a serviceable condition.

4th. John and Samuel Hamilton's ditch heading from springs in the northwest and southwest quarters of section 9, township 22, range 2, west of 5th meridian; to irrigate 60 acres. Up to the present time, no work has been done in connection with the application.

5th. A ditch constructed under the authority of the Superintendent General of Indian Affairs, to divert water from Battle river at a point near the Roman Catholic mission on Bobtail's Indian reserve, to be used for power purposes in connection with a grist, saw, and shingle mill erected on Samson's Indian reserve. The structures proved to be quite sufficient for the purpose and in accordance with the application. A series of narrow channels and sloughs along the river flat have been utilized to convey the water diverted, ditch connections being made at necessary points between to shorten the distance and facilitate the flow. Immediately above the mill, a somewhat larger slough has been utilized to construct a mill-pond; considerable embanking has been done on one side and an efficient waste-way put in. The grist mill is built on the edge of an old bed of the river. It is a solid little building in a good state of repair; appended to it are two circular saws and a shingle mill. Generally the system is in good order, and competent to supply the wants of the Indians.

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An inspection also was made of a small lake situated in section 13, township 19, range 4, west of the 5th meridian, with a view to diverting water to Tongueflag and Ings creeks, small tributaries of Highwood river, and so increase the supply of these streams.

It was found impossible to report favourably in this connection, for two reasons: first, it was very doubtful if the available supply would more than replenish the loss from the lake through natural causes; second, the natural overflow drained to Sheep river, and provided the water from the lake could be used for irrigation purposes, it could more readily be applied to hay lands on the flats above that stream.

## SCHEDULE of Bench Marks established by Party No. 3 in 1898.

No.	Location.	Remarks.
1	In road survey mound, at N. E. corner of N. W. $\frac{1}{4}$ of Sec. 27, Tp. 19 Range 12, W. of 2nd Mer.	Elevation being 11.51 feet above water in Fishing lake on July 4, 1898. This was placed in connection with dam now finished across the outlet of the lake.
2	In mound at N. E. corner of S. E. $\frac{1}{4}$ of Sec. 19, Tp. 17, Range 13, W. of 2nd Mer.	Elevation 223'39 feet above rail of C. P. R. opposite station at Indian Head. Station house since moved $\frac{1}{4}$ of a mile, or so, west. This B. M. is also 28'90 feet above the top of proposed dam in N. W. $\frac{1}{4}$ of Sec. 20, Tp. 17, Rge. 13, W. of 2nd Mer.
3	In mound at N. E. corner of S. E. $\frac{1}{4}$ of Sec. 32, Tp. 17, Range 13, W. of 2nd Mer.	Elevation 141'35 feet above rail at C. P. R. station at Indian Head, as above. This cannot be guaranteed as absolutely correct.
4	In mound at N. E. corner of N. E. $\frac{1}{4}$ of Sec. 14, Tp. 18, Range 13, W. of 2nd Mer.	Elevation 1'89 feet above rail of C. P. R. at Indian Head, as above.
5	In mound at N. E. corner of S. E. $\frac{1}{4}$ of Sec. 24, Tp. 17, Range 12, W. of 2nd Mer.	Elevation 47.51 feet above proposed top of dam in N. E. $\frac{1}{4}$ of Sec. 24, Tp. 17, Rge. 12, W. of 2nd Mer.
6	In mound at N. E. corner of N. E. $\frac{1}{4}$ of Sec. 14, Tp. 17, Range 12, W. of 2nd Mer.	Elevation 5 feet above proposed dam in Sec. 23, Tp. 17, Rge. 12, W. of 2nd Mer.
7	On top of iron bar in mound at N. E. corner of N. E. $\frac{1}{4}$ of Sec. 36, Tp. 16, Range 8, W. of 2nd Mer.	Elevation 88'72 feet below surface of Pipestone lake in Sec. 8, Tp. 16, Rge. 7, W. of 2nd Mer. (Aug. 6, 1898), and 41.19 feet below level of spring flowing 2 $\frac{1}{2}$ galls. per minute in S. W. $\frac{1}{4}$ of Sec. 31, Tp. 16, Rge. 7, W. of 2nd Mer. This B. M. is also 25'18 feet above rail opposite C.P.R. station at Grenfell; total elevation of Pipestone lake above latter being 113'90 feet. Proposed source of soft water supply to the town of Grenfell is therefore suggested from this lake, and fresh water from the spring above mentioned.
8	On C. P. R. rail over east end of trestle No. 233, over creek in S. E. $\frac{1}{4}$ of Sec. 12, Tp. 17, Range 8, W. of 2nd Mer.	This B. M. is 3'01 feet above top of proposed dam in S.E. $\frac{1}{4}$ of Sec. 12, Tp. 17, Rge. 8, W. of 2nd Mer., and 24'89 feet below rail opposite C. P. R. station at Grenfell, above mentioned. The creek is marked Summerberry creek on maps, but is locally known as Patterson creek, a branch of Summerberry creek.
9	In mound at N. E. corner of N. E. $\frac{1}{4}$ of Sec. 5, Tp. 18, Range 8, W. of 2nd Mer.	Elevation 17'00 feet above top of proposed dam in S. W. $\frac{1}{4}$ of Sec. 4, Tp. 18, Rge. 8, W. of 2nd Mer.

The bench marks given above have been placed by party No. 3, at corners of the land surveys system close to the points where the practicability of building dams for the creation of reservoirs has been ascertained.

The elevations given are compared with other comparatively known points; a tie also has been effected, in each case, with the levels taken in connection with the reservoir sites, by levelling to the bench mark planted at the land surveys corner and obtaining the direction and distance by the use of the compass and chain.

The bench marks placed consist of the usual iron bars, marked with the letters "B. M.", and the broad arrow.

It is intended, when the topographical survey now being carried on in Alberta is extended to this section, to utilize these bench marks to incorporate the levels now taken for the reservoir sites with those subsequently taken for topographical representation of the surrounding country.

The bench marks have not been numbered pending the extension of the surveys. In the schedule they are numbered in the consecutive order in which they were planted.

SCHEDULE of Mean Temperature for 1898.

Month.	Swift Current, Assa.	Chaplin, Assa.	Regina, Assa.	Battleford Sask.	Pincher Creek, Alta.	Calgary, Alta.	Macleod, Alta.	Medicine Hat, Assa.
Latitude, N.....	50° 20'	50° 27'	50° 27'	52° 41'	49° 00'	51° '02	41° 49'	50° 01'
Longitude, W....	107° 45'	106° 40'	104° 37'	108° 30'	114° 00'	114° '04	113° 11'	110° '37
Elevation above sea level.	2439	2202	1885	1620	3750	3406	3060	2161
January .....	17.2 a	8.0 a	6.2 a	5.0 b	24.9 a	20.9 a	28.7 a	19.6 a
February .....	12.3 a	8.3 a	3.2 a	-0.1 b		14.5 a	22.2 b	16.0 a
March .....	13.4 b	12.9 b	13.2 a	11.0 b		17.8 b	19.3 b	17.6 b
April .....	36.4 b	37.3 b	34.2 b	34.9 b		38.2 n	43.1 a	41.9 b
May .....	52.0 a	56.8 a	50.3 n	53.6 a		49.1 a	51.2 b	54.8 n
June .....	59.8 n	68.3 a	58.9 b	59.7 n		56.4 n	58.3 b	61.9 b
July .....	66.3 a	66.1 b		65.2 a		61.8 a	69.5 a	69.3 a
August .....	65.9 a	61.8 a	63.3 a	62.6 a		62.6 a	67.2 a	69.4 a
September.....	54.4 a	52.3 a	53.9 a	53.5 a		52.3 a	56.9 a	56.6 a
October .....	37.3 b	37.2 b	35.0 b	35.4 b		36.9 b	40.7 n	40.5 b
November.....	22.0 a	19.9 b	20.4 a	16.4 a		21.7 b	28.2 a	23.2 b
December.....	17.7 a	11.9 n	11.3 a	10.8 a		21.4 a		20.5 a

NOTE.—a=Above mean. b=Below mean. n=About normal. About normal=within 0°5.

The schedules of mean temperatures, and precipitation referred to in the 1897 report, have been brought up to date, and are now compared on the same basis as those of 1897, viz: with the means of each month of a number of years preceding 1897. The letters a, b and n, in the schedule indicate above, below, and about normal as compared with these means. The data is taken from the annual reports of the Meteorological Service of Canada.

Below the two comparisons are placed side by side. Both years show a predominance of higher temperatures, with a slight increase in 1898, over 1897.

SCHEDULE showing number of months above, below, or normal as compared with the means for each month of a number of years previous to 1897.

Observing Station.	1897.				1898.			
	Above.	Below.	Normal.	No Records	Above.	Below.	Normal.	No Records
Regina.....	6	2	4		7	3	1	1
Chaplin.....	5	6	1		6	5	1	
Swift Current.....	6	5	1		8	3	1	
Medicine Hat.....	7	4	1		6	5	1	
Calgary.....	8	4			7	3	2	
Macleod.....	7	4		1	6	4	1	1
Pincher Creek.....	3	4		5	1			11
Battleford.....	5	6	1		6	5	1	
Generally above.....	Jan., Feb., April, May, Aug., Sept....				Jan., Feb., May, July, Aug., Sep., Dec.			
Generally below.....	March, June, July, Nov., Dec.....				March, April, June, October.			
Evenly divided.....	October.....				November.			

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Generally above, means above mean at a majority of the places observed at.  
 Generally below, means below mean at a majority of the places observed at.  
 Evenly divided, above and below at an equal number of points.

## SCHEDULE of Precipitation for 1898.

Months.	Calgary, Alta.	Medicine Hat, Assa.	Swift Current, Assa.	Chaplin, Ass.	Regina, Assa.	Battleford Assa.	Pincher Creek, Assa.	Macleod, Alta.
Latitude, North.	51° 03'	50° 01'	50° 20'	50° 27'	50° 27'	52° 41'	49° 11'	49° 49'
Longitude W. . . .	114° 04'	110° 37'	107° 45'	106° 40'	104° 37'	108° 30'	114° 00'	113° 24'
Elevation above sea level.	3406	2161	2439	2202	1885	1620	3750	3060
January. . . . .	0 20 <i>b</i>	0 45 <i>b</i>	0 57 <i>b</i>	0 10 <i>b</i>	0 10 <i>b</i>	0 53 <i>a</i>	0 52 <i>b</i>	0 30
February. . . . .	0 90 <i>a</i>	1 07 <i>a</i>	0 82 <i>n</i>	0 40 <i>b</i>		1 58 <i>a</i>		0 53
March. . . . .	1 57 <i>a</i>	1 62 <i>a</i>	2 02 <i>a</i>	1 30 <i>a</i>	0 57 <i>a</i>	0 91 <i>a</i>		1 00
April. . . . .	0 29 <i>b</i>	1 42 <i>a</i>	0 60 <i>b</i>	0 00 <i>b</i>	R.	0 02 <i>b</i>		0 27
May. . . . .	2 05 <i>a</i>	0 48 <i>b</i>	1 31 <i>b</i>	0 03 <i>b</i>	0 21 <i>b</i>	2 03 <i>a</i>		1 59
June. . . . .	3 21 <i>a</i>	1 51 <i>b</i>	2 56 <i>b</i>	2 33 <i>a</i>	2 55 <i>a</i>	2 24 <i>a</i>		1 90
July. . . . .	3 44 <i>a</i>	2 45 <i>a</i>	2 81 <i>a</i>	0 18 <i>b</i>		1 09 <i>b</i>		1 57
August. . . . .	1 83 <i>a</i>	2 22 <i>a</i>	1 79 <i>n</i>	0 15 <i>b</i>	2 68 <i>a</i>	1 58 <i>b</i>		4 04
September. . . . .	0 40 <i>b</i>	1 07 <i>n</i>	0 90 <i>b</i>	1 09 <i>a</i>	2 10 <i>a</i>	0 46 <i>b</i>		0 85
October. . . . .	0 52 <i>a</i>	1 71 <i>a</i>	1 33 <i>a</i>	0 25 <i>b</i>	0 30 <i>b</i>	0 83 <i>a</i>		0 58
November. . . . .	0 30 <i>b</i>	1 23 <i>a</i>	0 41 <i>b</i>	0 62 <i>a</i>		0 68 <i>a</i>		0 15
December. . . . .	0 40 <i>b</i>	0 67 <i>a</i>	0 13 <i>b</i>	0 00 <i>b</i>	0 15 <i>b</i>	0 20 <i>b</i>		0 80
Total. . . . .	15 11 <i>a</i>	16 90 <i>a</i>	15 25 <i>b</i>	6 45 <i>b</i>	8 66	14 15 <i>a</i>	0 52	13 58

NOTE.—*a*=Above mean. *b*=Below mean. *n*=About normal. About normal=within 0.1 inches.

The precipitation schedule is far from satisfactory; lack of records at Regina and Pincher Creek for several months of the year during which precipitation is known to have occurred, renders a comparison of less value.

At Calgary the precipitation for February, March and May was greater than that of last year, and also than the average mean; for June it was little more than half that of 1897 and for remaining months it was less than in 1897.

At Medicine Hat the greatest precipitation took place in July and August, with March considerably above the average, and total less than last year, but also above the average.

At Swift Current greatest precipitation in March, June and July, with total about average.

At Chaplin, in March and June, with total about average.

At Regina, in June, August and September, with no records for February, July and November; assuming the rainfall was about the same as at Chaplin, the next point west, the total rainfall for the year would have been about average.

At Battleford the heaviest precipitation was in May and June, with total considerably above the average, but not so great as in 1897.

At Macleod in May, June, July and August, with August considerably in excess, and total fall about the same as in 1897.

For Pincher Creek there are practically no records.

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## PARTY No. 2, IRRIGATION SURVEYS.

R. W. MACINTYRE, C.E., IN CHARGE.

DEPARTMENT OF THE INTERIOR,

IRRIGATION SURVEYS OFFICE,

CALGARY, 18th March, 1899.

A. O. WHEELER, Esq. D.L.S.,  
In charge of Irrigation Surveys.

SIR,—I have the honour to submit the following report of my season's work during 1898, with Party No. 2, Irrigation Surveys.

My party was completed and went into camp at Shagannapi point by the Bow river on June the 8th.

Instructions for the season's work were received from you on June the 10th.

The instrument allotted to me for the survey is known as Short's Telemeter-level ; maker, L. Casella, London, England.

On June the 11th, extensive trials were made by me in the vicinity of camp with a view to the testing and adjustment of this instrument. The results were on the whole satisfactory.

On June the 13th, telemeter levels were taken along the east boundary of township 24, range 1, west of the 5th meridian, and compared satisfactorily with the levels established in 1894 on the same line.

At the same time, my topographer was employed in making a pace traverse of different areas, to familiarize himself with his method of work.

We struck camp on the 15th of June and proceeded west, via the Morleyville trail, to a point on the Bow river about two miles southeast of Cochrane.

The district mapped out for the season's work is bounded as follows :—To the north, by the north boundary of township 25, commencing at the northeast corner of range 4, west of 5th meridian, and extending east to the northeast corner of range 27, west of the 4th meridian, a distance of 34 miles.

To the east, by the east boundary of range 27, west of the 4th meridian, commencing at the northeast corner of township 25, range 27 (mentioned above), south to its intersection with the Bow river ; thence westerly and southerly along the Bow and Highwood rivers respectively, to the northeast corner of township 18, range 29, west of the 4th meridian.

To the south, by the north boundary of township 18, from the northeast corner of range 29, west of the 4th meridian, to the northeast corner of range 3, west of the 5th meridian.

To the west, by the east boundary of range 3, west of the 5th meridian up to the northeast corner of township 20 ; by the east boundary of range 4, up to the northeast corner of township 23 ; by the east boundary of range 5, to the northeast corner of township 24, and by the east boundary of range 6, up to the Bow river near Radnor, on the C. P. Ry. Work was commenced at the northeast corner of township 25, range 4, west of the 5th meridian, Mr. T. D. Greene's elevation (established in 1894) being taken as a starting point.

The general method of field work adopted was as follows :—Telemeter levels were run along each alternate meridian, either north or south, as was most convenient. The topography of the sections lying between the levelled meridians was taken by the topographer, who usually made a diagonal traverse of blocks containing 4 sections.

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He would commence, for instance, at the northeast corner of section 34, and pace-traverse a diagonal course to the northeast corner of section 24, passing through the centre of the block at the northeast corner of section 26; at the northeast corner of section 24, he would check on a telemeter-level elevation, and then take a similar traverse course across the next block of 4 sections, checking always on levelled meridians.

In some cases however, of level prairie townships, the main features, such as valleys and ridges, would be traversed quite independently of the sections or levelled meridians.

The source of Serviceberry creek was located by this method, in addition to several important ridges and valleys. The topographer used a prismatic compass, an aneroid barometer, and an Abney hand level; the distances were paced either on foot or on horse-back.

A stationary aneroid barometer was kept at the camp and readings were taken hourly, as far as possible. I have not found the barometer work very reliable or helpful, however, in plotting the season's contour work.

The outlined district north of the Bow river, embracing an area of 510 square miles, was commenced on June the 16th, and completed by August the 29th. The outlined district south of the Bow river, was commenced on September 1st, but work was stopped by your instructions on October 7th, 266 square miles having been completed up to that date. Therefore, the total area contoured during the season (June 16th to October 7th) was 776 square miles. The line mileage levelled over and measured by the telemeter was about 440 miles.

The rodman kept field notes of the topography on each side of levelled lines, in a book specially designed for the purpose; each page was divided up into a block of 4 sections intersected by 2 miles of meridian; each section was divided up into squares with sides of 10 chains, and these were subdivided into smaller squares with sides of 2 chains.

The topographer's field book was similar, except that the points of the compass were laid down on each page, and the book was larger in size.

The advantage of this style of book is twofold: the bearing of any object can be sketched in without using a protractor, and a scale is unnecessary.

The rodman's book was used to supplement the topographer's work; it also contained pages for plotting the profile of levels run—thus one page contained the topography on either side of levelled line, and the opposite page the profile to correspond.

The rodman carried a hand level, which he used in connection with his field notes.

The gradient-telemeter levels were quite satisfactory, the difference in checking being as a rule from 0.0 to 2 feet.

The gradient-telemeter measurements were checked when practicable every half mile, at the  $\frac{1}{2}$  section, and section corners. The distance usually checked within a few feet of the theoretic.

The accuracy of an ordinary level over a gradient-telemeter level is undoubtedly superior, because, in the case of a level, the elevations are taken from direct horizontal readings; whereas, with a gradient-telemeter level the elevations are obtained indirectly, and depend upon the accuracy of the distance measured by the instrument, from itself to the rod.

As the gradient-telemeter level is the first instrument of its kind to be used on the Canadian irrigation surveys, a brief description is herewith appended:—

The main features are:—the measurement of distance without the use of a chain, the computation of elevation by means of vertical angles and the automatic method of obtaining gradients on slopes.

Distance is obtained by taking two readings at different vertical angles on the rod, which is an ordinary engineer's levelling rod divided to hundredths of a foot.

The horizontal circle of the telemeter is graduated from  $10\frac{1}{2}$  up to 1,200. Certain stated numbers on the circle are designated as pairs, and must always be used in conjunction with one another for the double readings necessary in this work. The entire upper surface of the horizontal circle is shaped to form a curve, so that when the telescope is revolved it is mechanically tilted either up or down, as desired. If the telescope tilts upwards when revolved, the leveller need only reverse it end for end in the Y's to obtain the opposite result, viz., a downward tilt; in fact one end of the lower bar bears

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the word "Rise," and the opposite end "Fall," so that the leveller merely has to keep the telescope eyepiece over the word applicable to his sights.

For example: suppose that a steep rising bank has to be levelled up; the leveller places the eye piece end of his telescope over the word "rise"; he then clamps the index at zero on the horizontal circle and levels the instrument as if it were an ordinary Y level. After this he revolves the telescope until the cross hair intersects the rod, near either extremity. The position of the index on the vernier is then noted and the most adjacent pair selected. Suppose this pair to be  $12\frac{1}{2}$  and  $16\frac{3}{4}$ ; the reading at  $12\frac{1}{2}$  is 12 feet, and at  $16\frac{3}{4}$ , 4 feet, which gives a distance of 800 feet from instrument to rod, because the difference between the two readings of any pair is the horizontal distance in feet, counting each hundredth of a vertical foot on the rod as one foot horizontal. Thus, distance is obtained by the simple method of subtracting the less from the greater reading.

The ground elevation of the rod above the ground elevation of the instrument is computed, for a "full" reading, by dividing either one of the pair numbers into the horizontal distance, then adding the rod reading of the pair number used to the dividend and subtracting the height of the instrument from the result. For a "rise" reading, the height of instrument is added and the rod reading subtracted, just reversing the "fall" computation.

The gradient of the ground surface between instrument and rod is obtained by revolving the telescope on the horizontal circle until the reading on the rod corresponds with the height of instrument; then the number to which the index points on the horizontal circle represents the distance in which a rise, or fall of 1 foot occurs. For example: the height of instrument is 5.0 ft. by revolving the telescope the cross hair is brought to intersection with this number on the rod; the index now rests at 75.7 = gradient, 1 foot in 75.7 feet. The taking of gradients in this manner forms a valuable check on the levels.

The telemeter can be used as an ordinary Y level by reading the rod with the index clamped at zero, then revolving from zero to 100 (to obtain distance), 0 and 100 being a pair. To work the telemeter level to its best advantage, a long base is necessary; that is to say, the longer the horizontal base is, the greater the vertical angle will be. My greatest vertical distance, taken at one reading, was 138 feet, and the base (or distance from instrument to rod) was 1,415 feet. The rod used being a 16-foot one, limited my length of base to 1,600 feet theoretically, but practically to between 1,500 and 1,600 feet.

The gradient-telemeter level is particularly adapted for preliminary surveys, as chaining, traversing and levelling, can all be done with one man (the rodman).

Courses can also be adopted that would be quite inaccessible to chainmen.

In making a traverse of Highwood river during October, I had only a rodman, and pursued the following method: After setting up the instrument, the telescope would be sighted on rod (as picket) and compass reading noted, then readings for elevation and distance would be taken, and the instrument moved on to rodman's station; rodman would proceed to next station, and the above operation be repeated. No backsights were taken, the height of instrument being established from the traverse station elevation, by measurement on tape or rod.

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In closing my report I append an example of a rise and fall reading respectively, taken in the course of the season's field work with the gradient-telemeter level.

Sight.	Pairs.	Readings.	Dist. feet.	H. I.	Rise or fall.	Check gradient	Result.
- Foresight ...	11 $\frac{1}{2}$ and 10	15·55, 1·40	1415	4·88	-138·02	10·3	10) 1415 ..... = 141·5 Add rod r'd'g at 10..... = 1·4 <hr/> 142·9 Deduct H. I..... = 4·88 <hr/> Result..... = 138·02 Check gradient $\frac{1415}{138·02}$ = 10·25
+ Backsight ...	20 and 16 $\frac{3}{4}$	3·37, 17·00	1363	4·95	-69·73	19·6	20) 1363 ..... = 68·15 Add H. I..... = 4·95 <hr/> 73·10 Subtract rod r'd'g. at 20 = 3·37 <hr/> Result..... = 69·73 Check gradient $\frac{1363}{69·73}$ = 20·1

The season's contour work has all been plotted on township sheets (40 chains to an inch scale), and is now being transferred to a large map on the scale of one mile to an inch.

The contour lines have checked and fitted in most satisfactorily, as regards the map work.

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

R. W. MACINTYRE.  
In charge of party No. 2, 1898.



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## PARTY No. 3, IRRIGATION SURVEYS.

JAMES T. CHILD, C.E., IN CHARGE.

IRRIGATION OFFICE,

REGINA, 1st December, 1898.

A. O. WHEELER, Esq., D.L.S.

In charge of Irrigation Surveys.

SIR,—I have the honour to submit the following report of the field operations of party No. 3, of the irrigation surveys during the season of 1898.

In June, 1898, this party, following out your instructions, viz: to examine the different sources of water supply in eastern Assiniboia, and make surveys of suitable locations for the construction of dams and reservoirs to impound water with a view to increasing the supply for domestic and stock watering purposes, commenced work at Fort Qu'Appelle in Assiniboia.

The water in the chain of lakes, delineated on the district maps as "Fishing Lakes," has for some time past been generally decreasing and, in receding from the shores, leaves a beach of decaying organic matter, injurious to the health of the inhabitants along the shores of these lakes. Two dams constructed in the Qu'Appelle river some six years back, one at the outlet of the lake at Fort Qu'Appelle, and the other some twelve miles lower down at Katepwe, with a view to maintaining at a normal level the water in these lakes, had during the spring freshets of this year, become damaged and the lower one washed out.

In running a chain of levels, it was found that the difference in level between the upper and lower of these lakes was a matter only of some two feet. It was decided therefore, to locate for one dam at Katepwe, to fulfil the objects of the two former. The Government of the Northwest, following out this idea, have the construction of this dam now under way.

A cross section and measurements for discharge were made of the Qu'Appelle river at Katepwe on the 30th of June, with the results given below.

## Cross section of Qu'Appelle River.

Meter No. 24.		OBSERVER, J. T. CHILD, C. E.	
No.	Date.	Location of cross section.	Measured discharge.
1	1898. June 30....	At outlet of Fishing lake, in S. W. $\frac{1}{4}$ sec. 27, Township 19, Range 12, west of 2nd Meridian.	Cubic feet per second, 418·92

Remarks:—Water fairly clear; one foot above low water mark; bottom sandy, surroundings the same; lake 150 feet up stream; high water two feet above level of water at present stage; average slope, or fall of stream '04 per 100- 2'1 feet per mile.

Indian Head and vicinity are badly in need of some system for augmenting the domestic and stock watering supply. The settlers at present are largely dependent for water upon melted snow in spring time, and rainfall during the summer months, which, when possible, they impound in hollows and reservoirs.

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It is found that some springs issuing from the Squirrel Hills about  $7\frac{1}{2}$  miles south of Indian Head, would, to a considerable extent, remedy these conditions. With this in view, suitable sites were chosen for the construction of reservoirs to hold the water, and the runoff from the hills at different places in its course down a natural hollow to Indian Head. A glance at the accompanying plans will show these springs as draining into a muskeg just below; the figures in red give the different elevations from the springs down the course of a stream which, although comparatively dry at present, carries a very considerable body of water in the spring to Indian Head; the assumed datum is the north rail on the Canadian Pacific Railway track opposite the station.

The flow of water from the springs, measured by a gauge board amounts to 30,730 gallons per twenty-four hours; it appears to be of excellent quality, and the elevation of 200 feet above the town of Indian Head would at once suggest a feasible and economical system of water supply by means of a pipe line from the springs.

A suitable place for a dam and reservoir is shown in section 20. The contour around this is at a height of 10 feet above the bottom of the proposed dam. Before the dam is constructed, however, it is recommended that a lower one be built as shown in section 32 and 33.

The advantage would then be a holding back of water coming down through both areas of the marsh, and collecting a very much larger increase of runoff water from the hills in spring, and also the nature of the upper reservoir basin being a spongy muskeg, it should be first drained thoroughly and a large portion of the spongy moss, &c., removed; this could be done while the water is draining on down to the lower reservoir.

It would only be necessary to build a dam seventeen feet high at the lower reservoir to back up the water in the manner shown on the plans, which is a contour of five feet below the top of the dam.

In travelling on down the creek, four smaller reservoirs are met with, that in section 10 wastes along an irrigation ditch, there being no waste way back into the creek around the end of the dam. It would appear, however, that the water this spring flowed over the top of this dam in one place, since built up with rip-rap; this would account, no doubt, for water being caught up by the dams below.

A cross section was made of the dry bed of Squirrel Hills creek at the proposed site for the lower reservoir dam, and the slope of the bed ascertained. The result as computed by Kutter's formula, with a friction factor ( $n$ ), of .035, is given below for high water level.

Cross section of Squirrel Hills Creek.

No.	Date.	Location of Cross Section.	Computed Discharge.
	1898.		Cubic feet per second.
2	July 6.	At proposed site for lower reservoir dam in N. W. $\frac{1}{4}$ Section 33, Township 17, Range 13, west of 2nd Meridian.....	30.68

Remarks.—Average slope of channel .15 per 100 = 7.92 feet per mile; character stiff clay to one foot above bottom, grass above; water runs only in spring and after heavy rains; two springs in section 20, of same township and range, have a continuous discharge into a muskeg at the head of the creek, the one in the N. W.  $\frac{1}{4}$  flowing 2.5 cubic feet per minute, and the other in the S. W.  $\frac{1}{4}$ , 1.02 cubic feet per minute, both measured by gauge board.

Redfox creek, situate between Indian Head and Sintaluta, was next reconnoitred from where it crosses the Canadian Pacific Railway to the southern boundary of township 17.

It has a considerable flow in the spring time, but soon runs dry. Two reservoirs were located; one in section 24, township 17, range 12, west of second meridian; the

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other in sections 10, 14, 15, and 23, of the same township; the latter will probably embrace something over 100 acres, with fifteen feet of water at the dam.

The survey and contours for both these reservoirs were completed and bench marks planted in the adjacent section mounds.

A cross-section of the dry bed of the creek was made at the proposed site for the dam in the south-east quarter of section 23. The results are here given in schedule form.

## CROSS-SECTION OF REDFOX CREEK.

AT HIGH WATER LEVEL.		Location of Cross-section.	OBSERVER, J. T. CHILD, C. E.
No.	Date.		Computed discharge.
3	July 20. .... 1898.	At proposed site for reservoir dam in S. E. $\frac{1}{4}$ section 23, township 17, range 12, west of 2nd meridian.	Cubic feet per second, 50.48

Assumed friction factor ( $n$ ) = .035.

Remarks.—Average slope of channel .13 per 100 = 6.86 feet per mile; character of channel, stiff gumbo in bed; creek at the highest in spring, and unless augmented by rainfall runs dry during summer.

The height of land between the headwaters of Redfox and Moose-mountain creeks was now examined with a view to ascertaining the possibilities of diverting the latter creek into Lake Marguerite, and from thence through another small lake to Deep lake, augmenting thereby the supply of water to the Indian Head district. It was found that such a scheme is within the range of possibility, but the cost of excavating a deep ditch for some miles precludes my recommending the scheme as feasible, more especially as the proposed reservoirs now located, two near Squirrel-hills, and two on Redfox creek, should be deemed ample for the supply of the Indian Head district in the immediate future.

On August the 2nd camp was moved to section 21, township 19, range 10, where at the request of Mr. Dill, M.L.A., a spring was examined; it had a very small flow, measuring only one and a quarter gallons per minute, in a ravine about twenty feet deep, which might be dammed, but owing to the rapid fall would make a very small reservoir.

I here met Mr. Cole, overseer of the statute labour district. He informed me that the great success attendant on boring wells with the new auger, owned by the Northwest Government, really did away with the necessity of reservoirs, more especially as the farmers in the district, with very few exceptions, were not stock owners, and moreover, seeing that the grain fields are not fenced, naturally suppose that any public and open water would be the means of attracting herds of stock, which otherwise are compelled to range where water is more plentiful. Consequently a move was made to within two miles of Grenfell at the site of an old reservoir in section 12, township 17, range 8, the dam of which, built seven years ago, had been washed out.

The site is a good one, situated on the main road between Grenfell and Wolseley, and would be a useful watering place for stock being driven along the highway to market, and elsewhere. A survey, therefore, was made for a new dam and reservoir which could be constructed at a very moderate cost.

Pipestone creek to the south of Grenfell was next visited and a ditch laid out through the height of land dividing Pipestone and Summerberry creeks, also a dam located at the foot of Pipestone lakes, at the road crossing to Mr. Skelliter's place. The dam is designed to raise the water in the lakes two feet, forming them into a reservoir, the drawoff from which will be along the ditch above mentioned, into Summerberry creek; thus supplying the Grenfell district, the rail opposite the station on the Canadian Pacific Railway being 113.9 feet below the present surface level of the Pipestone lakes.

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The height of land between Pipestone creek and Weed lake, (Escapo lake on maps) was then prospected, with the result that the latter was found to be about ten feet below the former. It was here discovered that the C. P. R. Company had some time previously constructed a ditch, putting in gates, &c., but had abandoned its use since striking a good well near Broadview. The mouth of the ditch has since been dammed by the North-west Government at the request, so I am told, of the settlers below, who complained of their hay meadows being flooded out.

A very good reservoir site is located in sections 30 and 31, township 16, range 6, west of 2nd meridian, suitable for the supply of the Oakshela district; and another in section 4, township 18, range 8, in a ravine tributary to the Qu'Appelle River; this latter could be of very great service to the settlers thickly scattered around, who are for the most part under the disadvantage of having to haul water from the Qu'Appelle valley, in some instances a distance of eight or nine miles.

A cross section was made of the ravine at the proposed site for a dam in the south-west quarter of section 31, township 16, range 6, and data obtained so that the discharge at high water level could be computed by Kutter's formula. The result is here given, .035 being assigned as the friction factor ( $n$ ).

## CROSS-SECTION OF RAVINE.

AT HIGH WATER LEVEL.		Location of Cross-section.	OBSERVER, J. T. CHILD, C. E.
No.	Date.		Computed discharge.
4	1898. Aug. 15....	Bottom of ravine at proposed site for reservoir dam, in S. W. $\frac{1}{4}$ section 31, township 16, range 6, west of 2nd meridian.	79'84.

Remarks.—Average slope of channel .14 per 100 = 7.39 feet per mile; character of channel, stiff clay sides and bottom; water runs only in the spring and after heavy rains; ravine is tributary to the Qu'Appelle river.

The party now moved to Blackwood and prospected the bench land between Sintaluta and Indian Head, but with no satisfactory results.

The site of the Katepwe dam was again visited, and the water measured.

Having received your letter of the 6th of August, instructing me to close down the field work at the end of that month, and subsequently the instructions of the Deputy Commissioner of Public Works dated the 23rd of August, it was decided to proceed to the Yorkton district, and carry out the said instructions, which were as follows:—

## GOVERNMENT OF THE NORTH-WEST TERRITORIES OF CANADA,

DEPARTMENT OF PUBLIC WORKS,  
IRRIGATION BRANCH.

REGINA, 16th August, 1898.

SIR,—I beg to inform you that application has been received from the local member of the Legislative Assembly for the construction of a dam on Cussed creek in the vicinity of section 33, or 34, township 26, range 5, west of the second meridian, with the object of diverting the flow from this stream into certain lakes lying to the south and south-east of the point at which it is proposed the dam should be constructed. In periods of high water in this creek a certain amount of water flows through a natural channel into the lakes, this channel being shown between the points "A" and "B" on the Yorkton sheet map which is attached hereto, but for some years this flow has not

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been sufficient to prevent the lakes in question drying up, and it is now thought that if a dam were constructed, that the total high water flow in this stream, instead of finding its way into the Whitesand river, could be diverted into these lakes through channels, "A B," "C D" and "E F" on plan enclosed, and thus fill up these lakes and improve the water supply of the district.

I have, therefore, to request that after having completed your season's operations, and paid off your party, that you will drive from Indian Head to Yorkton, and will make the necessary survey of the proposed dam site, and run the necessary levels between the points above referred to, and prove that if the dam was constructed that the water could be diverted into the lakes as suggested.

Dr. Patrick, the local member, points out that Mr. John F. Reid, our local inspector in that district, who resides on section 36, township 26, range 5, will probably be able to give you what assistance you may need in making this survey, and also that he is well acquainted with the proposed location for the dam, and the location of the natural channels through which it is expected that water can be diverted into the lakes referred to. I would, therefore, suggest that you should, on your arrival, call upon Mr. Reid, and arrange with him to assist you in conducting the necessary investigation regarding this matter.

I may add that your work should be comprehensive enough to enable us to prepare a plan and specification for the dam, if it is desired to construct it, upon your return to Regina, and also to determine whether any work will be needed upon the natural channels between the lakes in the way of opening them out so as to be sure of an uninterrupted flow of the water which it is desired to divert from Cussed creek into these lakes..

Your obedient servant,

J. S. DENNIS,  
*Deputy Commissioner.*

It will be noticed on the maps of the district that the lakes mentioned are shown in the vicinity of Yorkton; these, however, are now all dry. A survey as to the most feasible method of replenishing them was made, when it was found that Insinger creek, a tributary of Cussed creek, could be diverted along a ditch of  $1\frac{1}{2}$  miles, and discharged into the old lake beds, and if not sufficient to entirely replenish them would very materially assist in supplying the settlers with water, which is badly needed in the district.

The Government of the North-west have since taken this matter in hand, the ditch being now under construction.

The work above referred to closed the season's field operations, and the party was immediately paid off.

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

JAMES T. CHILD.

## SECTION III.

## HYDRAULIC AND HYDROGRAPHIC RECORDS.

## DISCHARGE OF STREAMS.

The schedule given below shows the cross-sections and discharge measurements made by parties Nos. 1 and 3, during the season of 1898.

June 16th and 17th, cross-sections were obtained of the Bow and Elbow rivers, to be used in conjunction with the nilometer and gauge rods recording the continuous rise and fall of these streams.

In the case of the Bow river, soundings were taken from the Langevin bridge at Calgary, and of the Elbow from the Canadian Pacific Railway bridge, a short distance above the junction with the Bow.

The measurements for velocity were made with the Price current meter and electric register, the number of revolutions per minute at mid-depth being obtained half way between each two soundings. The computation shows a discharge for the Bow of 15,741.64, and for the Elbow of 1,480.78 cubic feet per second.

Diagram No. 4, exhibits the cross-section of last June compared with one obtained on the 13th of July, 1896. It will be noticed that a considerable change has taken place in the shape of the cross-section, probably owing to the effects of the June floods of 1897.

Notwithstanding that the water stage was higher for the 1898 cross-section than for that of 1896, and also the area greater, viz : 2,275 square feet against 2,043 square feet, yet the computed discharge is smaller, giving 15,741.64 second feet as compared with 17,008.68 second feet for July, 1896.

The explanation will probably lie in the fact that in 1898 soundings and meter readings were obtained for each ten feet of cross-section, while in 1896 soundings were only taken at each twenty feet and but three meter measurements for each of the divisions A. B. and C. of the cross-section, or nine in all, whereas in 1898 there were 29 meter measurements for velocity. The effect would be, that in 1896 the high velocities are applied to a larger area of the cross-section than rightly belongs to them, thus tending to increase the computed amount of discharge beyond the truth.

At the time of the cross-section, the water stood at 8.2 feet on the gauge rod ; it subsequently rose to 9.2 feet on the 21st June, the highest point reached.

The cross-section of the Elbow river cannot be said to have been made under the best possible conditions. It was situated too close to the junction with the Bow river and was apparently affected by backwater from that stream. This seems to be clearly shown by the similarity between the two records from both nilometers and gauge rods. The object in view was to obtain a cross-section as close as possible to the place where the nilometer was in operation and, as explained below, it was found impossible to place the nilometer at any other point so as to be of service during the year 1898.

The measurement for discharge showed 1,480.78 cubic feet per second. This may readily be considered as a high water discharge, for at the time of measurement the water stood at 3.5 feet on the gauge rod, subsequently rising to its greatest height at 4.4 feet on the 20th of June ; the cross-section is situated in range 1, west of the 5th meridian. In 1894, two measurements for discharge were made of the Elbow river during the month of June, one on the 25th, in range 2, and one on the 30th, in range 4 ; the former gave 647.4 second feet of actual discharge and 2,113 second feet of computed high water discharge, and the latter 412.2 second feet actual discharge, and 1,458.0 second feet, computed high water discharge.

Again, in 1895 two measurements were made, but at a greater distance from the mouth ; only actual discharge at the time was obtained. The first in range 4, with the stream at average high water stage, showed a discharge of 761.28 second feet on the

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29th of June; the second in Range 5, gave 972.75 second feet on the 7th of July, but this was during a freshet caused by  $3\frac{1}{2}$  days of continuous rain.

There is a note appended to the latter cross-section that very high water would be at least one foot higher, and extreme flood probably two to four feet higher.

Of the four cross-sections made by party No. 3, only the first gives actual discharge, viz: that of the Qu'Appelle river. The remaining three are of the dry beds of the streams.

Having obtained the cross-sections, the fall of the bed was measured by levelling, and the high water discharges computed by using Kutter's well-known formula. In the computations, the friction factor ( $n$ ) has been set at .035, which appears a little high for the character of the beds as described in Mr. Child's report; however, as the beds are extremely tortuous, and further, that the cross-sections were made at points where it is proposed to build dams, and not with a view to obtaining a straight piece of channel, it has been considered advisable to place the friction factor higher than would otherwise have been done.

The cross-section and measurements have been made to obtain some idea of the amount of spring flow available to fill the reservoir created.

SCHEDULE showing the measured or calculated discharge of certain streams during 1898, by parties Nos. 1 and 3.

Name of stream.	Point of measurement.	Date.	Actual discharge.	Calculated high water discharge.	Calculated flood discharge.	Measured by
Bow river .....	Langevin bridge, Calgary .....	June 16..	15741.64	.....	.....	Party No. 1.
Elbow river .....	C.P.R. bridge, Calgary .....	" 17..	1480.78	.....	.....	"
Pekisko creek .....	3 chains down stream from traverse station 69.	Sept. 5..	9.93	.....	.....	"
Qu'Appelle river....	At outlet of Fishing lake, Katepwe, S.W. $\frac{1}{4}$ Sec. 27, Tp. 19, R. 12, W. 2nd Mer.	June 30..	418.92	.....	.....	Party No. 3.
Ravine draining to Qu'Appelle river...	At proposed site for reservoir dam in S.W. $\frac{1}{4}$ Sec. 31, Tp. 16, R. 6, W. 2nd Mer.	Aug. 15..	.....	79.84	.....	"
Squirrel-hills creek..	At proposed site for reservoir dam in N. W. $\frac{1}{4}$ Sec. 33, Tp. 17, R. 13, W. of 2nd Mer.	July 6..	.....	30.68	.....	"
Redfox creek .....	At proposed site for reservoir dam in S. E. $\frac{1}{4}$ Sec. 23, Tp. 17, R. 12, W. of 2nd mer.	" 20..	.....	56.485	.....	"

#### RATING STATION.

In the spring of 1897, as will be seen by referring to the report for that year, a chronograph and electric clock were placed in position at the rating station and connections made to enable irregularities of speed to be dealt with when rating the meters.

The experimental results obtained did not prove altogether a success. In the system employed, the rails were used as a part of a circuit, and attachments placed on the car carrying the meter and at intervals of ten feet along the base, so that as the car passed each, the circuit would be closed, and the instant of closing transmitted to the chronograph and duly recorded.

The above system was applied to the rating of three meters, the speeds being also recorded by a stop watch, in the usual manner, to be employed as a substitute in case the chronograph method was not successful.

The chronograph sheets showed certain irregularities that rendered the results of doubtful value.

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Mr. W. F. King, Chief Astronomer, to whose office the record sheets have been transmitted, suggests an improved system in the following remarks :—

## REMARKS ON THE RECORDING APPARATUS AT THE CALGARY RATING STATION.

The difficulty of getting proper marking of the chronograph sheet is probably due—

- (1.) To defect in the contact apparatus on the car.
- (2.) To the use of too strong a current on the chronograph.

I would recommend the trial of a more delicate mechanism for the car contacts. In the first place the using of the rails as a part of the circuit seems to be a bad principle.

The resistance must vary very considerably, so that the current at times is much stronger than at other times, and it is impossible to keep the magnet, by which the signals are transmitted to the chronograph, in delicate adjustment. The lateral oscillation of the car must also give contacts of unequal length. Possibly the following system would answer,—

Lay a wire A. B. C. D. as in figure I, diagram No. 5, along the track, midway between the rails. At the points (A. B. C., suppose) where signals are to be recorded, insert break-circuit contrivances, as shown figure II. The uprights F, f, f' and G, g, g' &c., are springs, and the uprights G, g', g'', are normally in contact with the small projecting points of F, f, f', so that, when the car is not passing, the current flows unbroken through the wire A. B. C. D. . . . . Now let a projection on the other side of the car be arranged so that as the car is moved (from left to right in the figure) this projection will successively touch G, g, g', &c. and slightly moving the springs, break the contacts with F, f, f', &c. The projection should be made of such form as readily to free itself from contact with the springs as soon as it has touched them. Of course the car can be worked only one way, and it will be necessary to remove the projecting piece when the car is returning. The contact springs may be set in plugs, to fit into proper sockets at A. B. C. D. . . . . so that they may be removed when the apparatus is not in use. The wire A. B. C. D. . . . . should be a stout one.

The advantages of this arrangement would be—

- (1.) The resistance not varying, the relay by which the signals are transmitted to the chronograph can be kept in fine adjustment, so as to act promptly.
- (2.) A weak current can be used. One gravity cell should be sufficient to work this circuit. A relay acts sluggishly when the current is so strong as nearly to approach the limit of capacity of the magnet.
- (3.) The relay will respond more promptly to a break than to a make. Hence the mark on the chronograph sheet is more definite.

For the other connections I would recommend a local circuit for the chronograph alone, and another for the clock. The arrangement would be as in figure III.

G, G', G'', are the batteries.

R, relay on the other circuit, A. B. C. D. . . . .

S, relay on the clock circuit.

Ch, chronograph.

Cl, clock.

K, key on the chronograph circuit, which may be used for recording observations taken for rating the clock.

The chronograph circuit passes through the magnet of the chronograph, through the points of the relays R and S, and through the key K. This key must be a break-circuit key. The battery of the chronograph circuit, G, should not be too powerful. One large gravity cell in good order will work well with the above arrangement of the circuits.

As to the battery on the clock circuit, I am not in a position to advise, not having a detailed description of electrical control mechanism of the clock. In the arrangement suggested, however, I assume that the clock breaks the circuit. If I am wrong in this, and the clock makes the circuit, the make may be changed into a break so far as the relay S is concerned, in the manner shown by figure IV.

Connect the battery G'' directly to the relay S, by the wires w, w'. Connect w, w', by the wires v, v', with the clock. Then the current from G'' normally passes through the magnet S, and holds the armature tight to it. At the instant, however,



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that the clock makes circuit, a short circuit for the battery current is provided by the wires  $v, v'$ , and the clock,  $S$  loses its current, and therefore its magnetism, and the armature of  $S$  flies back, breaking the circuit of the chronograph.

If gravity batteries are used it is necessary that they be kept working all the time, whether the apparatus is in use or not; otherwise they become foul, copper is deposited on the zinc, &c. The waste material, however, when they are kept working is not serious if they are made to work through a resistance.

If the distances on the chronograph sheet between successive clock records are not equal, the fault evidently lies with the clock, and can be remedied by proper adjustment of it.

W. F. KING.

Owing to the damage done to the rating station by the floods of June, 1897, and the subsequent disorganization of the Calgary office, it was found impossible last spring to utilize the chronograph and electric clock, the short time available for rating meters being fully taken up in re-levelling the platform, regauging and straightening the track and strengthening the fending piles; in consequence, the ordinary methods had to be resorted to. During the coming spring another attempt will be made to get the chronograph system in working order.

The rating for meter No. 24 is here given.

## METER No. 24.

REDUCTION of observations for rating taken at Calgary, Alberta, June 9th, 1898, by rigid method.

R. W. MACINTYRE, *Observer.*J. G. McINTOSH, *Computer.*

No.	r	t	x	y	$x-x_0$	$y-y_0$	$(x-x)^2$	$(x-x_0)(y-y_0)$	Remarks.	
1	25 2	13 8	1 826	7 246	+1 161	+4 547	+1 348	+5 279	Length of base = 100 ft.	
2	25 5	17 6	1 449	5 682	+0 784	+2 983	0 614	2 337		
3	25 5	18 4	1 386	5 435	+0 721	+2 736	0 520	1 972		
4	25 4	17 8	1 427	5 618	+0 762	+2 919	0 580	2 224		
5	25 6	18 6	1 376	5 376	+6 711	+2 677	0 506	1 903		
6	25 5	19 2	1 328	5 208	+0 663	+2 509	0 439	1 663		
7	25 3	18 2	1 390	5 494	+0 725	+2 795	0 526	2 026		
8	25 1	36 2	0 693	2 762	+0 028	+0 063	0 001	0 002		Meter Vanes immersed 0.8 feet.
9	25 1	39 8	0 631	2 513	-0 034	-0 186	0 001	0 006		
10	25 1	38 8	0 647	2 577	-0 018	-0 122	0 000	0 002		
11	25 0	44 4	0 563	2 252	-0 102	-0 447	0 010	0 045		
12	25 1	41 6	0 603	2 404	-0 062	-0 295	0 004	0 018		
13	24 9	41 5	0 600	2 409	-0 065	-0 290	0 004	0 019		
14	23 3	68 0	0 343	1 471	-0 322	-1 228	0 104	0 395		
15	22 7	72 6	0 313	1 377	-0 352	-1 322	0 124	0 465		
16	22 9	78 5	0 292	1 274	-0 373	-1 425	0 139	0 531		
17	23 3	78 0	0 299	1 282	-0 366	-1 417	0 134	0 518		
18	23 4	79 4	0 295	1 259	-0 370	-1 440	0 137	0 533		
19	23 6	81 6	0 288	1 225	-0 377	-1 474	0 142	0 555		
20	24 0	77 5	0 309	1 290	-0 356	-1 409	0 127	0 502		
21	20 7	99 0	0 209	1 010	-0 456	-1 689	0 208	0 770	Observations 22, 23, 24 and 26 rejected.	
25	21 0	97 3	0 217	1 029	-0 448	-1 670	0 201	0 748		
27	20 6	99 7	0 206	1 003	-0 459	-1 696	0 211	0 778		
28	20 7	102 8	0 201	0 973	-0 464	-1 726	0 215	0 801		
29	20 5	101 4	0 202	0 986	-0 463	-1 713	0 214	0 793		
30	19 9	99 5	0 200	1 005	-0 465	-1 694	0 216	0 787		
			17 293	70 160			6 725	25 672		

$$x_0 = .665 \quad 2.689 = y_0$$

## NORMAL EQUATIONS.

$$b + 0.665a = 2.689, \text{ whence } a = 3.817$$

$$6.725a = 25.672 \quad \therefore \quad b = 0.161$$

## EQUATION FOR RATING.

$$\text{Velocity} = 3.817 \times \frac{\text{Revolutions} + .161}{\text{Time.}}$$

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## EVAPORATION.

Two pans were again placed in operation, an earth pan, and a water pan ; but owing to the unavoidable delay in reorganizing the Calgary office, they were not in working order until the 8th of June. The results are not satisfactory. The earth pan was placed on the roadway passing by the observer's house and fenced around ; it was so placed to be under supervision, and if possible freed from outside interference.

The resulting total evaporation from June the 8th to November the 5th is 1,747 feet, an amount that appears altogether too small. It seems likely that a lack of due exposure to prevailing winds has been the cause of this apparently low amount of evaporation ; under the circumstances, however, it could not be avoided.

It has been arranged during the coming season, to place an evaporation station on Mosquito creek at the Northwest Mounted Police outpost, about fifty-four miles south of Calgary, where interference is not likely to occur, and there are no obstacles to minimize the full effects of wind, sunshine, precipitation, &c. This point has been selected owing to the fact that there are a number of small lakes at no very great distance, in which observations with submerged tanks can be effectively carried on.

The director of the Meteorological Service of Canada, Mr. R. F. Stupart, of Toronto Observatory, has loaned the Irrigation Surveys Office the necessary instruments to take meteorological observations in conjunction with evaporation, consisting of a mercurial barometer, maximum and minimum thermometers, wet and dry bulb thermometers, anemometer, anemograph, and rain gauges ; these will be placed in charge of an observer at Mosquito creek station from April, until the end of October next, and arrangements made to have the meteorological observations carried on for the balance of the year, possibly by the police sergeant in charge of the outpost.

The results of evaporation observations with the earth pan are given in the accompanying schedule.

No results worth publishing have been obtained from the submerged pan, owing to difficulties encountered by the observer. It was placed in the Eau Claire mill pond, the only available still water near Calgary ; as the pond is frequently filled and emptied for mill purposes and is likewise the resort and playground of many boys during the summer, the site is not a satisfactory one.

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## EVAPORATION OBSERVATIONS. STATION No. 1, CALGARY, ALBERTA.

PAN in ground 3 x 3 x 2 feet. Elevation of pan 3406 feet above sea level. Latitude 51° 03', Longitude 114° 04'.

Date, 1898.	TEMPERATURE.		GAUGE READING.		DIFFERENCE IN FEET.		General Remarks.
	Water.	Mean of air for period.	At date.	Previous.	Gain for period.	Loss for period.	
June 8			0.867	0.867			Initial reading.
" 11			0.969	0.867	0.111	0.009	Raining heavily.
" 14			0.991	0.969	0.028	0.006	Rain.
" 17			0.965	0.991		0.026	
" 20	53°		0.925	0.965		0.040	
" 23	57°	55°	0.887	0.925	0.003	0.041	Rain.
" 26	60°	58°	0.849	0.887		0.038	
" 29	57°	55°	0.801	0.849	0.009	0.057	Rain, strong S.E. wind
July 1	61°	55°	0.789	0.801		0.012	
" 4	67°	66°	0.737	0.789		0.052	Very warm; W. wind
" 7	59°	51°	0.683	0.737		0.054	Hot, S. W. wind.
" 10	68°	63°	0.643	0.683		0.040	
" 13	69°	72°	0.592	0.643		0.051	
" 16	66°	67°	0.582	0.592	0.007	0.017	Rain.
" 19	52°	51°	0.602	0.582	0.042	0.022	"
" 22	58°	52°	0.636	0.602	0.044	0.010	"
" 25	67°	65°	0.616	0.636		0.020	"
" 28	64°	58°	0.585	0.616		0.031	"
" 31	64°	59°	0.584	0.585	0.006	0.007	Rain.
Aug. 3	66°	63°	0.557	0.584		0.027	"
" 7	63°	61°	0.526	0.557	0.024*	0.055	"
" 10	62°	66°	0.500	0.526		0.026	"
" 13	62°	65°	0.495	0.500		0.005	"
" 16	63°	61°	0.451	0.495		0.044	"
" 20	65°	65°	0.420	0.451	0.005*	0.036	"
" 23	61°	61°	0.414	0.420	0.002	0.008	Rain.
" 27	60°	63°	0.383	0.414		0.031	"
" 30	57°	53°	0.404	0.383	0.034	0.013	Rain.
Sept. 3	53°	48°	0.437	0.404	0.040	0.007	"
" 6	52°	46°	0.426	0.437		0.011	"
" 10	52°	50°	0.416	0.426	0.009*	0.019	"
" 12	56°	58°	0.396	0.416		0.020	Reading before refil'g
" 12	56°	58°	1.216	1.216			After.
" 13	53°	53°	1.256	1.216	0.073*	0.033	
" 17	53°	54°	1.166	1.256	0.001	0.001	
" 20	52°	53°	1.143	1.166		0.023	
" 24	48°	47°	1.109	1.143		0.034	
" 27	49°	42°	1.000	1.109		0.109	
" 30	42°	36°	1.000	1.000	0.017	0.017	
" 30			1.516				Tank refilled.
Oct. 1	40°	32°	1.506	1.516		0.010	Snowing.
" 4	28°	27°	1.403	1.506		0.103	Ice on tank.
" 7	28°	32°	1.309	1.403	0.010*	0.104	
" 11	42°	37°	1.200	1.309		0.109	
" 14	40°	40°	1.050?	1.200		0.150	
" 17	41°	32°	0.996	1.050		0.054	
" 21	36°	30°	0.980	0.996		0.016	
" 24	34°	32°	0.975	0.980	0.014	0.019	Snowing.
" 28	37°	34°	0.969	0.975	0.001	0.007	"
" 31	40°	36°	0.968	0.969	0.001*	0.002	"
Nov. 2	39°	31°	0.945	0.968		0.023	
" 5	31°	32°	0.937	0.945		0.008	
					0.481	1.747	

Total evaporation, 1,747 feet.

NOTE.—\* No apparent reason for this gain. ? This reading is doubtful.

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## NILOMETERS.

An automatic register of the rise and fall of the Bow, Elbow, and Highwood rivers has been obtained during the past summer by using the Lallié nilometers described in the 1897 report.

Owing to the fact that there was no professional head to the Irrigation Surveys Office at Calgary before the 1st of June, the nilometers were set up much later in the season than should have been the case. The Bow record commences on the 4th, the Elbow on the 8th, and Highwood river on the 22nd.

There was only just time to catch the highest water of the year on the Bow and Elbow, on the 21st and 20th of June respectively, while on Highwood river the water was already receding from its highest stage. Diagrams Nos. 2 and 3 show the results obtained.

The Bow nilometer was in its old position on Langevin bridge at Calgary; the record is not true beyond the end of August. It appears that the well became filled with silt and the float grounded from that date on; this was not noticed when the record sheets were being changed, and was only discovered while plotting at the end of the season; a comparison with the gauge rod records (diagram No. 6) makes the discrepancy apparent.

Gauge rods were placed on, or close to the nilometer wells for the purpose of affording an independent check, and of providing a datum to start from at the commencement of the observations, and at any other time, should a break in the records occur. In the case of the Bow river, the gauge rod has supplied the information lost by the nilometer. Some slight differences will be noticed in the shape of the gauge rod profiles, due to the fact that the rods were read but once daily, and not on Sundays, while the nilometers kept a continuous record.

These three gauge rods have been referred to bench marks of known elevation and can at any time be replaced in relatively the same position, if necessary.

It will be remembered that the nilometer on the Elbow river was washed away by the June floods of 1897, with the Calgary Irrigation Company's flume to which it had been attached. It was replaced by a new instrument of the same pattern, set up on the traffic bridge across the stream near its mouth. The site is not a good one, but as has already been explained, the late start and proximity of highest water stage did not allow much time for choice, and a better site not being available, the bridge was accepted. From the similarity of the profiles (see diagrams 2, 6 and 7), it would appear that the Elbow is to a considerable extent affected, at the point where the nilometer was placed, by the backing up of water from the Bow river during the higher stages.

The Bow attained its greatest height on the gauge rod at 9.2 feet on the 21st of June, then falling, rose again to 8.5 feet on the 20th of July; in 1896 the highest point was reached at eight feet on the 23rd of July, and in 1897 the stream rose above the ten foot mark on the 18th of June, then falling rapidly, rose again to nine feet on the 8th of July; in the last case, however, the June rise was abnormal.

The high water stages of the Elbow river, as shown by the records, happened at the same time as for the Bow.

For the Highwood river, the highest water seems to have occurred about the 20th of June, but there is no rise in July corresponding to that of the Bow; on the other hand there is a distinct rise in August, with a corresponding though not so marked rise for the Elbow one day later. From a comparison of the nilometer and gauge rod profiles it would appear that the observer was a little erratic in his gauge readings.

On the whole the instruments used have not proved satisfactory, they are somewhat clumsy in make, and require rather delicate handling in setting, and to keep in proper running order. It is proposed to supplement the three now in operation by two hydrographs to be placed respectively on the St. Mary and Oldman rivers; these instruments are now being manufactured in Toronto, Ont., under the direction of Mr. F. Napier Denison, on the staff of the Meteorological Office at Victoria, B.C. They will be similar in construction to the hydrographs used by the Meteorological Service

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for tidal observations in various parts of Canada. They will have an eight foot instead of a six foot range; the latter is the range of the three instruments used so far, and in the case of the Bow river has been found insufficient.

## SCHEDULE for 1898.—NILOMETERS.

Name of stream.	Location of rod.	Name of observer.	Interval of reading.	Period of reading.	No. of diagram, showing rise and fall.
Bow river..	On Langevin traffic bridge, Calgary.	C. D. Rickards, Irrigation Office, Calgary.	Weekly.	Part of June July, Aug. Sept. Oct.	2
Elbow river.	On traffic bridge, Calgary.	C. D. Rickards, Irrigation Office, Calgary.	Weekly.	Part of June July, Aug. Sept. Oct.	2
High wood river .....	On traffic bridge, High river village.	Saml. Heslip, Blacksmith, &c., High river.	Weekly.	Part of June July, Aug. Sept. Oct.	3

## SCHEDULE of gauge rods read during the year 1898. Along the line of the Calgary and Edmonton Railway.

Name of stream.	Location of rod.	Name of observer.	Interval of reading.	Period of reading.	Numbr of dia-gram, showing rise and fall.
Nose creek.	Railway bridge.	John Galbraith, section foreman, Calgary, Alberta.	Daily.	Part of June July, Aug. Sept. Oct.	7
Sheep river.	Railway bridge.	J. C. Bradford, section foreman, Okotoks, Alberta.	Daily.	Part of June July, Aug. Sept. Oct.	10
North branch of Mosquito creek.	Railway bridge.	Thomas Field, section foreman, Nanton, Alberta.	Daily.	Part of June July, Aug. Sept. Oct.	11
South branch of Mosquito creek.	Railway bridge.	Thomas Field, section foreman, Nanton, Alberta.	Daily.	Part of June July, Aug. Sept. Oct.	11
Willow creek.	Railway bridge.	Geo. Wansborough, section foreman, Macleod West, Alberta.	Each 2nd day.	Part of June July, Aug. Sept. Oct.	10

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Along the line of the Canadian Pacific Railway. The Cypress hills watershed.

Name of stream.	Location of rod.	Name of observer.	Interval of reading.	Period of reading.	Numbr of diagram, showing rise and fall.
Maple creek.	Railway bridge.	Geo. Bell, section foreman, Maple Creek, Assa.	Daily except Sunday.	August.	12
Fish creek, Assa.	Railway bridge.	Geo. Bell, section foreman, Maple Creek, Assa.	Daily except Sunday.	August.	13
McKay creek.	Railway bridge.	John Flood, section foreman, Walsh, Assa.	Daily.	Part of June July, Aug. Sept.	12
Boxelder creek.	Railway bridge.	John Flood, section foreman, Walsh, Assa.	Daily.	Part of June Part of Aug.	14
Piapot creek.	Railway bridge.	P. Batter, section foreman, Colley, Assa.	Daily.	Part of July and Aug.	15
Swift-current creek.	Railway bridge.	A. Janson, section foreman, Swift Current, Assa.	Daily.	Part of July and Aug.	15
Seven persons creek.	Railway bridge.	W. Maughan, section foreman, Medicine Hat, Assa.	Daily.	Part of July.	13
Bullshead creek.	Railway bridge.	W. Maughan, section foreman, Medicine Hat, Assa.	Daily.	Part of July, Aug. Sept. Oct.	13
Ross creek.	Railway bridge.	W. J. Corbett, section foreman, Irvine, Assa.	Daily except Sunday.	July, Aug. Sept. Oct.	14

NOTE.—Most of the streams above named carry a quantity of water only in the Spring, and dry up during the Summer; this fact will account for the readings not being carried beyond August. For the reason before given, records of the early spring months were not obtained.

## OTHER GAUGE RODS.

Name of stream.	Location of rod.	Name of observer.	Interval of reading.	Period of reading.	No. of diagram showing rise and fall.
Bow river.....	Langevin traffic bridge, Calgary.	C. D. Rickards, Irrigation Surveys Office, Calgary, Alberta.	Daily except Sundays.	June, July, Aug., Sept., Oct., Nov. and each 2nd day in Dec.	6
Elbow river.....	Traffic bridge, Calgary.	C. D. Rickards, Irrigation Surveys Office, Calgary, Alberta.	Daily except Sundays.	June, July, Aug., Sept., Oct. and Nov.	7
Highwood river.	Traffic bridge, High river village.	Samuel Heslip, blacksmith, &c., High River, Alberta.	Daily.....	Part June, July, Aug., Sept., Oct.	8
Oldman river...	Traffic bridge, Macleod West.	Geo. Wansborough, section foreman, Macleod West, Alberta.	"	Part June, July, Aug., Sept., Oct.	9
Fish creek.....	Traffic bridge, Calgary and Macleod trail.	John Galbraith, section foreman, Calgary, Alberta.	"	June, July, Aug., Sept. Oct.	8
Pincher creek.	Traffic bridge near village.	P. Bertles, sergeant N. W. M. P., Pincher Creek, Alberta.	"	June, July, Aug., Sept., Oct.	6
St. Mary river.	At N. W. M. P. detachment, Colles.	G. S. Cotter, sergeant N. W. M. P., Colles, Alberta.	"	Aug., Sept. and Oct.	9

## GAUGE RODS.

The above schedule enumerates the gauge rods in operation during the year, the names of the streams upon which they were placed, the names of the observers, the intervals at which they were read, the period over which the readings extend, and the number of the accompanying diagrams showing the profile of rise and fall.

As previously stated, the readings have been chiefly taken by section foremen along the lines of the Canadian Pacific, and Calgary and Edmonton Railways, and by members of the Northwest Mounted Police force.

For convenience of reference, they are classified as follows:—"Gauge rods along the line of the Calgary and Edmonton Railway," "Along the line of the Canadian Pacific Railway," and "Other gauge rods."

They number twenty-one in all; of these, three were read in connection with the nilometers set on the same streams and have already been referred to under the heading "Nilometers." The rod on the Bow has been recorded subsequent to the river being frozen over by keeping a space open around the gauge.

The rods embraced in the first and last classification are the most important, yielding records of the volume and relative stability of the largest portion of the water supply available for irrigation purposes from the eastern watershed of the Rocky Mountains.

Beyond the fact that the readings were not commenced sufficiently early in the spring, the reason for which has been already stated, they appear, with one exception, to have been well and faithfully kept, and cover most of the period during which the streams are free of ice. Mosquito creek is the exception referred to, the records for the two branches being so very similar as to lay open to doubt the sincerity of the observer. (See diagram 11.)

The highest stage of water for Sheep and St. Mary rivers probably occurred prior to setting up the gauge rods; all others show it during the month of June. Sheep, Highwood and Oldman rivers likewise, show a marked rise between the 20th and end of August, with slight indications to the same effect on the Elbow river and Willow creek: outside of these two distinctive features the profiles are irregular.

Along the line of the Canadian Pacific Railway, the rods were placed on the principal streams draining northerly from the Cypress hills watershed. The climate in this particular section, commonly known as the "Maple Creek district," is more temperate, enabling the successful growth of vegetable, fruit, and fodder crops that cannot be raised either to the east or west of it; such as corn, tomatoes, vegetable marrows, alfalfa, &c.; the question, therefore, of the application of water becomes one of great importance, the more particularly that the substrata is of a porous nature, and most of the streams dry up during the early summer, the supply being absorbed at no very great distance from their origin; as a consequence, the conservation of water for irrigation purposes, in this particular section, becomes a matter of considerable importance, and, on this account, records tending to furnish information concerning water supply are of much value.

Commencing with the most westerly streams, Sevenpersons creek, (diagram 13) appears to have ceased to flow about the middle of July while Bullshead creek shows a freshet in the latter part of August. Ross creek, (diagram 14) and McKay creek, (diagram 12) the two next, appear to have been within the centre of an extremely heavy precipitation during August; two distinct freshets are shown, each of the streams rising over six feet during the latter one. McKay creek first ceased to flow at the end of July, and finally about the 10th of September.

The same freshets appear on Boxelder creek, but to a very much less degree; this stream, also, ceased to flow on the 12th of August, and finally about the end of the same month. In the case of the diagrams of rise and fall for McKay and Boxelder creeks the difference in elevation between the first termination of flow and recommencement is probably due to the freshet commencing to come down between intervals of reading the rod.

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Continuing east, there are no records for Fish creek, (diagram 13) beyond the end of August ; it appears also to lie without the area of the precipitation shown by McKay and Ross creeks, as there are no indications of a rise during August.

Maple, Piapot and Swiftcurrent creeks (diagrams 12 and 15) furnish no information beyond the end of August, and, except in the case of Piapot creek, show no unusual rise during that month.

The above records are, in themselves, of no great importance, but taken in conjunction with measurements for velocity, they become most valuable. Last summer was the first during which records have been obtained from these streams, and no opportunity then presented itself to have cross-sections made of the beds, levels taken for fall or current-meter measurements for discharge.

It has been arranged for the coming season to commence the gauge rod readings as soon as the streams are flowing free from ice, and to have proper measurements made and sufficient data obtained to enable an estimate to be computed of the amount of discharge at any stage of water.

## OFFICE WORK.

During my absence in the field, the office was in charge of Mr. C. D. Rickards, who attended to the correspondence and other matters connected therewith, in addition to his duties of taking the records of the Bow and Elbow nilometers and gauge rods, and the evaporation pans.

It was necessary that I should come in from the field at the beginning of each month to clear up matters of correspondence requiring my personal attention, and to make the payments due for gauge rod readings in the various parts of the district and Assiniboia, also to receive progress reports from parties Nos. 2 and 3, and direct their further movements.

The office work performed during the winter may be briefly outlined as follows:—

Mr. Macintyre, assisted by Mr. McIntosh, who for a part of the season acted as his assistant in the field, has been engaged upon the reduction of the levels taken throughout the section covered by his topographical survey, the plotting of the contours and topography upon township diagrams, drawn on a scale of half a mile to the inch, and the transference of the same to a map embracing his survey, drawn on a scale of one mile to an inch. The work has been tedious owing to the necessity for reducing, checking, and fitting in a quantity of outside data such as railway profiles, ditches, &c. The results, however, are satisfactory, and the map will supply valuable information.

Mr. McIntosh subsequently plotted the cross-sections of streams made during the year, and computed their several discharges. He also computed the current-meter ratings, and made up the various schedules required for the 1897 and 1898 general reports on irrigation, and irrigation surveys, as well as attending to numerous minor details in connection with the office.

Personally, in addition to the routine of the office, I developed the views taken while in the field and spent all available time upon the final topographical maps of the Alberta watershed ; it has also been necessary, owing to arrears, to prepare the general report on irrigation surveys for 1897, as well as that for 1898.

The negatives have been properly indexed and numbered, and forwarded to the Surveyor General's Office, to have bromide enlargements made for plotting purposes ; these bromides have been duly received. This matter was attended to by H. G. Wheeler, who next computed the angles of the foot-hills triangulation, and made a plot and tracing showing the stations occupied during the last season and their connection with those previously established ; he then compiled and draughted a map to show the contours of Mr. Macintyre's survey, and finally, prepared the diagrams of the rise and fall, and other diagrams to illustrate the 1897 and 1898 reports.

Mr. Child having been transferred from Calgary soon after the close of the season's work, to fill the appointment of Assistant Chief Engineer of the Department of Public Works for the North-west Territories, his returns of survey have been prepared at the Irrigation Office at Regina.



63 VICTORIA, A. 1900

Mr. Rickards' time has been fully taken up by the office correspondence, preparing reports and looking after the Bow river gauge rod, which has been recorded all the winter.

I now submit a topographical map to illustrate the survey made by R. W. Macintyre, C.E. ; also plans to illustrate the report of James T. Child, C.E.

At the time the general report for 1897 was forwarded, the plans to illustrate the report of Oliver York, C.E., had not been prepared ; as it is intended to publish the general reports upon irrigation, and irrigation surveys for the years 1897 and 1898 in one volume, these plans are now submitted.

Both in the field and in the office, the gentlemen above named, comprising my permanent staff, have given me every possible assistance to conduct the work intrusted to our care in an efficient manner. With the hope that our efforts may have met with some degree of success.

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

ARTHUR O. WHEELER,  
*Member American Society of Civil Engineers,*  
*in charge of Canadian Irrigation Surveys.*

# RESULTS FROM IRRIGATION

1897 - 98

BULLETIN No. 3

63 VICTORIA, A. 1900

## RESULTS FROM

The past season was a most unfavourable one for irrigation, being very wet, and works in different parts of the North-west Territories. The lands of some irrigators received from irrigators show that it is impossible to make any reliable estimate of the and summarized, and is issued as

BULLE  
INFORMATION

Number.	Name.	LOCATION OF LANDS.			ACREAGE UNDER CROP.							
		Township.	Range.	Meridian.	Wheat.	Barley.	Oats.	Rye.	Timothy.	Alfalfa.	Bromus.	Native Grasses.
1	Robert Turner.....	21	3	5								
2	Joseph Fisher.....	21	3	5								180
3	Hull Brothers.....	22	1	5	15	10	50		175		30	45
4	Leeds and Elliott.....	12	28	4	2		56		2			
5	A. Caseley.....	23	29	4	5		20		30		1	100
6	J. H. Ellis.....	24	4	5								40
7	Cochrane Rancho Co.....	5	26	4			60		16		10	30
8	W. M. Gunn.....	9	2	5	3		21½		4		7	
9	Wm. Moore.....	10	25	3								40
10	D. E. Riley.....	18	29	4								
11	J. W. McLaughlin.....	19	29	4	4		4					
12	Maunsell Bros.....	9	26 & 27	4			60					
13	H. F. Cook.....	1	26	4								60
14	J. J. Head.....	2	24	4	1		5		25			
15	Indian Depart. (Blackfeet Reserve).						73	15			9	
16	John Nelson.....	8	1	5								60
17	W. C. Wells.....	26	6	5								
18	C. W. Peterson.....	23	1	5	20	2	18					120
19	Mrs. Annie Dowling.....	22	3	5		5						
20	Robert Patterson.....	9	24	4					9			40
21	H. St. G. Burn.....	7	2	5			22					
22	R. A. Wallace.....	19	28	4			9		13			
23	Jones and Smart.....	19	15	3				10				200
24	C. A. and W. A. Lyndon.....	12	29	4								
25	A. E. Banister.....	22	28	4								50
26	C. W. S. Elton.....	8	1	5					16		6	10
27	S. Brouard.....	8	25	4	3½			40				10
28	A. T. Wallace.....	18	24	3			10					
29	P. Lachance.....	8	25	4	9		13			10		35
30	Glegarry Rancho Co.....	12	29	4				100	35			
31	W. B. Elliott.....	26	4	5	1	4	26		3			
32	H. Schmid.....	18	4	5								100
33	A. C. Newson.....	21	3	5								120
34	C. McCarthy.....	10	23	3			3					
35	F. A. Jackson.....	21	3	5								35
36	T. P. McHugh.....	19	22	4		15	50					
37	The Canadian Land and Rancho Co.	12 & 13	23 & 19	3 & 3								930
38	A. H. Eckford.....	18	29	4			30					
39	Dixon Bros.....	12	26	3								
40	P. W. King.....	23	1	5			60					

## SESSIONAL PAPER No. 13

## IRRIGATION, 1897.

the unusual floods experienced in June of that year, caused great damage to irrigation were partially submerged by the overflowing of rivers and creeks and the returns results of irrigation during the past season. The information received has been collected

## TIN No. 3.

## FROM IRRIGATORS.

Vegetables.	Total.	Number of Irrigations.	DATE OF IRRIGATION.		DATE OF HARVEST.			Remarks.
			First.	Last.	Hay.	Grain.	Vegetables.	
80		2	May	June				
180		3	"	"				
327½		2	"	"	Aug. to Sept	Aug. & Sept.	October	
61					September	Cut green.		No irrigation owing to floods.
156		3	May	Oct.	"	September		
40		10	"	Aug.	August			
117½		1	"	"	September	August	October	Oats cut green.
35½		2	April	May				Unable to estimate effect of irrigation owing to wet season.
40		3	May	June				
2		1	May		September	September	October	No details given.
90		1	April			August		Floods destroyed all but 10 acres
60								Wet season, no results from irrigation.
60½		2	"	June				"
33		1	"		September	September	October	"
108½		4	April	"	"	Aug. & Sept.	Sept.	"
60		2	May					"
160								"
14								"
59		3	May	July	July & Sept.			"
25		1	"			September	October	"
22½		1	May	May	September			"
210		2	May	Oct.	August			"
1½		1	"				October	"
50½		1	"	June				"
32		2	May					"
53½		1	"	June	September	September		Season too wet for irrigation.
11								"
67		1	May	June				"
135		2	June	July	August			"
35					Aug. & Sept.	September		"
100		1	"	July	August			"
120								"
2		1	May			September	October	
35								Irrigation works destroyed by floods.
2		2	May	June		September	October	
930					August			Wet season, irrigation no needed.
30		1	"	May	"			
4		1	April				Sept.	
60		1	Oct. 1896			September		Land irrigated during the vious fall.



BULLETIN No. 4

63 VICTORIA, A. 1900

RESULTS FROM

At the close of the year 1898 a form of Bulletin for information regarding irrigation irrigation would be inserted and the form returned to this office as soon as possible. The obtained shows that the results have been, generally, successful throughout the Territory the crops both of hay, grain and vegetables. The information thus obtained has been

BULLETIN

INFORMATION

Number.	Name.	LOCATION OF LANDS.		ACREAGE UNDER CROP.								Total.		
		Township.	Range.	Meridian.	Wheat.	Barley.	Oats.	Rye.	Timothy.	Alfalfa.	Bromus.		Native Grasses.	Vegetables.
1	C. W. Peterson	23	1	5	25	5	20		5			50	4	109
2	Canadian Land and Rancho Co.	12 & 13	22	3	2							510		510
3	"	13	19	3								319		319
4	M. T. Millar	21	3	5								25		25
5	George Lane & Co.	14	29 & 30	4					1			150	1	152
6	A. E. Banister	22	28	4	20		10							31
7	F. W. B. George	9	29	4	1		21		20					42
8	J. W. Ockley	22	3	5				15	10		25	1	1	52
9	M. Brown	24	1	5									1	1
10	A. H. Eckford	18	29	4	30								2	32
11	J. D. Patterson	22	3	5			11	10			1	20	1	42½
12	W. R. Moseley	22	3	5			10		10					20
13	A. Lloyd	10	23	3			12							12
14	W. H. Quail	12	29	4			25		7		1½		½	34
15	H. St. G. Burn	7	2	5					13½				3	16½
16	George Bolt	23	1	5			15							15
17	H. A. Greeley	10	26	3	4	4	20				12		4	44
18	Messrs. Hunter	22	3	5					4			80		84
19	Leeds & Elliott	12	28	4	3		30		5				3	41
20	C. Sharples	12	28	4			24		8			26	2	60
21	Indian Dept. (Blackfeet Agency)						60				9½		7	76½
22	New Oxley Rancho Co	6	25	4			128		19			500		647
23	P. W. King	23	1	5					80					80
24	C. O. Card	3	25	4										
25	J. B. Thibaudeau	5	29	4			5		15					20
26	D. Braniff	11	23	3										
27	John Furman	1	26	4		7	18		25		½		½	50½
28	H. Schmid	18	4	5								100		100
29	R. Turner	21	3	5								60		60
30	G. Anderson, jr	21	3	5			2					73		75
31	" sr	21	3	5								15		15
32	Jas. McCormick	11	23	3			9					½		9½
33	Hull Bros. & Co.	22	1	5		25	160		135		115	35		470
34	T. P. McHugh	19	23	4	75	20	50						5	150
35	Mrs. Annie Dowling	22	3	5		9	8		10				1	28
36	W. Moore	10	25	3			10					40		50
37	D. H. Pollock	7	21	3								60	2	62
38	H. C. Lawson	21	19	2										
39	W. E. Austin	20	1	5			10					30		40
40	A. T. Wallace	18	24	3	2	2	6							10
41	Dixon Bros.	10	26	3			2		10		35			47
42	A. E. Cross	16	1	5							3		1	4
43	J. L. Johnston	21	22	4			55							55
44	A. A Lindquist	1	26	4					30				½	30½
45	Joseph Fisher	21	2 & 3	5								200		200

SESSIONAL PAPER No. 13

IRRIGATION, 1898.

was prepared and forwarded to each irrigator with a request that the results obtained from greater number of irrigators responded to this request, and the information thus obtained, whilst in several instances it has been proved that irrigation has largely increased the yield of crops, and the following statement compiled, and issued as

TIN No. 4.

FROM IRRIGATORS.

Number of Irrigations.	DATE OF IRRIGATIONS.		DATE OF HARVEST.			Remarks.
	First.	Last.	Hay.	Grain.	Vegetables.	
2						
1						
1						
2	May	August	September			
2	"	September				
1		June	July	September		Land was irrigated the previous fall.
1	June			Aug. & Sept.		
2	July	July			October	Timothy irrigated continuously for 3 weeks.
2	June	"		August		
2	Previous fall	"	August	Aug. & Sept.		Wheat and oats a mixed crop.
2	May	"	July	August		
2	June	"				
1	"					
2	May	October	July		October	
3	July	August	September			
2	June	July	August	August	October	
2	Previous fall	August	August	September		
8	May	July				
2						
1	June		July			
2	"	July				Irrigated lands are in gardens in Village of Cardston.
1	July					No details given.
2	May	July	July	September		
2	May	June				
			September	August		Ditch was destroyed and no irrigations made.
			"			"
3	Not stated.	Not stated.	July & Aug.			Creek overflowed, and rendered irrigation unnecessary.
2	Spring	Fall	September			
1	July					
1	June		September	September		
2	May	October	October			
						This year cut, 375 loads of hay from native grasses—Great increase over previous year.
2	May	August	September	August		Cut green for seed.
		June	July			
3	May	July	August			
						Dam broke and irrigation impossible.
			September		October	
3	May	July				Results very successful.



63 VICTORIA, A. 1900

## Information from Irrigators.—Continued.

Number.	RESULTS.			GENERAL REMARKS.
	Hay.	Grain.	Vegetables.	
	Tons.	Bush.	Bush.	
1	95	1,025	300	Water supply very erratic. Garden properly irrigated and good results were most
2	660			No further details given. [astonishing.
3	321			" "
4	30			Ditch damaged by floods otherwise more land would have been irrigated.
5	150			Irrigation proved a success with me. Don't think any one can make a mistake if they use water rightly.
6	60	820		Results very satisfactory. Garden yielded best all round crop I ever grew.
7	87			Timothy was a light crop, but was not irrigated early enough. Second crop from rye grasses, both good for hay and well worth cultivating, stock like these grasses well. Consider fall irrigation better for grain.
8	93	30		Experimented with one acre of wheat and had good success. Oat yield magnificent, and straw 5 feet high. Had excellent results from all lands irrigated. Find fall irrigation best.
9				Water only used on garden. Planted 270 trees and only lost 2. Have several times tried to grow trees without irrigation, but failed.
10	150	545	200	Light soil and requires constant watering.
11	58	633		Potatoes were badly frozen. Consider it better to irrigate cultivated land in the fall.
12	50			Oats badly frozen early in June.
13		450		Fifteen loads of straw obtained.
14	6		100	About 75 tons of oat straw obtained. Garden crop good.
15	16			Timothy not irrigated early enough. Potatoes gave a very large yield. Garden crop
16	60			Oats cut green, only about two-thirds of crop irrigated. [good.
17	21			Hot dry winds in July nearly ruined crop. Found that where water ran freely on prairie sod a good crop of blue joint grass sprung up, shall pay some attention to this matter.
18	128			All irrigated lands are black topped and heavy. Were well pleased with results and approve of irrigation.
19	7	836		Ditch not in working order.
20	16	1,458		Cut some very fine native grass raised entirely by irrigation, for years previously the land was bare of grass.
21	27	2,522	320	Main canal only completed this year and unable to have a satisfactory test. Potatoes and garden truck were eaten during the growing season.
22	296			Bromus was sown with the oats but made little showing during the year. Ditch broke during the spring and 77 acres of oats did not get enough water.
23	90			First cutting after seeding, average length about 30 inches.
24				All vegetables did well and were greatly aided by irrigation. Turnips and roots yielded from 200 to 500 bushels per acre, and potatoes from 100 to 200 bushels per acre.
25	25			Only necessary to irrigate once, owing to very wet season.
26	84	815	290	Very heavy hay crop where freely irrigated. Wheat was destroyed by hail.
27	35	1,000	67	Irrigated land is of five-fold value, safe with water, unsafe without. Oats weighed
28				No details given. [40 to 43 lbs. per bushel.
29	60			" "
30	66			Dam destroyed by flood the previous year, and ditch filled up. Could not get water for irrigation when needed.
31	15			Dam destroyed by flood the previous year, and ditch filled up. Could not get water for irrigation when needed.
32		540	90	No irrigation done, land was covered with water by over flowing of creek.
33	420			A great portion of timothy and bromus was sown 5 years ago, consequently results are not so satisfactory. Too much water is liable to kill bromus. Garden crop was exceptionally good.
34		2,600	1,400	Irrigating in the fall and again the following spring ensures a crop. Garden crop was the finest I have ever grown.
35	75			Barley and oats cut green.
36	65			Oats irrigated once. Native grasses first watered in May and had two waterings afterwards.
37				Did not get very good returns, the grass thickened but did not grow to any length. Potatoes did well, but I kept no record of the number of bushels.
38	375			Irrigated a hay meadow of native grasses. Cut 375 tons of hay this year, where previously only 175 tons have been cut. The outlet ditch broke before I wanted to let the water off, or I could have cut more hay.
39	45			Water was applied to native grasses about ten times during the season.
40	14			Cereals cut green for feed.
41	60			Timothy and alfalfa was very thin and not worth cutting.
42	4		350	Results very satisfactory.
43	125			Dam broke in spring and was not repaired.
44	40		83	No details given.
5	300			Parts of the meadow were regularly irrigated at intervals, and the crop was the best return I have ever had since I began to irrigate.

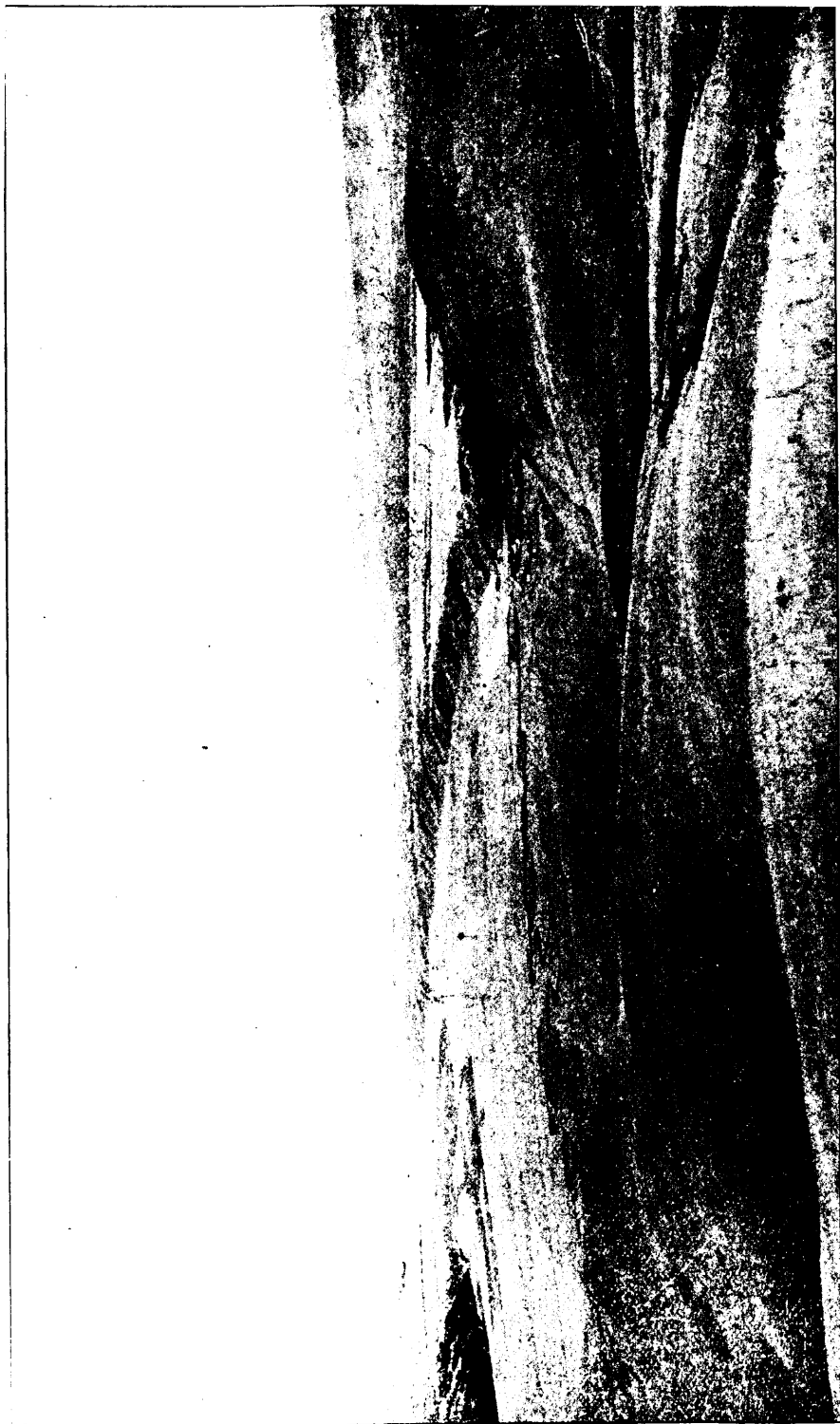


PLATE I. ING'S FLAT ON HIGHWOOD RIVER, WHERE BASE WAS MEASURED.

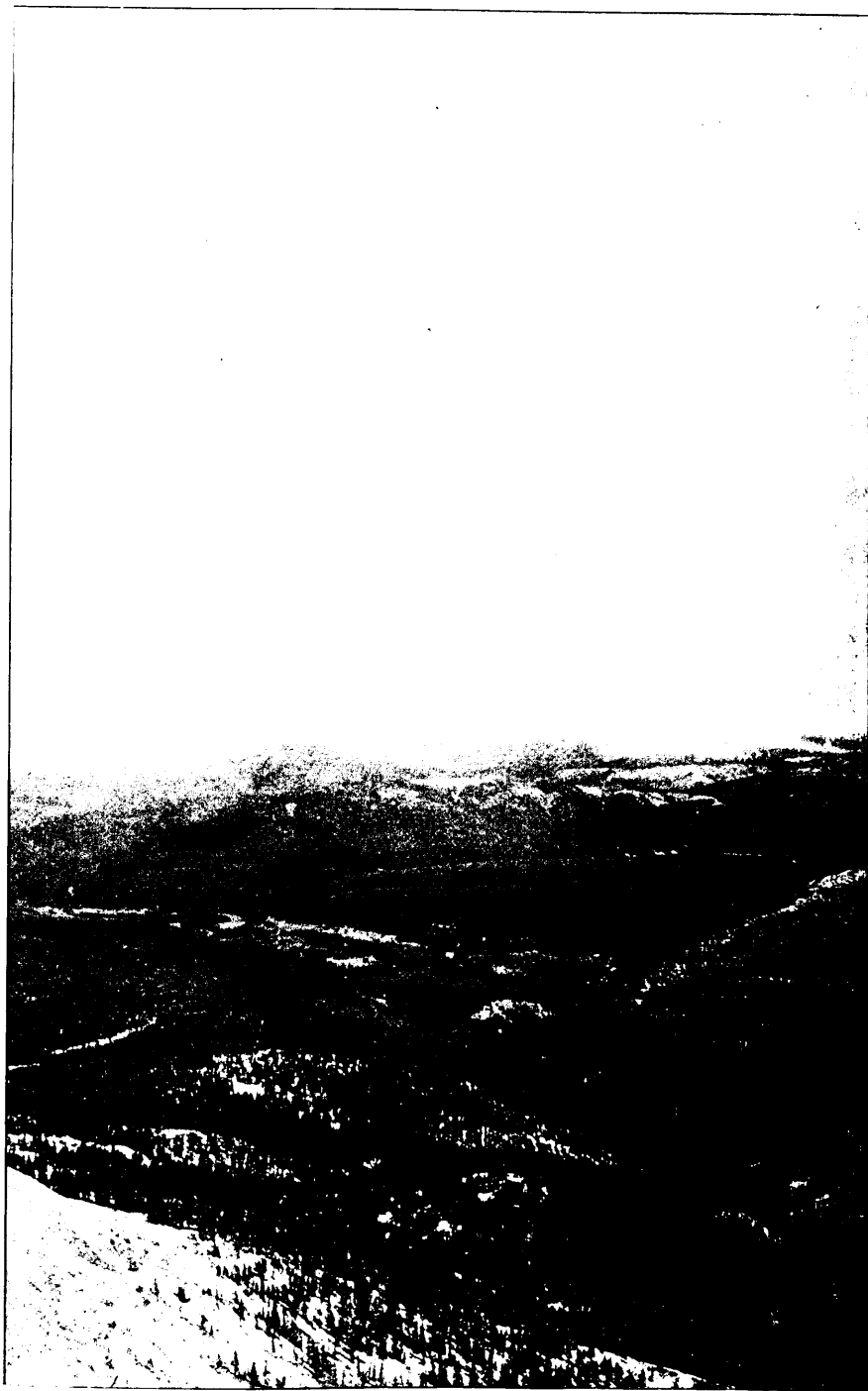


PLATE II.—SHOWING TIMBER DISTRIBUTION IN THE CROW NEST TROUGH.

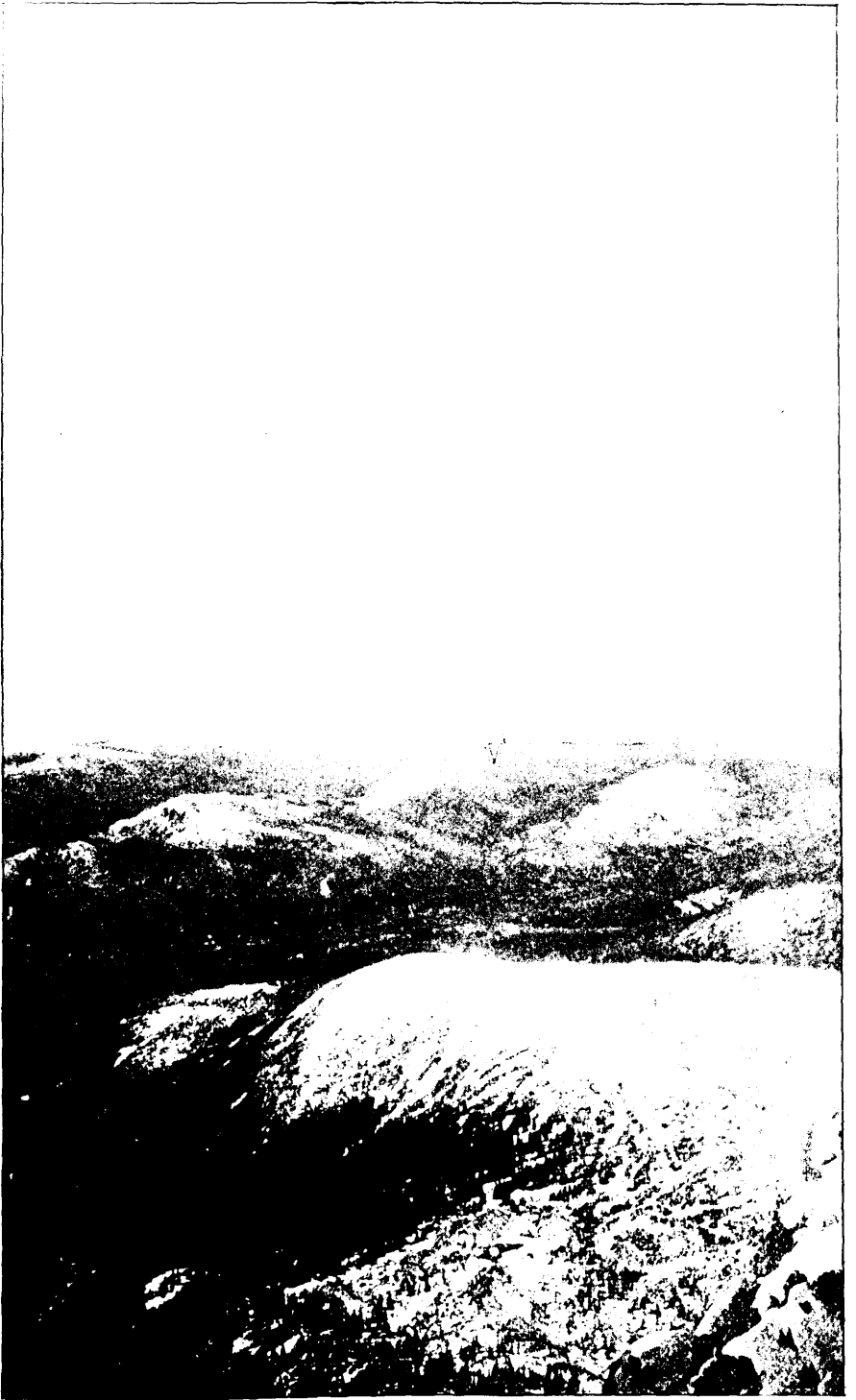


PLATE III.—SHOWING TIMBER DISTRIBUTION IN THE CROW NEST TROUGH.

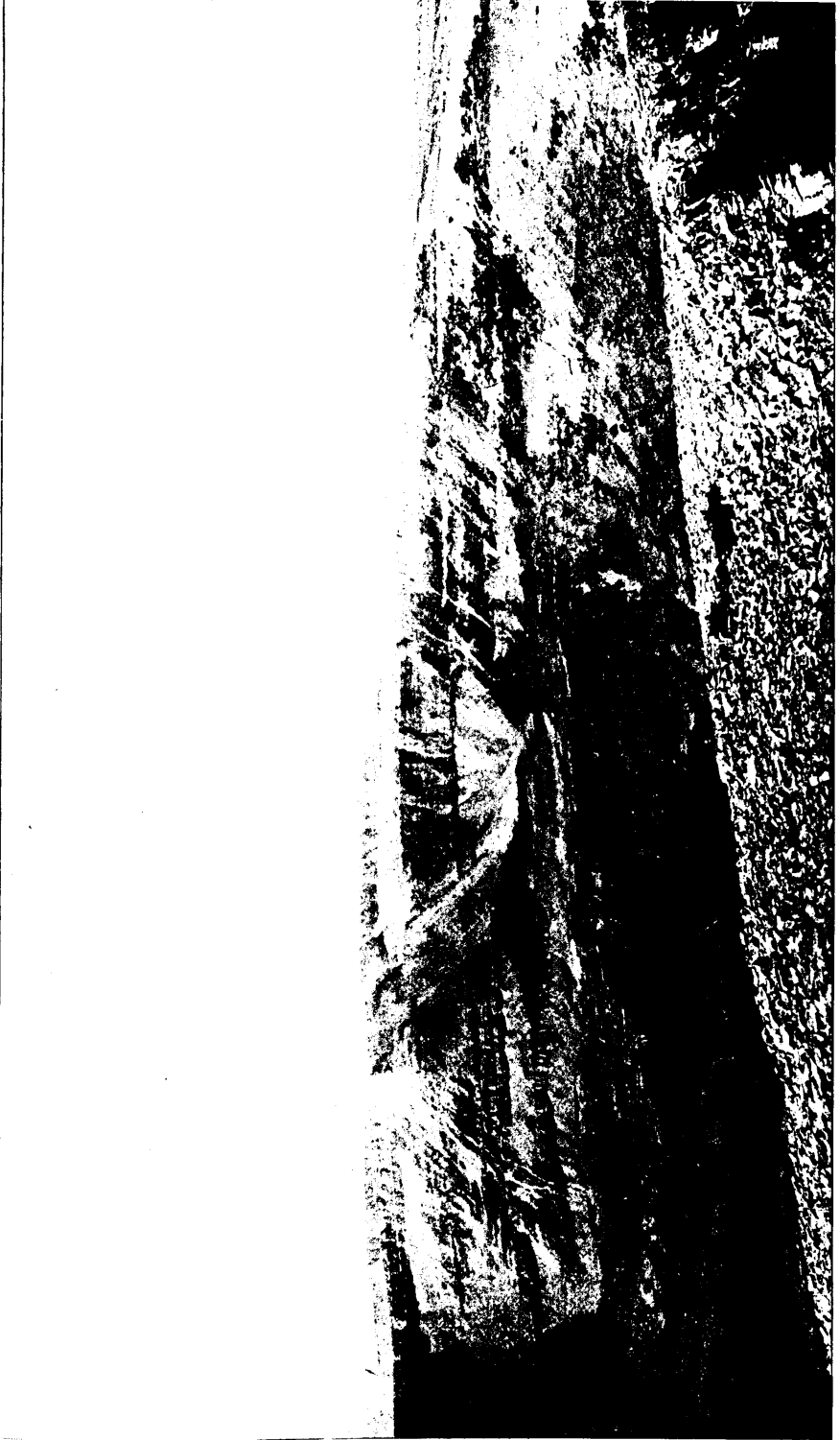


PLATE IV. AMPHITHEATRE AT THE HEAD OF LIVINGSTONE RIVER.

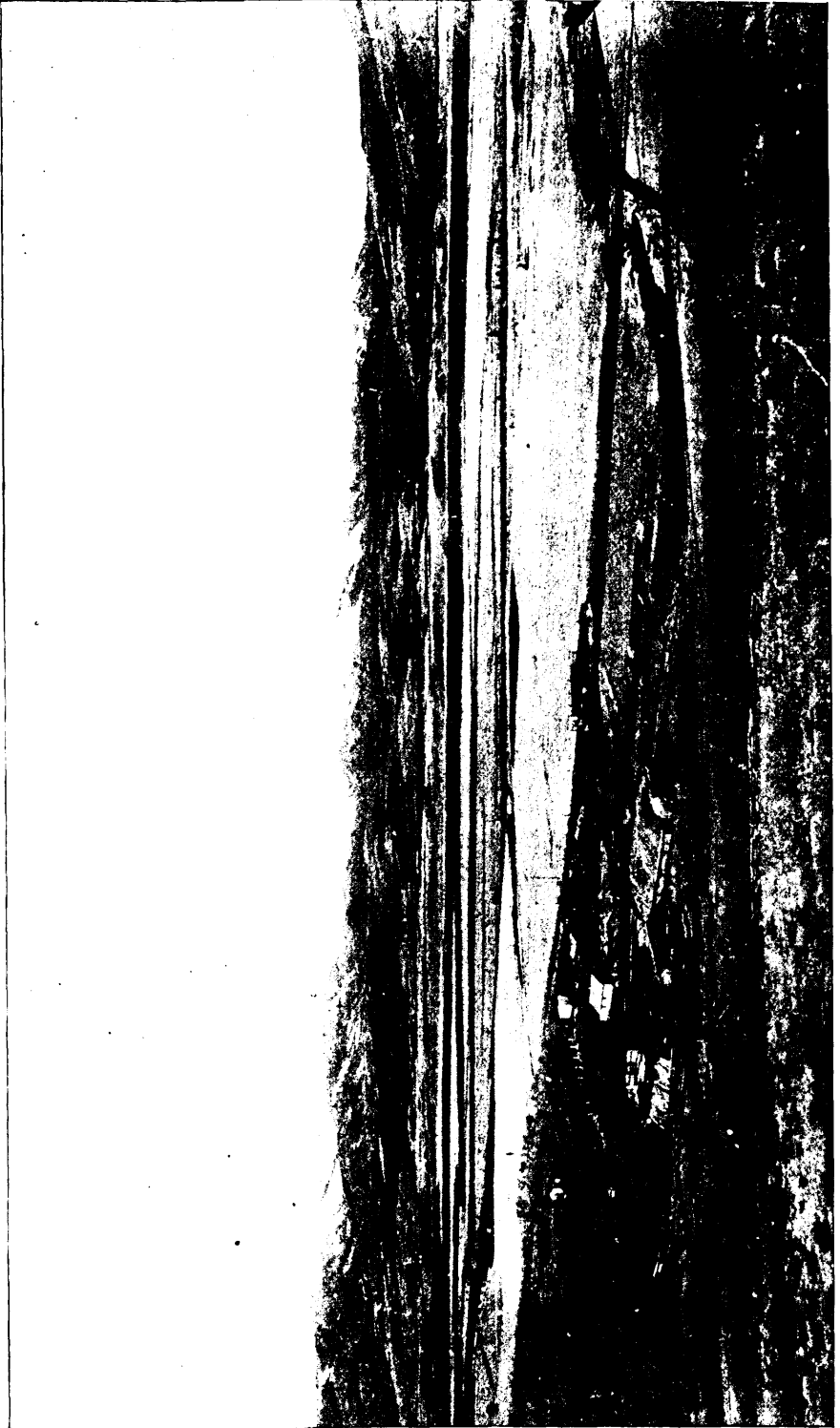
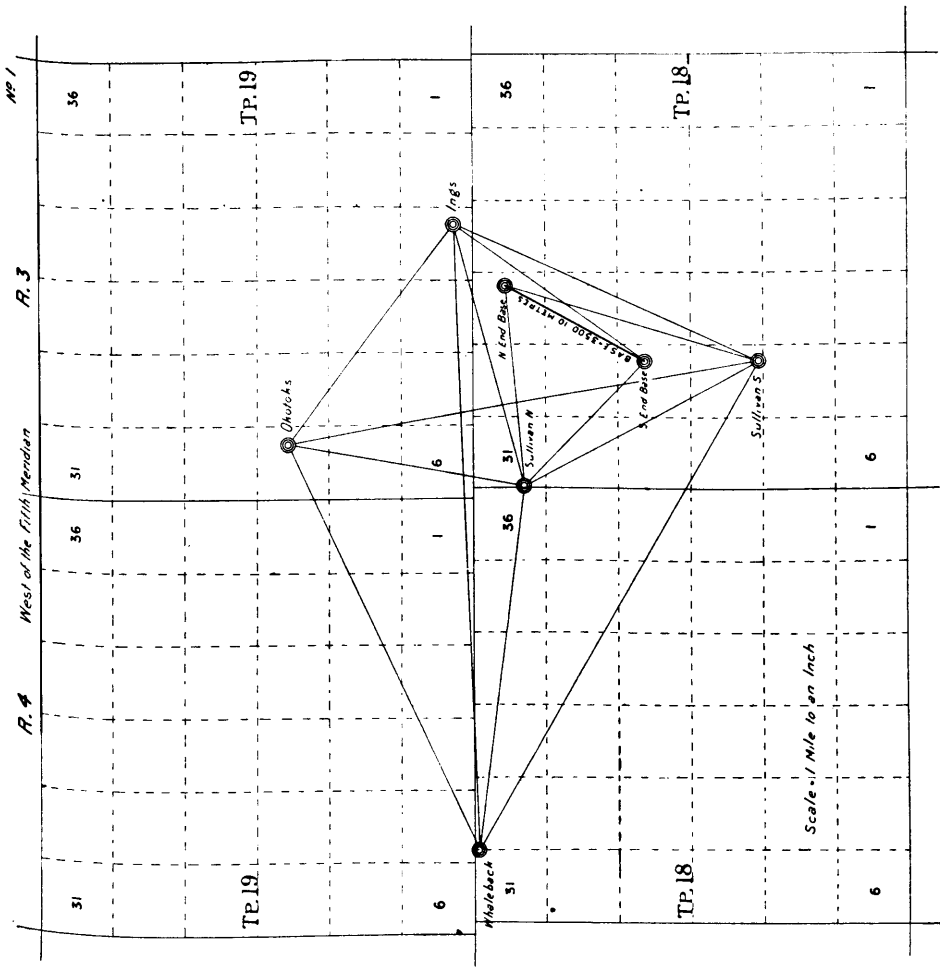


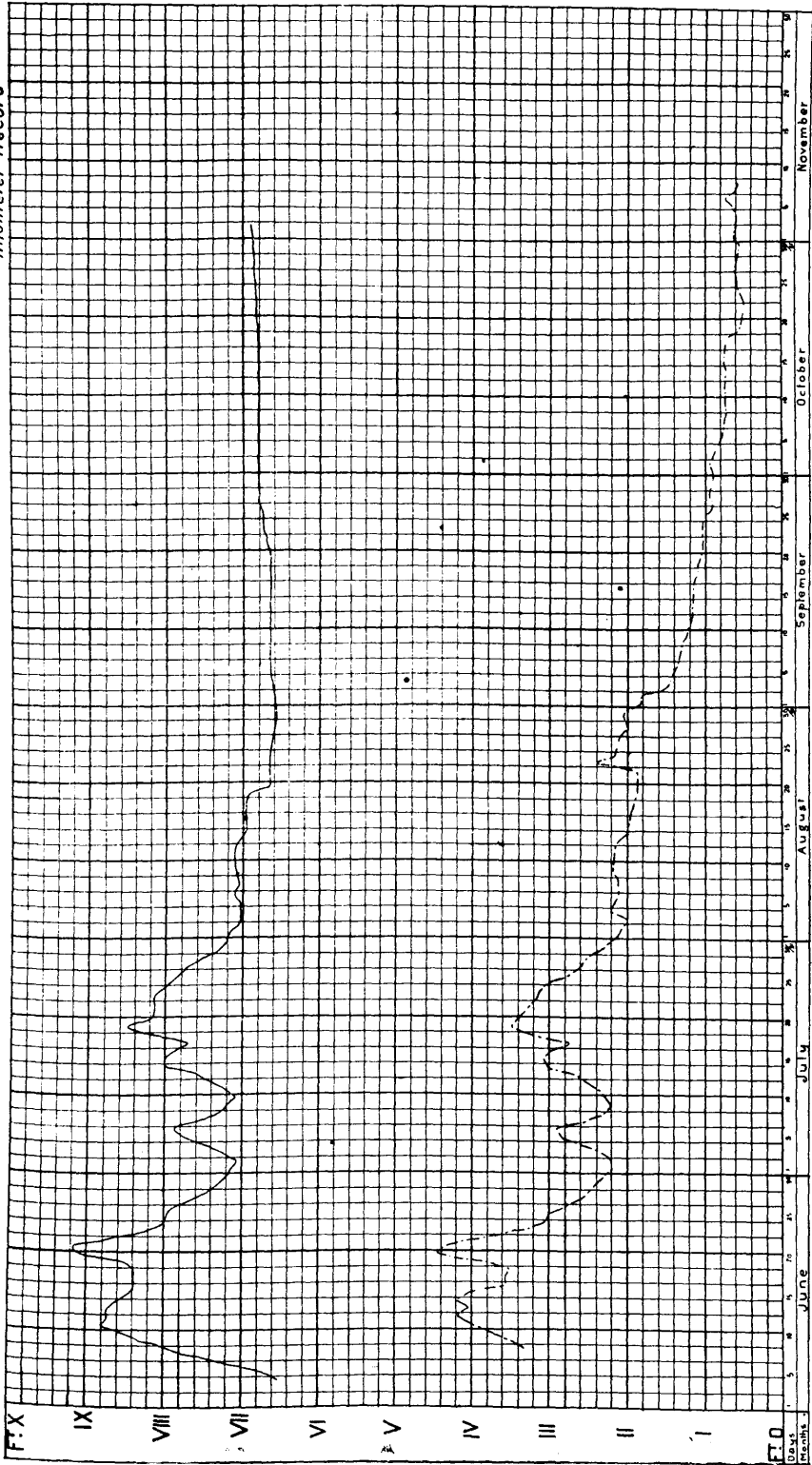
PLATE V. — PELCHAUPP'S RANCH ON HIGHWOOD RIVER.



Showing Expansion from Base in Ings Flat on North Side of Highwood River

DIAGRAM SHOWING RISE AND FALL OF BOW AND ELBOW RIVERS 1898

Nilometer Record No 2



Elbow River Profile shown thus ~

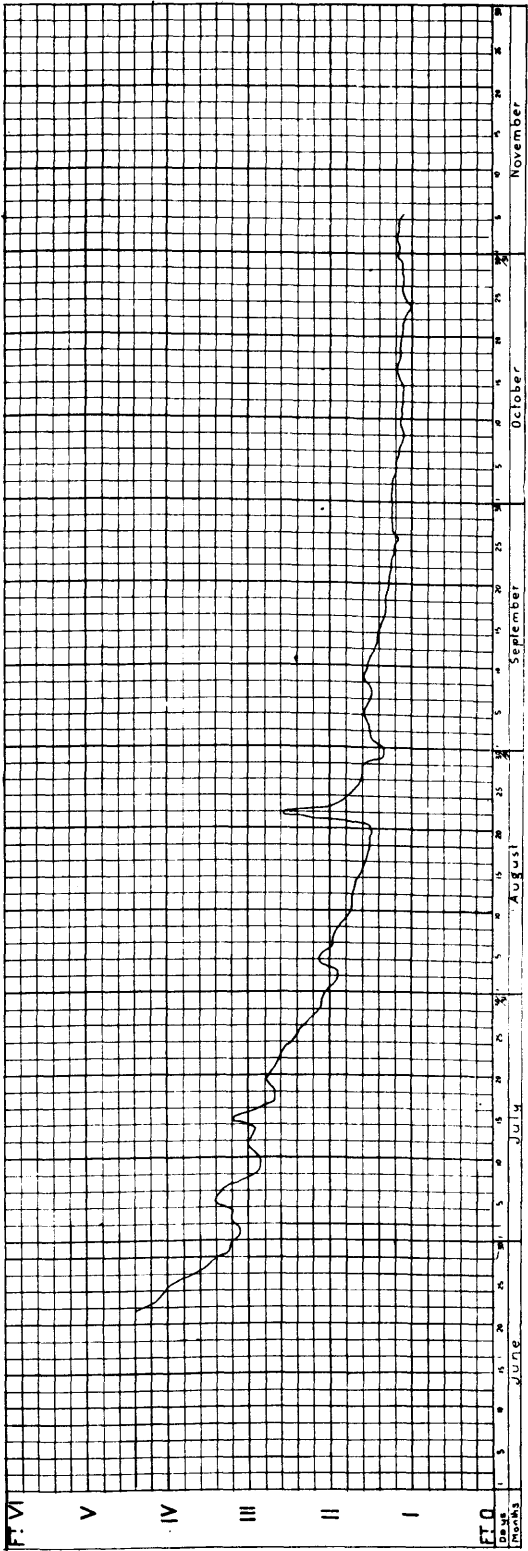
Bow River Profile shown thus ~



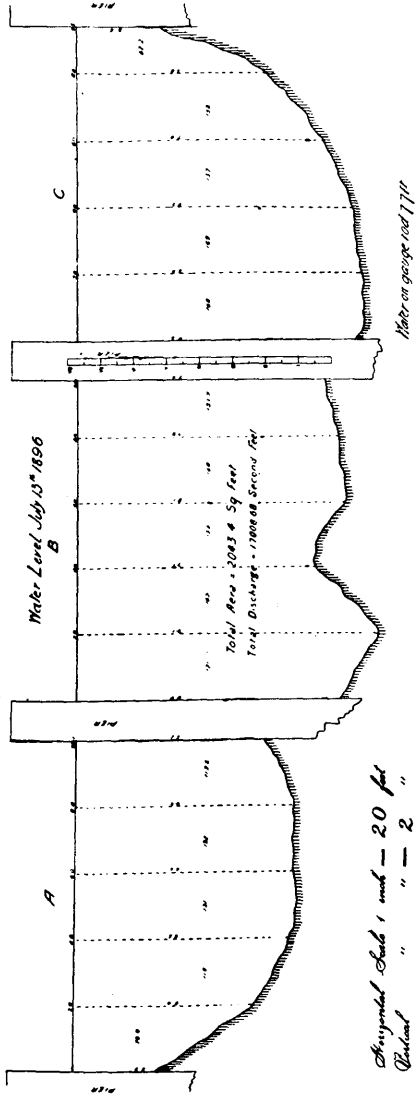
DIAGRAM SHOWING RISE AND FALL OF HIGH RIVER 1898

No 3

Milometer Record



ME 4  
 Cross-Section of Bow River at Langevin Bridge, Calgary showing change in two years



Original depth 1 inch — 20 feet  
 Channel " " — 2 "

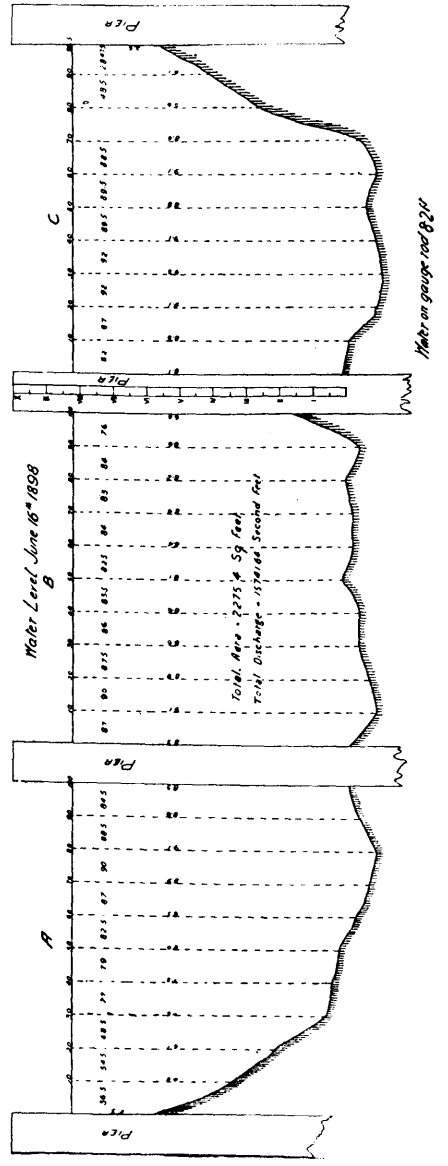


Figure I



Figure II

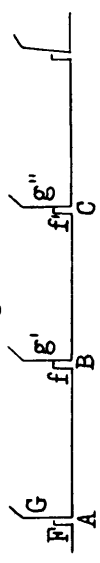


Figure III

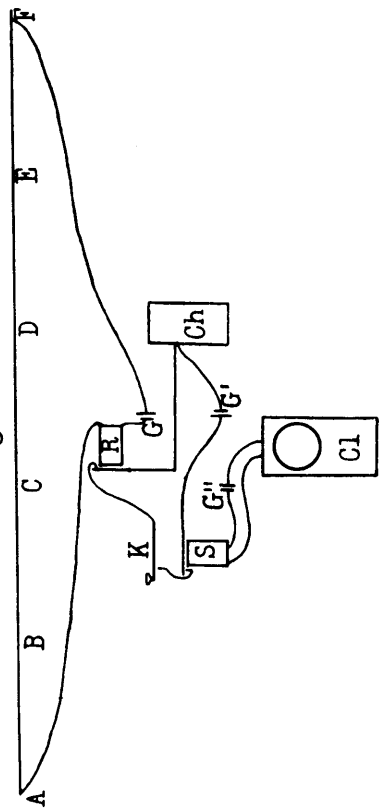


Figure IV

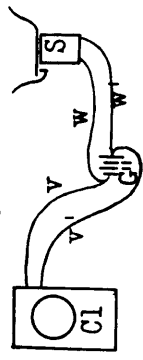
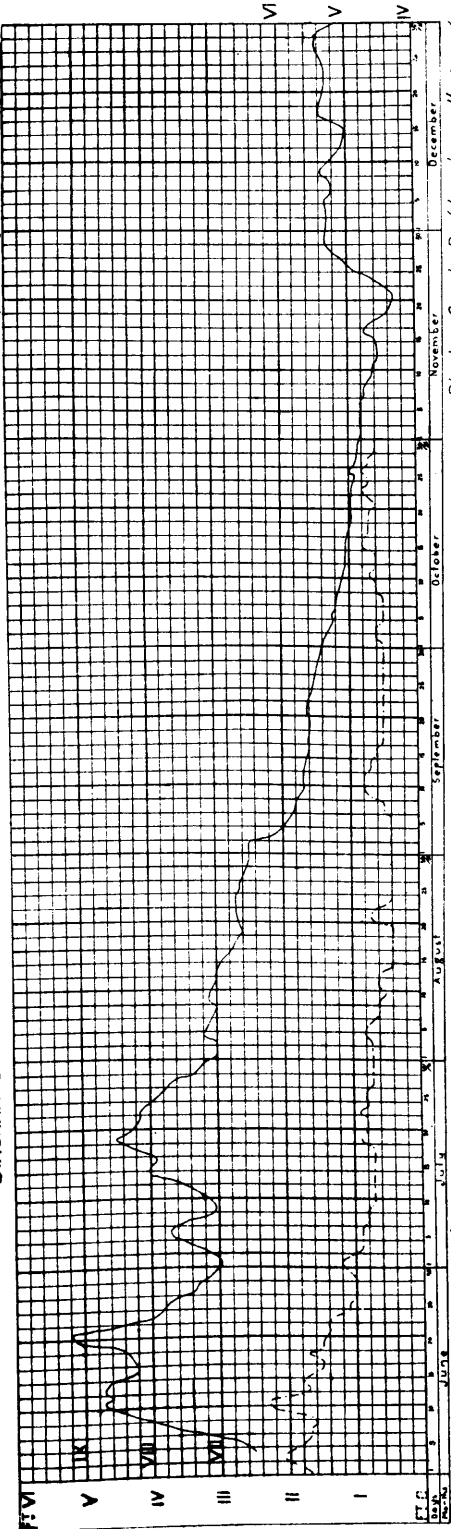


DIAGRAM SHOWING RISE AND FALL OF BOW RIVER AND PINCHER CREEK 1898

NO 6

Gauge Rod Record



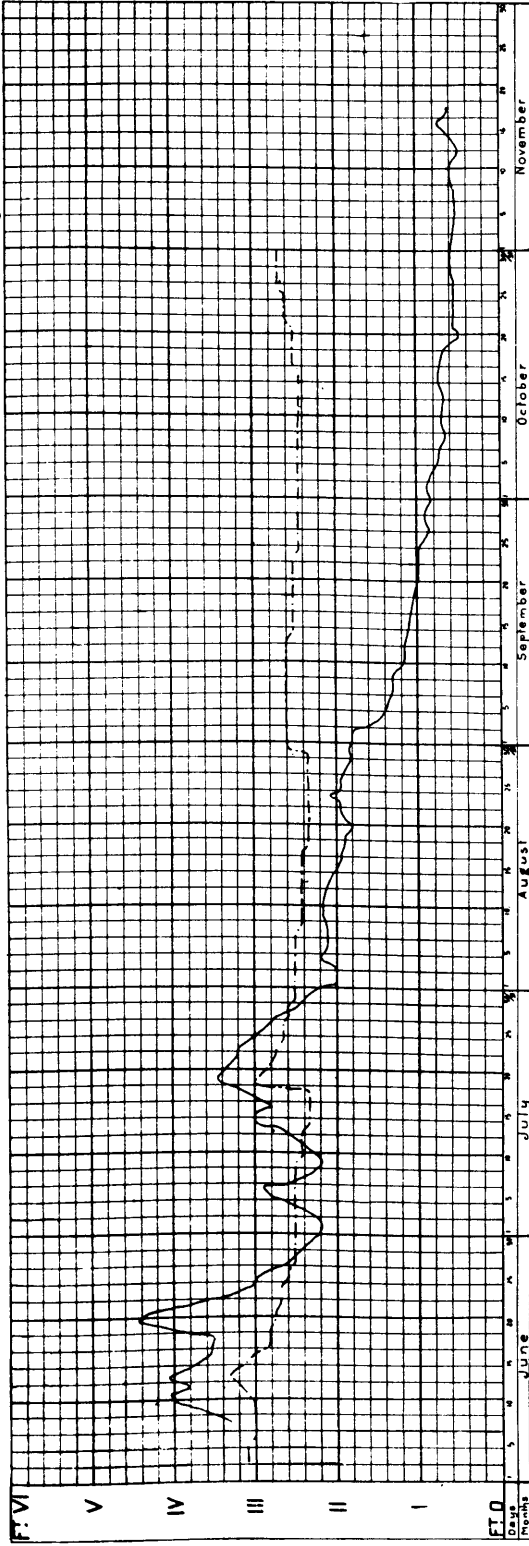
Bow River Profile shown thus ~

Pincher Creek Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF ELBOW RIVER AND NOSE CREEK 1898

No 7

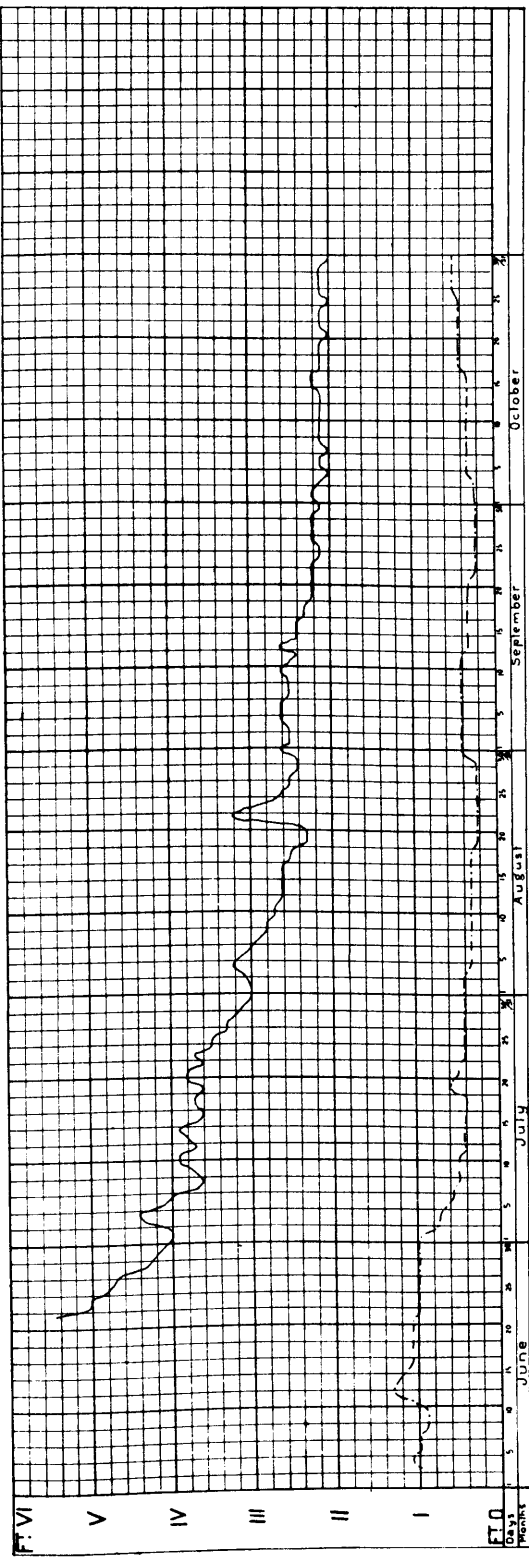
Gauge Rod Record



Elbow River Profile shown thus ~

Nose Creek Profile shown thus - - -

DIAGRAM SHOWING RISE AND FALL OF HIGHWOOD RIVER AND FISH CREEK 1898

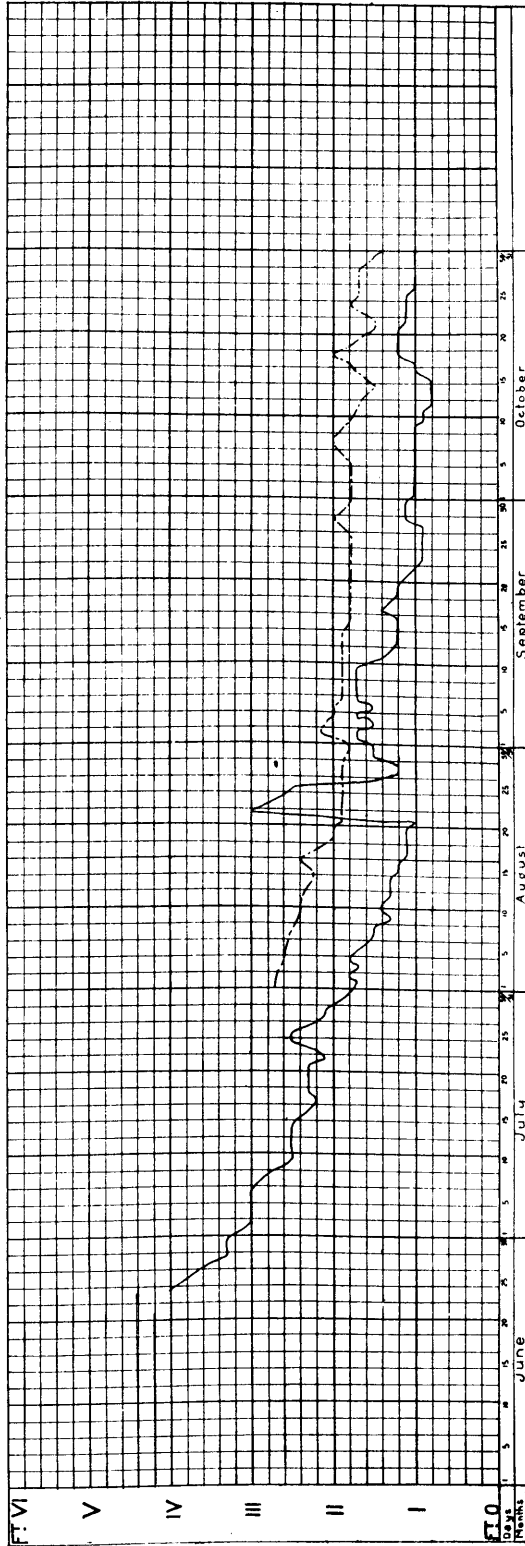


Fish Creek Profile shown thus ~

Highwood River Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF OLD MAN AND ST. MARYS RIVERS 1898

No 9

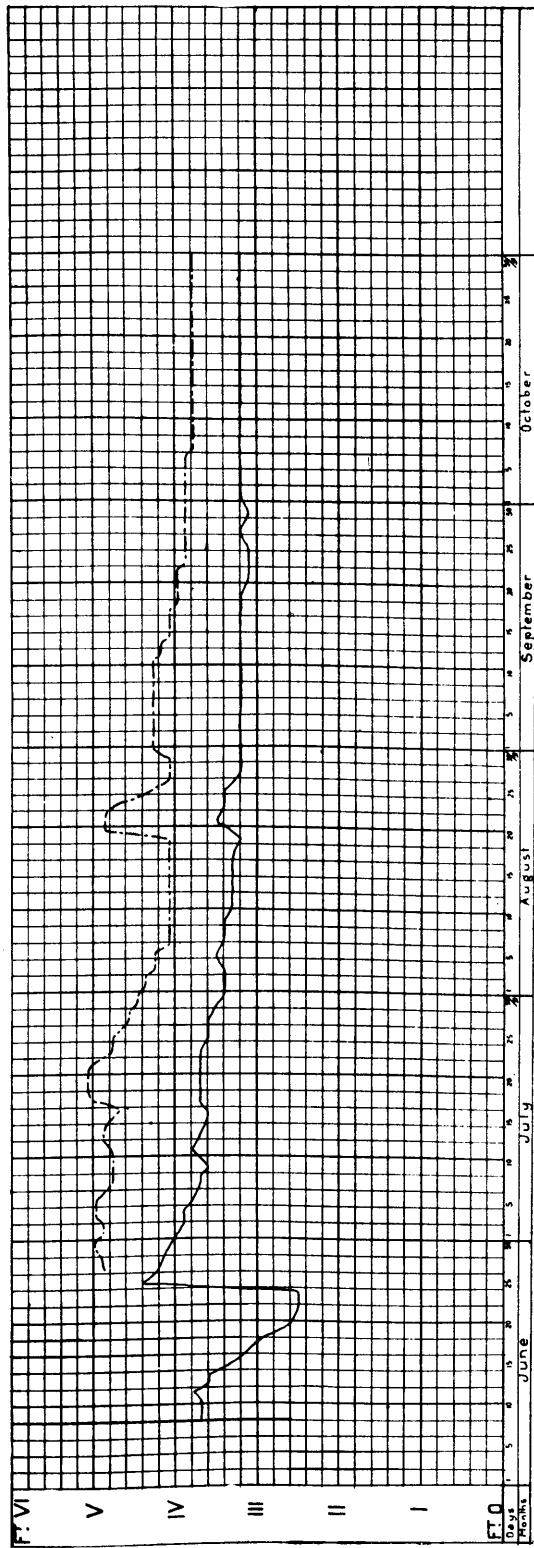


Old Man River Profile shown thus ~

St. Marys River Profile shown thus ~

**DIAGRAM SHOWING RISE AND FALL OF WILLOW AND SHEEP CREEKS 1898**

No 10



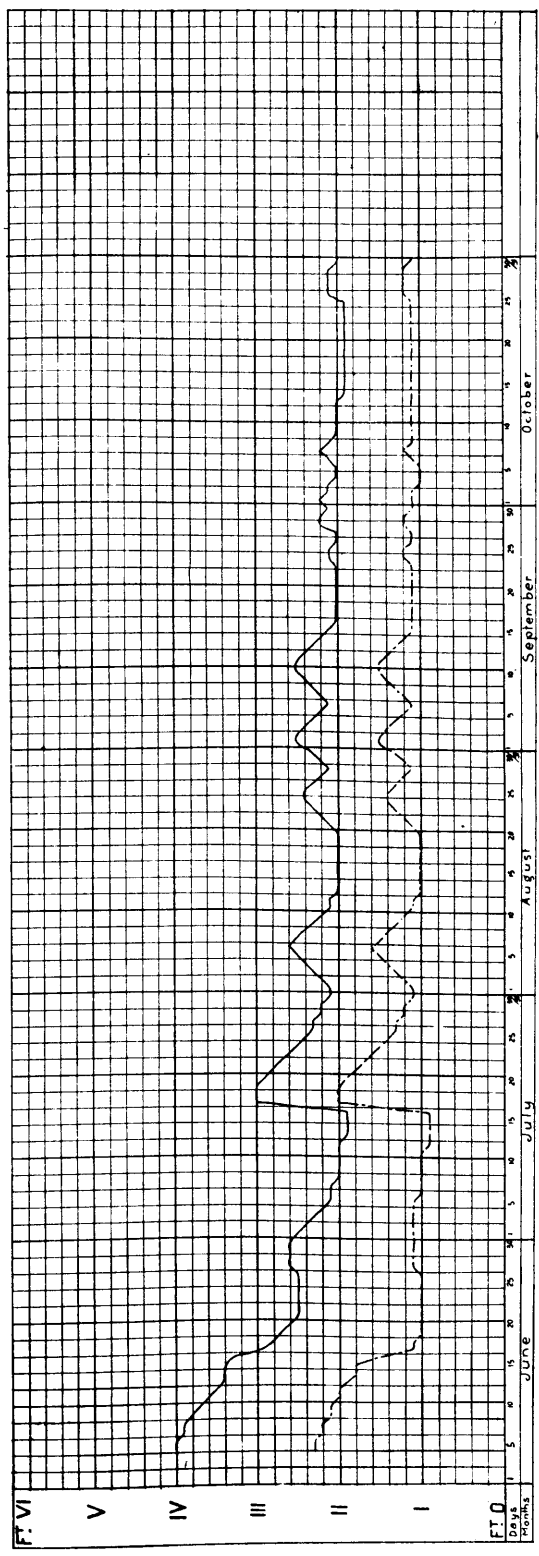
*Willow Creek Profile shown thus ~*

*Sheep Creek Profile shown thus ~*



DIAGRAM SHOWING RISE AND FALL OF NORTH AND SOUTH FORKS OF MOSQUITO CREEK 1898

No. 11

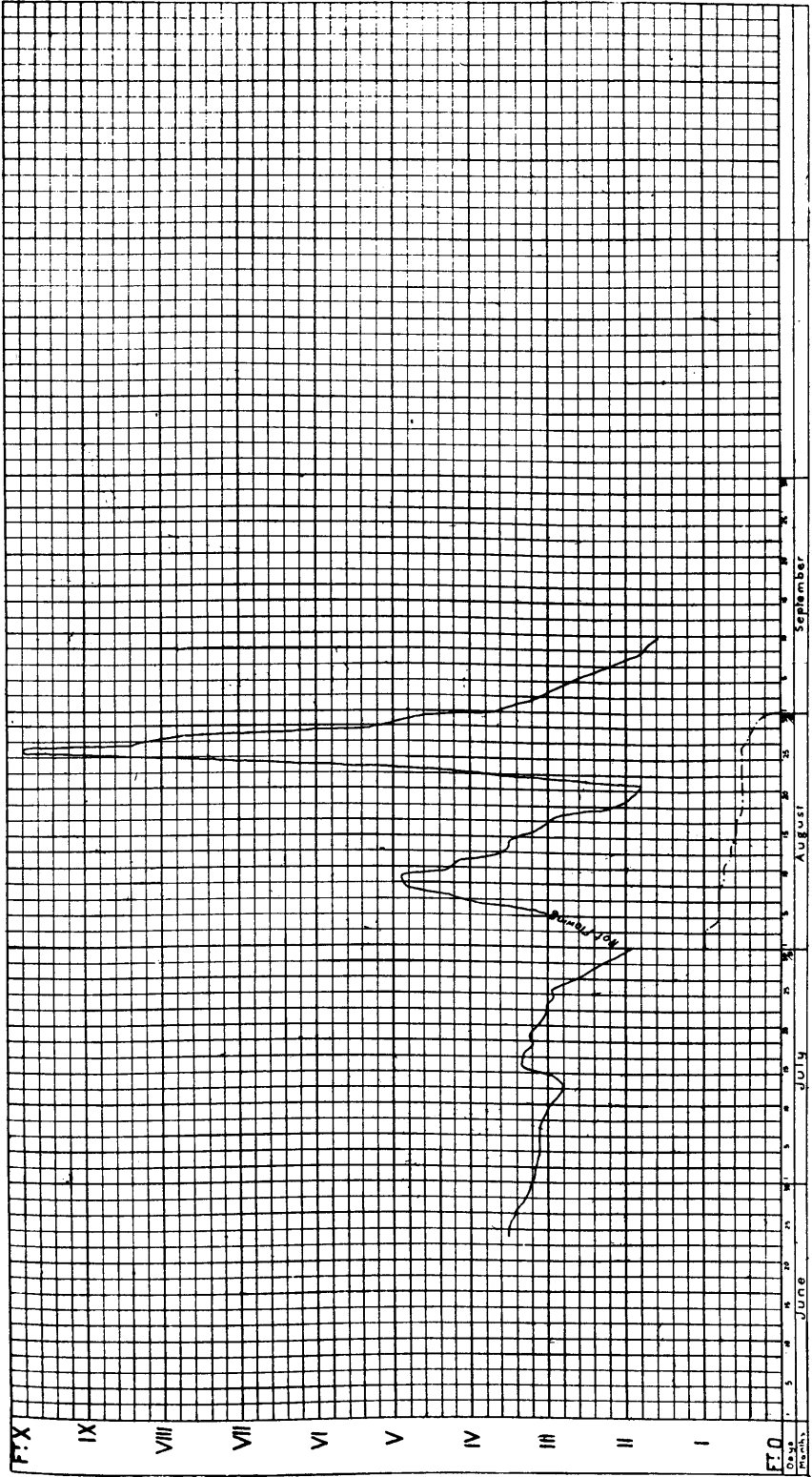


North Fork Profile shown thus ~

South Fork Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF MCKAY AND MAPLE CREEKS 1898

NO 12

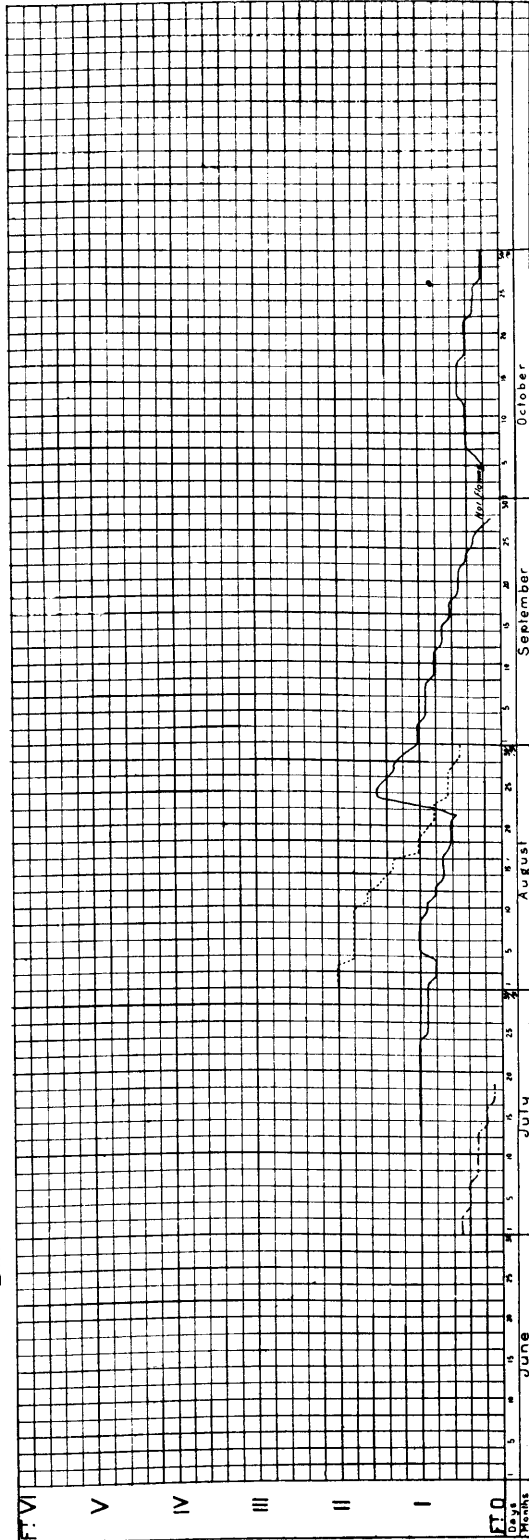


Maple Creek Profile shown thus ~

McKay Creek Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF BULLSHEAD AND SEVENPERSONS CREEKS 1898

No 13



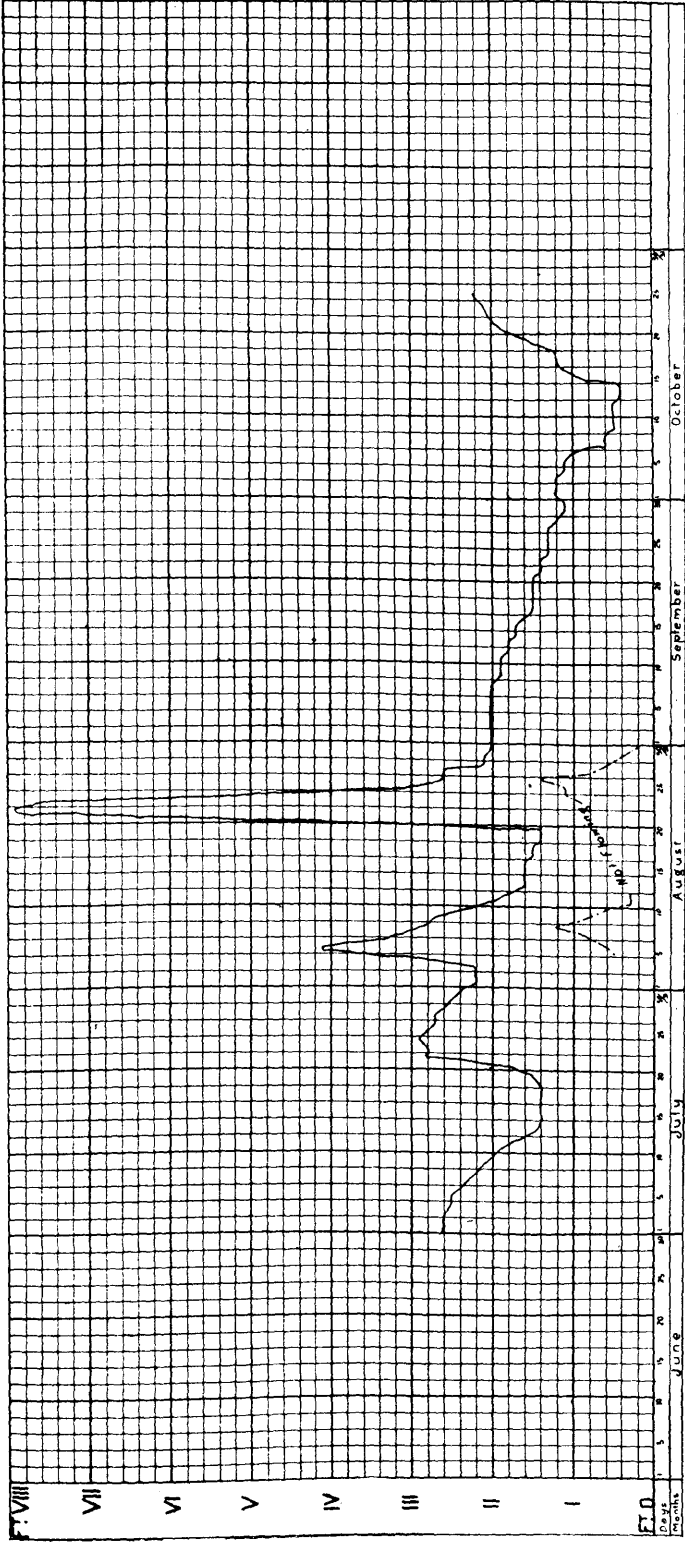
Bullshead Creek Profile shown thus —

RISE AND FALL OF FISH CREEK SHOWN THUS .....

Sevenpersons Creek Profile shown thus —

DIAGRAM SHOWING RISE AND FALL OF ROSS AND BOXELDER CREEKS 1898

No. 14

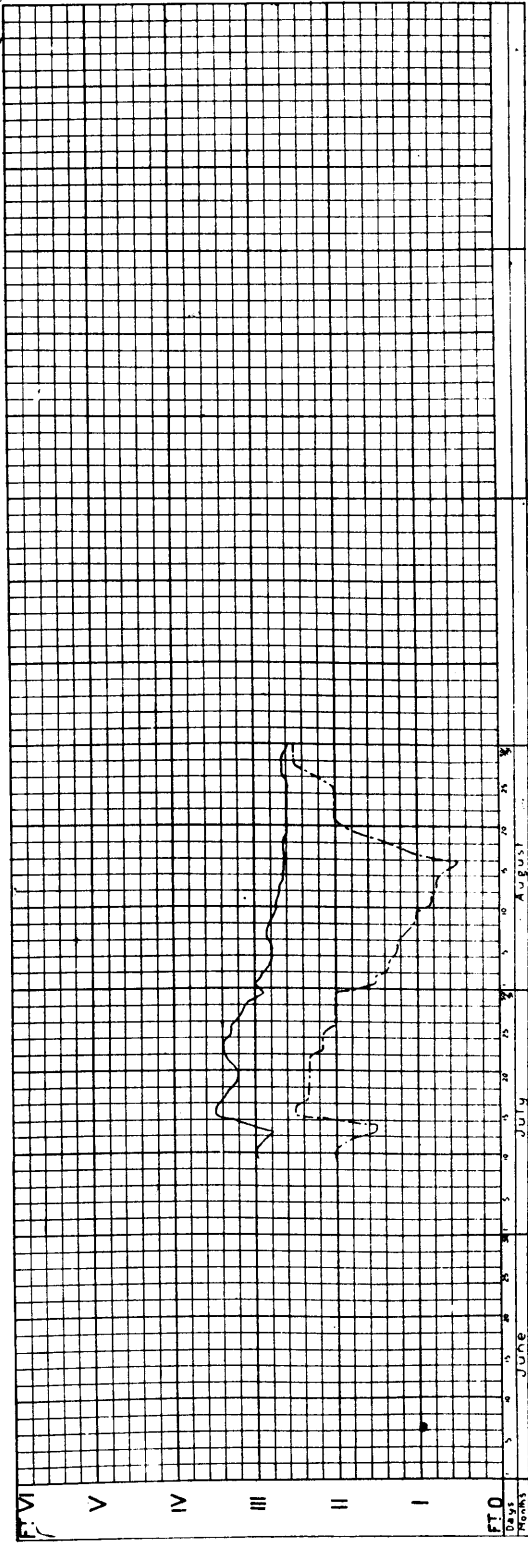


Ross Creek Profile shown thus ~

Boxelder Creek Profile shown thus ~

DIAGRAM SHOWING RISE AND FALL OF SWIFT CURRENT AND PIAPOT CREEKS 1898

No 15



Swift Current Creek Profile shown thus ~

Piapot Creek Profile shown thus ~

PART VIII.

REPORT OF HALF-BREED COMMISSIONERS



CALGARY, ALBERTA, September 30, 1899.

The Honourable CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—Conformably with the terms of the Commission issued to us on May 6, last, we have the honour to report upon the result of our operations, during last season, in investigating and dealing with the claims of Half-breeds resident in the district of Athabasca.

We left Edmonton, with our party, on the afternoon of May 29 last, and returned safely to the same point on the 23rd instant, after covering a distance of about two thousand miles, by land and water. Although, owing to circumstances over which we had no control, we were prevented from reaching the different points for scrip distribution on the dates specified in our public notices previously issued, we are glad to be in a position to report that, with the exception of small groups of Half-breeds living in the vicinity of White-Fish and Sturgeon lakes, who had been duly notified to meet the Commission at Lesser Slave lake, but who obstinately refused to appear, the entire Half-breed population resident within the boundaries of the territory covered by Treaty No. 8, which was being concurrently entered into with the Indians, has been carefully enumerated and every claim satisfactorily dealt with. In all 1,195 money scrip certificates were issued, representing a value of \$286,800, and 48 land scrip certificates, covering an area of 11,520 acres.

The following is a statement showing the different places visited by the Commission, the number of certificates issued and declarations taken at each point:—

Name of place.	No. of declarations.	No. of money certificates.	No. of land certificates.	No. of land declarations.
Lesser Slave Lake.....	276	562	33	71
Peace River Crossing.....	62	110	8	26
Fort Dunvegan.....	22	53	.....	9
Wolverine Point.....	16	35	.....	4
Fort Vermillion.....	56	166	2	49
Fort Chipewyan.....	68	130	2	1
Smith's Landing.....	15	17	.....	.....
Fort McMurray.....	6	18	.....	.....
Lake Wabascaw.....	27	62	2	2
Pelican Portage.....	12	5	1	.....
Grand Rapids.....	1	1	.....	.....
Calling River Portage.....	13	36	.....	.....
Athabasca Landing.....	28	.....	.....	.....
Totals.....	602	1,195	48	162

Hereto annexed will be found the original of a minute of a joint meeting of the Indian Treaty and Half-breed Commissions, held at Lesser Slave lake, on June 22 last, embodying the decisions unanimously agreed upon, with regard to certain general questions affecting our work. In this relation we beg to refer to our letter of June 24, which dealt more particularly with the change which was deemed necessary in the form of the money scrip certificate. As this letter fully set forth the grounds upon which such change was made, we consider it advisable to insert here the text of the same, which read as follows:—



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'HALF-BREED COMMISSION,

'LESSER SLAVE LAKE, June 24, 1899.

'The Honourable CLIFFORD SIFTON,  
'Minister of the Interior,  
'Ottawa.

'SIR,—We beg to inclose herewith a copy of an extract from a minute of a joint meeting of the Indian Treaty and Half-breed Commissions, held here on the 22nd instant, together with one copy each of the two forms of certificates as they now stand. The reasons which led to the change in the wording of Form (A) are fully set out in the minute, but we deem it advisable to state further in this relation that, apart altogether from the protests and general dissatisfaction which resulted from our announcement as to the terms upon which it was originally intended to issue money scrip, it was felt that the object which the Government had in view in providing for the assignment of the same, namely, the protection of the rights of minors, would be totally defeated, by the fact that their parents, in the great majority of cases, had fully made up their minds to refuse land scrip, and that the scrip buyers were prepared to purchase the money scrip certificates of minors from their parents. According to the wording of certificate (A), as it stood before the change, and as it now stands, the money scrip called for thereunder is made "payable to bearer," and as there would appear to be a legal point involved as to the right of parents to act as the legal guardians of their minor children, and to thus appoint agents or attorneys to receive the scrip of the former, scrip buyers signified their intention to take their chances as to the ultimate result of the Government's decision on this point, and to buy the scrip certificates of minors at a much depreciated value. The consequence of this would have been that while the rights of the minors would not have been safeguarded, the interests of the whole Half-breed community throughout the district of Athabasca would have suffered considerably. As a result of the change in the wording of the certificate, the value of scrip has risen considerably, and some of the claimants are now holding out from sale in the expectancy of a further rise.

'We also beg to inclose herewith a copy of a letter on this subject, dated 22nd instant, addressed by the Very Reverend Father Lacombe to the Hon. Mr. Laird, chairman of the Indian Treaty Commission, in which the former urges very strong reasons for the change which was decided upon by the commissioners.

'The work of the Half-breed Commissioners at this point, although only commenced two days ago, is now progressing favourably, but in view of the large settlement of Half-breeds in the vicinity of Lesser Slave Lake, it is not likely that we will be able to complete our labours here for some twelve or fifteen days more.

'After mature consideration, we have decided to follow the Indian Treaty Commission and visit all the points advertised this year. It was feared that there might be trouble in making Indian treaties at Fort Chipewyan and other places in the north, if it were known that the Half-breeds there were not to be dealt with this year, so we have concluded to follow the Indian Treaty Commission as quickly as possible, but on the other hand we will not be able to make as complete an examination into the squatters' claims here as we first intended to do. We will no doubt experience some difficulties and hardships in making the round trip after this late date, but by working long hours and hard travelling, we believe we can accomplish it and get out to Edmonton before winter sets in.'

It may be further stated that it was urged by the claimants that the Government might not be in a position, eighteen years hence, to offer Half-breed children, who would by that time become of age, suitable lands on which to locate their scrip. The strongest consideration, however, which prompted the commissioners in changing the form of the money certificate was the fact that if the wishes of the Half-breeds in this relation had not been complied with, the success of the Indian Treaty Commission in coming to terms with the Indian bands of the north would have been

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seriously compromised, as the dissatisfaction of the Half-breeds, who are in a great number of cases allied and in immediate touch with the Indians, would at once have spread amongst the latter and possibly prevented them from coming into treaty.

We also inclose herewith the original of the letter from the Very Reverend Father Lacombe, above referred to. Father Lacombe has been constantly engaged in missionary work amongst the Indians and Half-breeds in the North-west for the last fifty years, and the opinion of one who has spent the best part of his life in efforts to advance their spiritual and material welfare, particularly in a matter of such moment to the Half-breed community, is, the commissioners feel, entitled to much consideration.

We also inclose a letter from the Reverend Messrs. George Holmes, W. G. White, H. Robinson and C. D. White, who are in charge of some of the most important missions of the Church of England in the district of Athabasca, fully endorsing the action of the commission with regard to the change in the money scrip certificate. We regret that this letter was not received in time for transmission to the Government, along with our communication of June 24, above mentioned.

We also regret that the remoteness, from postal or telegraphic facilities, of the territory in which we were operating should have precluded our communicating with the government before finally deciding upon the change which was made. But in view of the urgency and of the extraordinary circumstances connected with this matter, we felt it to be our duty, in the public interest, to act upon our judgment, with the advice of the Indian Treaty Commission, and to assume full responsibility for our act. It is satisfactory to note, however, that the mission of both the Indian Treaty and Half-breed Commissions has been entirely successful; that the whole population of Indian and Half-breeds throughout the district of Athabasca are perfectly satisfied with the liberal manner in which they have been dealt with by the Government of Canada, and that in consequence no trouble or friction whatever need be apprehended in bringing the country under government control.

We desire to call attention to a difficulty which has arisen in dealing with the claims of Half-breeds who have for years been residents of the district of Athabasca, and whose children were born there, but who have latterly moved out of that territory. In Manitoba, only such Half-breeds as were in residence in that province on July 15, 1870, were entitled to scrip, and in the North-west Territories that privilege is being extended to all those born before December 31, 1885, but in the district of Athabasca only such Half-breeds as were in actual residence there at the time of treaty are entitled to share in the grant, so that a Half-breed who was born in the district of Athabasca, or who has lived there the greatest part of his life, but who now resides outside of that territory, is shut out altogether from receiving scrip. A few cases of that kind were submitted to the commission at Athabasca Landing and Edmonton, but in the absence of any specific instructions on the subject no action could be taken.

## LAND CLAIMS.

The time at the disposal of the commission did not permit of this class of claims being as thoroughly gone into as desired, but in the absence of any surveys it was considered sufficient to take the declarations of settlers who were in actual occupation of holdings, or who had made certain improvements thereon in the way of buildings or cultivation. These declarations, which are forwarded herewith, were chiefly taken at Lesser Slave Lake and Vermillion, the two most important points in the district, although a few were also taken at most of the places visited, as shown in the above statement.

## HAY LANDS.

The question of hay lands is one of paramount importance to most of the settlements in the district of Athabasca, as settlers who do not rely exclusively upon fishing,

hunting and freighting for subsistence, have given some attention to stock raising, and appear to be deriving much benefit from that enterprise. This again applies more particularly to Lesser Slave Lake and Vermillion, where considerable numbers of cattle of good quality are being raised. A number of applications for hay lands were taken at the former point, and much anxiety was expressed by the parties interested as to the policy of the Government with regard to this class of lands. In several cases proprietary rights have been exercised for years to portions of the large stretches of meadows extending along the shore of the lake, and it is felt by these settlers that they should be protected by the Government in the possession of their respective holdings. In fact, this question was brought specially to the attention of the commission by the leading representatives of the Half-breeds at Lesser Slave lake, when it was urged that steps should be taken by the Government to prevent outsiders from staking large areas of these hay lands, for stock-raising purposes, to the detriment of the older occupants of lands in the neighbourhood. We informed the parties interested that the commission was not in a position to advise them definitely as to what policy would be followed by the Government in this matter, but at the same time we assured them that whatever that policy might be it would not prejudicially affect their interests. This matter is one of serious moment to the Half-breed residents of Lesser Slave lake, and we would suggest that the public should be warned that the staking of hay lands, without authority, will not be recognized by the Government as giving squatters any right to the same. We would further recommend that the claims of old residents of the country to portions of these hay lands receive the most favourable treatment possible at the hands of the Government, consistently with any general regulations that may be adopted in this relation. These observations apply with equal force to other settlements in the district of Athabasca, notably to Vermillion, Chipewyan and Lake Wabascaw, where settlers are largely dependent upon the raising of stock for subsistence.

#### GENERAL REMARKS.

It is gratifying to note that the Half-breeds, throughout the vast territory visited by the commission, with very rare exceptions, are peaceful, honest and law-abiding. This, we consider, is chiefly due to the moral influence exercised upon the population by the missionaries who are stationed at the various settlements, and also to the stringency with which the provisions of the law with regard to spirituous liquors are being enforced. Nevertheless, there is no doubt that as facilities of communication with those regions are increased, it will be necessary to extend the police service to every important point in the district. The few constables who have already been stationed in the territory have rendered valuable services, especially during the recent rush of miners through that country, and it is quite certain that their presence there contributed largely to the preservation of law and order.

In this connection, we desire to place on record here our high appreciation of the manner in which the members of the North-west Mounted Police, who formed our escort, discharged their duties. It having been learned that it would be impossible, owing to the approaching treaty with the Indians and the issue of scrip to Half-breeds, to procure the required number of men to haul our boat up the river from Athabasca landing to Lesser Slave lake, a distance of one hundred and twenty-five miles, through difficult rapids, the officer in command, the sergeant and constables composing the escort kindly volunteered to undertake the work themselves, a work which they performed manfully and successfully, notwithstanding the numerous hardships they had to undergo. There is no doubt that but for their timely assistance the commissions would have experienced much delay in reaching their destination, which would have involved considerable expense to the Government in providing rations to the Indians in the meantime. These are the names of the members of the contingent who took part in this arduous work, under command of Inspector Snyder:—Sergeant

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Anderson, Corporal Fitzgerald, and Constables McLaren, Burke, Vernon, Lett, Burman, McLennan and Kerr.

We also have much pleasure in testifying to the zeal and ability with which the secretaries of the commission, Messrs. J. F. Prud'homme and C. Mair discharged their onerous duties.

The thanks of the commission are due to the missionaries, the officers of the Hudson's Bay Company and traders throughout the district of Athabasca, for their many courtesies, and also for their kindly assistance in furthering the end which we had in view in our mission.

We have the honour to be, sir,  
Your obedient servants,

JAMES WALKER,  
J. ARTHUR COTE,  
*Half-breed Commissioners.*

MINUTE of a joint meeting of the Indian Treaty and Half-breed Commissions, held at Lesser Slave lake, Athabasca district, on June 22, 1899.

Hon. DAVID LAIRD in the Chair.

PRESENT: Hon. J. H. Ross, and Messrs. J. A. J. McKenna, James Walker and J. A. Côté.

This meeting was called by the Half-breed Commissioners, conformably with the terms of their instructions to that effect, for the purpose of discussing and deciding certain points which are likely to arise in dealing with the claims of Half-breeds resident within the boundaries of the district of Athabasca at the time of Treaty.

After a full discussion of the questions submitted, the following decisions were unanimously agreed upon, namely:—

1. That in the case of North-west Half-breeds whose claims were extinguished in 1885, only such of their children as were born between the 15th July, 1870, and the end of the year 1885, are entitled to scrip.

2. That in the case of a Half-breed where only one of whose parents' claims has already been dealt with, the claim of such Half-breed is to be allowed up to the date of treaty, namely, June 21, 1899.

3. That the claims of deceased North-west Half-breeds, born between July 15, 1870, and the end of the year 1885, may be presented, but reserved for the minister's decision.

4. Certificates in the case of minors are to be delivered to the father, if alive, if not, to the mother or guardian.

5. The Half-breeds of Lesser Slave lake, at a public meeting held this day with the Commissioners, objected to the form of the scrip certificate (Form A.), and claimed that it should be in the same form as was employed in other portions of the territories. They claimed the right to use the scrip of their children for the latter's benefit during their minority and urged that to do so would be more in the interest of the children than would be the locking up of their scrip through the requirement of an assignment of the certificate before the issue of the scrip to any one but the person named in the certificate. Inquiry has shown that the Half-breeds are determined not to take land scrip but money scrip for themselves and their children, with the object of immediately realizing upon it, and that scrip buyers are prepared to purchase the certificates of old and young notwithstanding the requirement as to

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assignment, but at a very low rate on account of that requirement. The requirement intended to benefit the Half-breeds is therefore being turned to their disadvantage, but at the same time the dissatisfaction thus created is likely to spread in advance of the Commissioners and lead the Half-breeds, at the points at which the Indians have yet to be met, to use their influence to prevent the further extension of the treaty. The Half-breeds of this district have evinced much intelligence and industry and are much better able to look after their own interest and the interest of their children than were the Half-breeds of the older portions of the territories. Consultation with the natural advisers of the Half-breeds has led to the conviction that they would make good use of their children's scrip and that it would be in their interest to have it at their disposal. It has therefore been decided to strike out from the scrip certificate, Form A, the words 'and to be delivered to the said..... or assigns,' which appear at fifth and sixth lines between the word 'bearer' on the fourth line and the word 'and' on the sixth line.

DAVID LAIRD,

Chairman.

J. H. ROSS,

J. A. J. MCKENNA,

JAMES WALKER,

J. ARTHUR COTE.

LESSER SLAVE LAKE, June 22, 1899.

SIR,—Referring to the meeting of the Half-breeds to-day, at which I acted as intermediary and adviser, after careful consideration of what was urged as to the form of scrip, I have come to the conclusion that very much trouble will arise if the parents be not able to make use of their children's scrip for their benefit during their minority. As you have no doubt observed, the Half-breeds here have evinced more intelligence and industry than did the Half-breeds to whom scrip was issued in 1870 and 1885, and although I came here strongly impressed with the desirability of doing everything possible to prevent the parents from using the scrip of their children, and from freely disposing of their own, the conditions here have led me to the conclusion, that action in that direction will not result in any benefit to the Half-breeds here, but to their disadvantage, for they are determined to make prompt use of their scrip and that of their children. I find that the Half-breeds here, when they heard that scrip was to be issued, counted upon turning it into money for investment in cattle for themselves and their children. Very, very few, if any, of them will take land scrip, and I am convinced that none of those who take money scrip will use it in direct payment for land, and the result of the impediment to free disposition will therefore be the depreciation of the scrip. They are bound to dispose of it and it is in their interest that they should be in a position to get the best return possible for it. The dissatisfaction with the form of certificate is so great and so widespread that I fear, if the Commissioners have to persist in using it the dissatisfaction will spread in advance of the Indian Commission and make it very difficult, if not impossible, to further extend the treaty which I am so anxious to have all the Indians enter into. In the interest of the Half-breeds and in the public interest, I would therefore advise that if it be in the power of the Commissioners, they should take upon themselves to amend the scrip as to meet the wishes of the Half-breeds.

With respect and consideration, I remain sincerely,

Truly your devoted servant,

FATHER A. LACOMBE,

*As Adviser in the Commission.*

Hon. DAVID LAIRD,

Chairman of Indian Commission.

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ST. PETER'S MISSION,  
LESSER SLAVE LAKE,  
June 26, 1899.

To Her Majesty's Commissioner,  
The Honourable D. LAIRD.

HONOURABLE SIR,—We, the undersigned, desire to express our conviction that in conceding to the request of the Half-breeds, i.e., to give the parents control of their children's 'scrip' you have adopted the wisest course open to you. Only those acquainted with the Half-breeds in this district can understand the bitter disappointment it was to them to hear the proposed terms in reference to their children's 'scrip'; as many of them are industrious, and were looking forward to this time as their only opportunity of being able to procure the necessary implements and stock for making a start in agriculture.

Considering the attitude of the Half-breeds towards the proposal of the Government to enter into this country, we believe that serious trouble might have resulted had not this point been conceded to them.

We are most thankful to Her Majesty's Commissioners for the able manner in which they have brought their mission to a peaceful and successful issue in this place (Lesser Slave lake).

REV. GEO. HOLMES,  
REV. W. G. WHITE,  
REV. H. ROBINSON,  
C. D. WHITE.

PART IX

REPORT OF THE CHIEF INSPECTOR OF TIMBER AND FORESTRY

FOR CANADA.





## DEPARTMENT OF THE INTERIOR,

OTTAWA, December 20, 1899.

JAS. A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit my first report on timber and forestry.

Having only undertaken the duties of the office on the 15th of August last this report will necessarily be of a preliminary character.

After examining certain records bearing on the subject in the department at Ottawa I started on a trip of inspection in the North-west and British Columbia, which occupied about two months' time and enabled me to form some idea of the condition of the timber areas in that part of the Dominion and also regarding the important matter of tree culture on the prairie lands of Manitoba and the North-west Territories.

These matters are dealt with quite fully in this report, and certain recommendations made regarding their management which may be worthy of consideration.

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

E. STEWART,  
*Chief Inspector of Timber and Forestry.*

## PREFACE.

In the preparation of the following report I have made free use of several of the departmental reports, especially those of the Departments of the Interior and Agriculture, and also of the Geological Survey.

I am also specially indebted to Mr. George Johnson for information contained in his 'Forest Wealth of Canada'; to Professor John Macoun, whose knowledge of the flora of the Canadian North-west is well known; to Mr. J. S. Dennis, Deputy Commissioner of Public Works for the North-west Territories, for definite information concerning the forest conditions at the foot-hills of the Rockies south of the Bow river; to Mr. Pearce, superintendent of mines, for information regarding his experiments in silviculture at Calgary; to the United States Division of Forestry at Washington, for their uniform kindness in furnishing me with their latest reports, maps, &c., and to many others.

## REPORT.

## LANDS OWNED BY THE DOMINION.

With the exception of the lands owned by the Hudson's Bay Company and what has been granted to settlers, railway companies, &c., the Dominion of Canada as distinct from the provinces owns and controls all the lands in Manitoba and the North-

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west Territories and also a belt of forty miles in width along the Canadian Pacific Railway through the province of British Columbia. In addition to this the Federal Government is charged with the administration of the Indian reserves in the whole Dominion, including all the provinces.

## TIMBER AREAS.

Owing to the fact that a large portion of both the province of Manitoba and the North-west Territories is prairie land and that the line of travel is almost exclusively through it, the general public scarcely realize the vast extent of that territory that is properly speaking timbered land though not in all cases in the sense that the term might be understood in the lumber regions of the older provinces.

It would be difficult to define accurately the limits of the various forest belts under consideration, but the following may be regarded as approximately correct:—

The first, which might for convenience be called our Great Northern Forest, extends from Alaska on the west to Hudson Bay on the east and from the North Saskatchewan river, and the sixtieth parallel of latitude on the south to the barren lands of the Arctic regions. East of James' Bay there is the Labrador district.

Next we have a timbered area of considerable extent lying north of the province of Ontario and south of the North Saskatchewan river, and this same belt extends westerly, growing narrower till it reaches its apex at the junction of the north and south branches of the Saskatchewan river at Fort à la Corne.

Proceeding westerly the next large timber belt we meet with is along the eastern slope of the Rocky mountains and extending from the North Saskatchewan southerly to the international boundary.

The next in order would be the railway belt above referred to, which is largely a timbered district.

In addition to these districts there is a considerable extent of timbered land in what is usually known as the prairie belt, notably in the Riding mountains, Moose mountains and the Turtle mountains, as well as that found in smaller quantities surrounded on all sides by the prairie.

The latter, though perhaps of not much value to the lumberman, is invaluable to the settlers in the neighbourhood for building, fencing and for fuel.

Lastly there is the timber on the Indian reserves in the various provinces.

## THE RAILWAY BELT IN BRITISH COLUMBIA.

This tract of country was granted by the province of British Columbia to the Dominion as a contribution to the latter for the building of the Canadian Pacific Railway and is in round numbers about five hundred miles in length by forty miles in width, twenty miles on each side of the line of railway, and contains an area of 20,000 square miles, or 12,800,000 acres.

The timber in this belt is divided into two parts by the 'dry belt,' a semi-arid district extending from Lytton to Shuswap Lake, a distance of about 130 miles. The latter contains but little timber, though there are some belts of yellow pine (*Pinus ponderosa*) scattered through it.

The country west of the 'dry belt' and extending to the Pacific coast deserves to be ranked with the most productive forest-producing regions of the globe. This is the home of the magnificent Douglas fir (*Pseudotsuga Douglasii*), which increases in size as the coast is approached; of the western cedar (*Thuja gigantea*), the Menzies spruce (*Picea Sitchensis*) and the western hemlock (*Tsuga Mertensiana*). Unfortunately an enormous amount of this valuable timber has been destroyed by fire, and nearly every year the burnt area is being increased. This tract of country derives its great value as a lumbering district not alone from its magnificent timber but from its position and the facilities for getting the product out. Being along the

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valley of the Fraser river the whole distance, and extending only twenty miles on each side of it, the facilities for floating the logs to tide-water are apparent.

Of the district between the 'dry belt' and the summit of the Rocky mountains Professor John Macoun says:—

'Descending from the Rocky mountain summit by the Kicking Horse pass, we meet the western cedar as a mere shrub, but in the Columbia valley it becomes a gigantic tree, often having a diameter of ten feet in the valley of the Beaver creek. Ascending the slope on the west side of the valley we come at once into a belt of the western hemlock and white pine, which is characteristic of all the mountains from here to the Coast range. Above these trees, but often intermixed with them, as at the Glacier hotel, Selkirk mountains, Patton's hemlock is found capping the mountains or forming the last groves on their sides. On the Coast range a change takes place, and the upper slopes are clothed with this tree and the white fir (*Abies amabilis*).

'Fine groves of this shapely tree are to be seen here, and the difference between it and the Rocky mountain species (*Abies subalpina*) is very apparent, as the former has green cones and the latter bright purple ones. Descending the Columbia river, groves of the western larch are seen below the Upper Arrow lake, and this fine tree is not uncommon on the lower slopes of the mountains on both the east and west sides of the Gold range.

'Generally speaking, all the valleys, throughout both the Gold and Selkirk Ranges, are filled with cedar and spruce, and the mountain slopes are covered with Douglas fir and hemlock. The trees are in all cases well developed, and from their size are suited for any purpose. This is the character of all the timber from the Columbia river to the Gold range. The valleys of the streams discharging westward from the latter ranges into the Eagle and Spallumcheen rivers and Shuswap lake are also filled with fine timber of the same species. Passing westward from these mountains we come gradually into a drier region, and the country becomes open, with only scattered groves or single trees on the lower slopes and plateaus, and the yellow pine (*Pinus ponderosa*), so characteristic of the dry interior of British Columbia, is the chief feature in the landscape.'

## FOREST FIRES.

While the burden of every report, where reference is made to our forests, is their rapid destruction by fire, so far the efforts to prevent these catastrophes have not approached within measurable distance of what might have been done, and it is now not only useless but unprofitable to attempt to calculate the loss sustained except as an incentive to do all that is possible, to prevent as far as can be done, further destruction from the same cause.

The fires in British Columbia, as in most other places, have originated through carelessness on the part of those travelling through or working in the woods. This is quite evident when we know that prior to the commencement of the Canadian Pacific Railway there had been very little destruction of timber from that cause along the country through which it runs; but with the construction of the road and the influx of people along the line came the fires that have now scarcely left a green tree within sight of the track. Mining trails, too, are now being built all through the country; and up and down these pass the prospector, the hunter and the tourist, many of whom are unacquainted with the consequences resulting from a fire in this country, while, especially for the prospector, it is often to his advantage to have the country burnt over so as to leave the surface of the ground or rock more exposed.

## TIMBER ON FOOT-HILLS SOUTH OF CANADIAN PACIFIC RAILWAY IN ALBERTA.

This tract, extending from the Bow river to the 49th parallel, has been recently set aside as a timber reserve, and as the department, in conjunction with the Govern-

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ment of the North-west Territories, is expending considerable money in establishing a system of irrigation for the semi-arid tract east of these hills, it is a matter of the utmost importance to the success of the undertaking that the forest covering along the valleys of the streams from which the water is taken should not be destroyed; otherwise there will be disastrous floods followed by equally destructive droughts.

The character of the timber in this part together with observations as to the necessity of preserving it from destruction are dealt with in the reports on irrigation by Mr. J. S. Dennis, chief inspector, and Mr. A. O. Wheeler, D.L.S., surveyor in charge. Mr. Dennis says:—

‘It is very necessary that some immediate steps should be taken to preserve the present forest areas in the hills, so that the run-off therefrom may not take the form of floods or sudden freshets, as it is sure to do if these areas are denuded of timber. The importance of preserving our present forest areas on the different watersheds of the arid regions has been referred to in past irrigation reports, and the matter will be more fully dealt with further on in these pages.’

Mr. Wheeler says in his report in 1897:—

‘Before closing this report it is desired to make a slight reference to the timber in the foot-hills region covered by the operations of the division. The species are few in number and their distribution marked by very distinct boundaries. In the outer hills, at a comparatively low elevation, the common aspen or white poplar, the balsam poplar or balm of Gilead, the white spruce (*Picea alba*) and several kinds of willow are found along the valleys of the streams and their tributary watercourses. With the exception of the spruce, which only grows where moisture is abundant, a sprinkling of the same species, hardly large enough to be called trees, is found on the slopes and hill tops, mixed with standing and fallen timber and dry pine, of large growth, the relics of by-gone days. The muskeg bottoms are covered more or less thickly by scattered scrub, birch and willow.

‘Proceeding further towards the mountains, as the elevation increases the slopes are clad with thickets of black or scrub pine (*Pinus Murrayana*), throughout which are seen the standing skeletons of larger pine; the ground is here littered with wind-fall. In the hollows, where moisture collects, bunches of white spruce, of small size and scrubby nature, are met with. Along the streams, the poplar and cotton-wood (balsam poplar) are now close to the water’s edge and extend but a very short distance up the slopes.

‘Near to and adjoining the mountains, the lower slopes are covered almost entirely by scrub pine. Large patches of white spruce are seen in the valleys, extending in some cases a considerable distance up the slopes. On the upper slopes, and at the top of the higher hills, are the mountain spruce (*Picea Englemanni*), the mountain fir (*Abies subalpina*) and, in some instances, the mountain pine (*Pinus albicaulis*); the last grows on summits above 7,000 feet in altitude. Poplar and cotton-wood do not grow in the valleys in this portion of the foot-hills.

‘The Rocky mountain pine (*Pinus flexilis*) is seen in the outer hills, on the crests of the sandstone ridges, lying on either side of the Bow valley; also on the outer crests along the south branch of Sheep river. The Douglas fir (*Pseudotsuga Douglasii*) was seen growing in clumps and bunches in the Bow valley, extending eastward from the Gap, some ten miles or so; scattering trees were also observed on the slopes contiguous to the Bow valley, and in the said valley further east than the distance mentioned. Throughout, they are scrubby in growth and much weather-worn, doubtless by the strong winds that blow down the valley during the fall and spring of the year. In the mountains, the timber in the valleys of the Elbow and Sheep rivers, up which traverses were carried, is the same as that mentioned for the higher foot-hills, becoming scrubby and bush-like as it approaches timber line. At the head of these streams small bunches of mountain larch (*Larix Lyallii*) were seen in a few places; a few trees were also noted near the head of Jumping Pound creek; the largest did not exceed one foot in diameter. Throughout the area several kinds of scrub willow and mountain alder abound on the heights, and larger willow and a

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species of alder closely resembling the eastern black alder were noticed along some of the smaller streams.

‘Taken as a whole the timber is small and not suited for extensive lumbering operations. The only bodies of timber of any great extent were observed on the Elbow river, close to the junction of the Fisher branch, extending a short distance up that stream and a few miles down the Elbow on the south side. The timber here is chiefly composed of black pine and white spruce, and will reach to 2 or 2½ feet in diameter. Also on the south branch of Sheep river, near the mountains, a large body of timber exists, where Mr. John Lineham, of High River, has been carrying on lumbering operations for some years, and is still doing so. Several valleys densely timbered with pine and spruce, lie between the Jumping Pound creek and Elbow river, near the mountain; the majority of the timber, however, is small and scrubby.

‘By far the largest area in the tract described is covered with *brulé*, showing either bare slopes, with the whitened remains of the old forests standing or lying on the ground, or else the nakedness of the old timber is partially covered by thickets of scrub pine that have sprung up to hide the old bones; nature’s method of rehabilitating herself. . . . Judging by the standing or fallen timber seen in the *brulé*, the forests, when green, contained trees of a fair size; and the growth must have been sufficiently dense to retain the moisture on the slopes for a period extending well into the summer, if indeed it did not last throughout the year. The effect must undoubtedly have been a more evenly distributed flow in the streams, and a less violent run-off in the early spring. What bearing this may have had on what are now referred to as the wet periods, when the ponds and *coulées* out on the plains were full of water the year through, is a matter for discussion; that it had some connection seems highly probable.

‘Bush fires occur, and cause desolation with much greater rapidity than the tracts denuded can be covered by a new growth. This new growth will in time act as an efficient means to conserve moisture. It is therefore of vital interest that the remaining timber and the new growth on the watershed should be preserved; not only to assist in retaining the moisture at present precipitated, but as a medium for increasing the amount of precipitation on the watershed. At the present time bush and prairie fires are, I understand, looked after by the North-west Mounted Police; and sundry penalties for starting the same are enforced upon conviction, under the North-west Territories Act. This seems very much like locking the door when the horse has gone. What is undoubtedly wanted is a system of guardianship. The foot-hills country is not unlike a country in England, in the following respect: there are so many main travelled roads, or pack trails, and so many by-ways and lanes, or less travelled and more difficult trails.

‘Prospecting, hunting and surveying parties and bodies of Indians going into or passing through the country can only travel by the trails referred to. The main trails are, of course, most travelled, and all others are offshoots from these.

‘If, in a system of guardianship, the guardians were placed as residents at suitable points along these main trails, with authority to inquire into the business of parties travelling along them, to register the names and residence of such parties, and to warn them to exercise caution in lighting and extinguishing fires built for camping purposes; at the same time stating the penalties under the law for starting bush fires, it seems that a distinct check would be placed upon the frequent occurrence of these disasters, and a means provided to bring the origin home to the parties responsible therefor.

‘Over natural causes, such as fires started by lightning, there can be no control; but it has been rumoured that there are other causes: parties requiring dry timber for market purposes, prospectors wishing to examine rock outcrops, ranchers who have none too much pasture land and, chief of all, carelessness in lighting and extinguishing camp fires when high winds are in season. One fact is paramount: to control the ravages of bush fires in the mountain and foot-hills districts, action must be taken before, not after the fires have started. Once give a fire a good start with a strong

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wind blowing, and unless checked by a natural barrier, such as a river or lake, no power outside of a providential rain or snow storm can extinguish it. As an instance of carelessness, I may mention that a short time ago travelling over a trail now used by prospectors, I saw the remains of a recent camp fire that had been lighted at the root of a partly dry spruce tree. The fire had burned into the heart of the tree, and had there not been an exceptionally heavy rain-fall during the early summer, would have remained in readiness to be fanned into active life by the first wind coming down the valley. Supposing such a fire to have occurred, these men, if duly registered and their business and the route by which they were travelling known, could have been located, and the penalty due to their carelessness administered as a warning to others.

Considering the importance of preserving the timber along the valleys of these foot-hills for the purpose stated, the writer made a trip on horseback through this territory during his recent visit in the country, and found the foregoing descriptions are accurate in their details, and he would strongly recommend the employment of a certain number of men to patrol the district during those months of the year when fires are likely to occur. These men might also receive an appointment as guardians by the Government of the North-west Territories so as to have the authority which their ordinance confers on such officers.

The Cypress hills is another district that has been mentioned by Mr. Dennis as one that should be set aside as a forest reserve. He says that some twenty irrigation ditches have already been constructed in this district. He also says that these hills are being rapidly denuded of timber. It will probably be found well to have this district guarded and an examination made as to what areas should be included in the reservation if one is set apart here.

#### THE FOOT-HILLS BETWEEN THE BOW AND NORTH SASKATCHEWAN RIVERS.

The conditions of this district, both with respect to the timber and the streams flowing easterly from the mountains and to the probable utilization of the latter for irrigation purposes, are similar to those referred to at some length south of the Bow river, and it would probably be well to have an examination made of the timber to determine whether this area should also be set apart as a permanent timber reserve. There seems no doubt that greater attention than heretofore will have to be given to guarding it from fire, and probably it should be dealt with in that respect in a similar way to that recommended with reference to the foot-hills south of the Bow river.

#### THE ROCKY MOUNTAINS PARK.

It will be necessary to take steps next season to gather and burn the dry timber and brush of a very inflammable nature that is found in the park. The superintendent has done a great deal with what assistance he has, but there are in certain places, notably on the road to Devil's lake, piles of dry brush along the roadside that only require a match and a strong wind in a dry season to cause a conflagration that would practically ruin the park. There is now a fine second growth of young coniferous trees covering the valleys and the slopes of the mountains. They are making a rapid growth, and it would be a great calamity if they should be visited by one of those destructive fires, the evidences of which are so apparent throughout this whole district. It will also probably be found necessary to construct a fire guard at the limits of the cutting of the Eau Claire Lumber Company, in the southern part of the park reserve. I am informed that the area covered by their works is left in the usual conditions following these operations, the ground being covered with brush and tree tops, and in the condition usually found immediately preceding a general cleaning up by fire. A few years ago a serious conflagration was averted after a few days' fighting in which the visitors at the park assisted, and by hard work, under the management of the

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superintendent, succeeded in confining it to a limited area near the railway track. The proposal to enlarge the area of the park has been referred to in former reports, and considering its small size compared with similar reserves in other countries and also in the provinces and the advantages pointed out by the superintendent in his reports, it would seem advisable to extend its limits so as to include the upper valley of the Bow river.

## TIMBER IN RIDING AND DUCK MOUNTAIN DISTRICT.

It is especially necessary to guard any timber district through which any lines of railway are being built. The dangers to the adjacent forest from such a variety of causes as attend these operations are so great that it seldom escapes destruction.

The Canada Northern Railway is now being built through a district that undoubtedly contains considerable timber, and it will be necessary to preserve it from the dangers to which it will be exposed. Mr. P. R. A. Belanger, D.L.S., who has been engaged on surveys in that part, in his survey report last year makes these remarks:—

‘In the course of my season’s work, covering a large area of brush land, the only timber I found worth mentioning is in the foot hills of Duck Mountain, in townships 30, 31, 32 and a fraction of 33, range 22, where spruce good for lumbering purposes may be found in paying quantities. Some good spruce is also found, as aforesaid, in township 36, range 24, but here, as well as in range 22, a certain quantity of this timber is now being cut by the Canada Northern Railway contractors for ties. I might also mention the fact that all over Duck mountain, thousands of acres of fine large spruce timber has been destroyed by fire during late years, and now lies over the ground in large wind-falls, rendering the walking through this country very arduous.

‘The damage done to the public domain by these fires is incalculable, and some measures should be taken to prevent their repetition.’

Mr. Ernest W. Hubbell, D.L.S., also reports a quantity of fine timber on the northern slope of this mountain, which was untouched by fire when he was engaged on his survey there in 1898.

Mr. J. C. Desmeules, D.L.S., also in his report of surveys last year in the Swan River district, mentions large poplar and spruce timber in that district.

As the past season has been exceptionally wet all through the west, there have been no forest fires anywhere reported, and the timber above referred to will still remain to demand our care and attention. This line of railway will pass through several other belts of timber on its way to Prince Albert, and it will be necessary to use every precaution to prevent large forest fires occurring during its construction.

## THE GREAT NORTHERN BELT.

This division includes an immense territory as previously defined, all more or less wooded, and though much of it is as yet unexplored, enough is known to warrant the belief that in addition to other varieties we here possess an immense quantity of spruce that will be valuable for the manufacture of pulp; while in that part lying in the vicinity of Peace river and between there and the North Saskatchewan and also in the district of Keewatin and several other parts much of the timber is large enough for lumber. A large part of this tract has seldom if ever been visited by white men, and only along the trails and canoe routes even by Indians, and consequently we may expect to find much less destruction from fire than in the more frequented parts. While such is the case, it imposes on us the responsibility of preventing as far as possible these virgin forests from meeting the fate that has overtaken those in the more frequented parts.

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## TIMBER RESERVES.

During the last few years the following reserves have been set apart by the Government for their timber, and are withdrawn from settlement and also from sale, lease or license, viz:—

The Spruce woods reserve, a tract of about 190,000 acres south of the Assiniboine river in Manitoba.

The Turtle mountain reserve, near the international boundary in Manitoba, containing over 75,000 acres.

The Riding mountain reserve, south-west of Dauphin lake. This embraces a very large extent of country, about 1,215,000 acres, equal in extent to nearly fifty-three townships, and should with proper care afford a continuous and valuable supply for the treeless plains adjoining it.

The Moose mountain reserve, in Eastern Assiniboia, containing over 103,000 acres fairly well wooded.

The Cooking lake reserve, in Northern Alberta, south-east of Edmonton, containing over 109,000 acres.

The Foot-hills reserve, in Western Alberta, a large tract embracing the eastern slope of the Rocky mountains and extending from the Bow river, southerly to the international boundary. The timber of this tract has been already described in this report.

The Forest park reserve, near the international boundary in Western Alberta, containing over 34,000 acres.

The Louise lake park reserve, south-east of Laggan station, in the Rocky mountains, and

Sand lake park reserve, in township 24, range 9, west of the 5th meridian.

In addition to this the Dominion Lands Act provides with reference to Manitoba and the Territories that the Minister of the Interior 'may direct that in the subdivision of townships, which consist partly of prairie and partly of timber lands, the timber lands shall be divided into wood lots of not more than twenty and not less than ten acres each, in such manner as to afford, as far as practicable, one such wood lot to each quarter section prairie farm.' It has also been the rule of the department to withhold from homestead entry in the same territory any quarter section containing more than twenty-five acres of timber land.

Recognizing the wisdom of retaining a portion of the public domain for the production of timber, not only for its commercial value but also for the various beneficial effects that the forests have on the climatic and physical character of a country, it is probable that this is only a beginning in that direction. And in this connection it cannot be too strongly urged that further reserves should be set apart well in advance of settlement, and in order that this may be intelligently done, a thorough exploration of the unsurveyed portion of our public domain should be undertaken and kept up, so as to always be ahead of the settler. This system, in addition to its utility in the way indicated, would in the end be found economical, inasmuch as many districts which otherwise would be surveyed but which, from these reports, would be found unfit for settlement or be recommended for timber reserves, could be left unsurveyed, and the expense thereof saved to the department.

## FIRE GUARDIANS OR RANGERS.

The provinces of Ontario and Quebec have now for many years employed fire rangers or guardians during certain months in the year when forest fires are likely to occur, and the result has been so satisfactory that no one would now suggest discontinuing the practice. In both these provinces the license holders have borne a part of the expense.



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The Mounted Police have from time to time been employed in enforcing the Fire Acts of both the North-west Territories and the province of Manitoba, and there is no question that in many cases they have done excellent work, and wherever their services can be utilized in the future it is desirable that they should be continued; but in view of the extent of country to be looked after and the limited number comprising this force and the other duties incumbent on them, it is impossible for them to do all that is required in this respect. Such being the case, it will be necessary to provide additional assistance for the purpose.

The Royal Commission on Forestry in Ontario, appointed in 1897, in their report say:—

‘While there have been even within recent years extensive and devastating fires, destroying large amounts of timber, the saving to the province effected by the system of fire-ranging adopted in 1886 has nevertheless been very great. During the course of their investigations, your commissioners had brought to their notice a great many instances in which incipient fires, that unchecked would have been disastrous in their consequences, were successfully fought and suppressed by the rangers.

‘Wherever the system has been employed by the various limit-holders, the results have been very marked. It is to be noted, however, that as the employment of fire-rangers is optional with limit-holders, some of them have failed to take advantage of the system, at the risk not only of their own limits but of those of their neighbours in addition.’

This commission, under the head of ‘Recommendations,’ remarks as follows:—

‘While it is obvious that the work of the commission is far from complete, yet deeming that some phases of the situation require present action, beg to recommend that the present system of fire-ranging inaugurated by the Government in 1886, be extended so as to be compulsory on all the holders of timber berths, and that all unlicensed timber land contiguous thereto be also protected by rangers employed by the Government. That all fire-rangers be subject to the inspection and control of the Department of Crown Lands.

‘2. That the officials of the Hudson’s Bay Company be asked to co-operate with the Government in preparing and printing fire proclamations in the language of the Indians of the Northern Districts, to be posted along the canoe routes throughout the territory.

‘3. That for all unworked limits on which the ground rent shall be two years in default on the termination of the present license year, the license shall not be renewed, but that the berths be held by the Crown as forest reserves.

‘4. That license-holders be not allowed to cut any trees for logs smaller than will measure twelve inches across the stump two feet from the ground, unless under special forest conditions, with the sanction and under the supervision of the district forest-ranger.

‘5. That the Government take power by Order in Council to withdraw from sale or location and set aside to be kept in permanent Crown forest reserves, such areas of territory as are generally unsuitable for settlement, and yet valuable for growing timber.’

With reference to this service in Ontario, Mr. George Johnson, the Dominion Statistician, in his report on the Forest Wealth of Canada, says:—

‘In 1885, thirty-seven fire-rangers were employed in Ontario, at a cost of under \$4,000, half of which was paid by the licensees. In 1886 there were forty-five rangers at a joint cost of \$10,000, besides a number of the lumbermen’s forest-rangers having authority given them to enforce the Act. In 1887 there were fifty-five rangers and a joint expenditure of \$15,000, much help having to be hired to fight fires. In 1888 the joint cost was \$18,000, there being seventy rangers, who fought dangerous fires. In 1889 there were seventy-five rangers, the expenditure being \$15,000, and there being little fire. In 1890 there were eighty-three rangers at a cost of \$17,000, with no fires. In 1891 there were ninety-eight rangers on the limits of thirty-seven lumbermen, including the largest limit-holders. The season was dry and there were bad

fires, but the rangers reported their extent, so that the lumbermen could cut the killed trees before they were bored and the Government could dispose of the burnt timber on the unlicensed Crown lands. The cost was \$20,000. In 1892 there was little fire and the joint cost to Government and lumbermen was \$18,000.

These rangers are employed from the beginning of May till the end of September.

Mr. W. C. Edwards, M.P., of Ottawa, one of the largest lumbermen of the Ottawa Valley, in a recent communication says:—

‘Imperfect though the system of fire-protection now in vogue in the provinces of Ontario and Quebec may be, at the same time the result has been the saving of millions of dollars worth of timber to these provinces. Previous to the adoption of fire-rangers in the province of Quebec, annual serious fires took place in the Ottawa region, destroying enormous quantities of timber. Since the adoption of the fire-ranger system there has not been, so far as I am aware, one very serious fire.’

Such testimony seems conclusive and is sufficient to warrant the Dominion in adopting a somewhat similar system.

#### FORESTRY MANAGEMENT.

That the scientific management of the forests of North America was not commenced earlier in both the United States and Canada, will always be a matter of regret. In nearly every country of Europe a bureau of forestry has long been established and in India and even in the Australasian colonies and South Africa the matter has received greater attention at the hands of the Government than in Canada, or even the United States till within the last few years. In Germany, France, Austria, Italy, Roumania and other countries of Europe the matter has long been carefully looked after by the Government. The following remarks on the state of forestry in the countries of Europe, in India, the Australasian colonies and South Africa have been condensed from Mr. George Johnson's report on the Forest Wealth of Canada:—

*Germany*:—Among the nations of the world, Germany stands first in the scientific management of its forests, even private owners of forests are compelled to observe certain rules of action with reference to deforestation. In Prussia, the country is divided into a number of divisions, over each of which there is a council to control the forests within its limits. In the other states of the empire improvident and wasteful methods are absolutely prohibited, the law being enforced by officers of the state, and the net revenue to the empire after paying all expenses is something over \$12,000,000 annually.

*France*:—It is now over three hundred years since the first forest laws were enacted in France, but in 1827 the present Forest Code was passed. The administration is under the Minister of Agriculture, who is president of the Forest Council. This Council, in addition to the minister, is composed of the director of forests and three administrators of bureaux. Under them are 36 conservators, over 200 inspectors in charge of divisions, 242 assistant inspectors and over 300 gardes généraux, and between 3,000 and 4,000 forest guards. Under this system the products of the forests are increasing annually.

*Austria*:—In Austria the administration of the forest laws is entrusted to the Ministry of Agriculture, the provincial president and district captains. Their subordinates must all pass an examination, and the conditions of those forests show the success that has attended their efforts.

*Switzerland*:—The management of the forests of Switzerland is divided between the Federal Government and that of the cantons, which to a certain extent corresponds with the division of authority in Canada between the Dominion and the provinces. The federal bureau of forestry is known as the third division of the Department of Commerce and Agriculture, and has control of the federal forest district, the remaining ones being under the Government of the cantons. The federal forest inspector is charged with the enforcement of the forest police laws and regulations both

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of the confederation and the cantons. In most of the cantons there is a chief forester, under whom the entire administration is placed. In addition to him nearly every large city and commune has special skilled and educated foresters for the more careful attention to its local forests. All, however, are subject to the orders and the immediate direction of the cantonal chief forester, as he is subject to the authority of the federal department of forestry. The danger in clearing the forests is guarded against by the federal law, and permits are required from the proper officers by any persons desiring to clear land.

*India*:—The first Forest Act for India was passed in 1865. Since then, it has been replaced by an Act passed in 1878 and for Burmah and Madras in 1881 and 1882 respectively. All three Acts provide for the formation of government reserves and also for village reserves. They contain provisions for protection of government forests and forest produce. They also provide for the control over forests not belonging to the state, if such control appears necessary for the public weal, or if the treatment which such forests have received from their owners injuriously affects the public welfare or safety. The controlling staff numbers about 170 officers, of whom 50 per cent have received a scientific training in forestry, and were appointed in England by Her Majesty's Secretary of State.

*The Australian Colonies*:—In New South Wales there is a forestry bureau, the staff consisting of one inspector, 28 foresters and 10 assistants. The licenses impose restrictions as to the size of the trees to be cut and none are allowed to be felled within a chain and a half of a navigable river. Some planting has been done.

Victoria seems to have been unfortunate in the management of its woods and forests. An Act was passed in 1876 which provided for the appointment of local forest boards. These again were to have the appointment of foresters. In 1884 this Act was superseded by a new one which provides for the formation of state forests and timber reserves and their management and also that of other products of the forest not included in the reserves.

South Australia has given a great deal of attention to the conservation of her woods and forests, and also to the planting of forest trees, and the result is highly satisfactory. During the first ten years after the organization of the department £58,216 was expended upon permanent improvements upon the forest reserves and £59,043 was received for timber sold, land rented for grazing, &c. The work of preservation and reforestation is showing excellent results, and every year's progress is most gratifying. There are in various parts of the colony 165,324 acres laid out as forest reserves, and 6,685 acres are inclosed for tree planting.

*Cape Colony*:—The present forest department in Cape Colony was organized in 1881 under Count de Vasselot, as first officer. He divided the forests into blocks and subdivided them again into sections. Felling proceeds in sections so regulated that the first section cut may develop into mature trees by the time the cutting of the last section has finished, and there will be no necessity at any time to close the entire forest from cutting. The period for the revolution of cutting has been fixed at forty years. The forestry staff at present consists of one superintendent, three conservators, four assistant conservators, and the necessary staff of forest guards.

## TREE PLANTING ON THE PLAINS.

While there are certain districts of our prairie region of the North-west where there are bluffs of timber which would probably be sufficient for the requirements of the settlers if the young timber were allowed to grow, there is still a very large area where tree-planting will have to be resorted to if the country is ever to enjoy the many advantages which this division of the vegetable kingdom alone can furnish. To the individual accustomed to the wooded district that covers the eastern portion of this continent there is nothing that is so monotonous and melancholy as those treeless plains, with nothing to break the uniform stretch of the horizon on every side or to

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arrest the almost constant wind or to furnish a shade from the heat of the sun in summer or protection from the blinding storms of winter, and the question that forces itself upon the mind is whether it is possible that this state of affairs can be remedied. Fortunately this question has now been settled in the affirmative.

The results of the experimental farms at Brandon and Indian Head, the healthy growth of trees at Regina, Moosejaw and Medicine Hat by the Canadian Pacific Railway Company, the success attending Mr. Pearce's experiments at Calgary and various other instances that might be mentioned, are so many object lessons, all indicating that if the proper varieties are selected for the different districts and proper methods of culture adopted, success will follow.

The benefits that tree culture would confer on our naked prairies are, however, not by any means confined to ameliorating the hard features above enumerated, but in addition the growing of trees is one of the best means that can be adopted to increase the productiveness of the soil. The following, from Mr. Stewart Thayne, bearing on this subject, is worthy of quotation:—

'Severe frosts occur sometimes after the crops have been reaped; or the temperature of the night is much lower than that of the day. Then these plains are exposed to violent tempests through the cold currents of the Arctic regions coming in contact with the heated ones of the plains. To ameliorate a climate presenting such contrasts there is only one method, that of tree-planting, wherever the nature of the soil will permit, and forming the settlements under the shelter of these plantations. Of so great importance is this to our western country that, in my opinion, upon its solution depends whether that region will realize the sanguine expectations now entertained of its being able to support an immense population; or whether, after many sore disappointments perhaps, it will deserve the name of the "Lone Land."'

The fact is, the value of trees and hedges on the prairie can scarcely be over-estimated. They not only add beauty to the landscape but are directly of commercial value in the way above suggested and also in preventing the snow from drifting off and leaving the land bare in winter and consequently drier in summer. If the snow that falls, even on the semi-arid belt, could be prevented from drifting it would, in most cases, be sufficient to give the grain a good start in the spring; and little difficulty would be found in getting trees to grow if the snow could be retained on the ground till it melts. Even a high stubble will prevent a great deal of drifting. The greatest difficulty will, of course, be experienced in starting the growth of shrubs and trees on these bleak plains. One way that suggests itself is to first plant that variety that will best grow in a dry climate, the Nebraska sage, for instance, in the far west. This will act as a snow collector and with its aid other varieties can be planted till a good wind-break is established, when the varieties can be increased if desirable.

The following extracts from reports of Mr. S. A. Bedford, superintendent of the experimental farm for Manitoba at Brandon, and Mr. Angus Mackay, superintendent of a similar institution for the North-west Territories at Indian Head, are of interest in this connection. Mr. Bedford, in his annual report for 1897, says:—

'The last week of May and first of June were noticeable for very low temperatures and high wind storms, which were very disastrous to the oat crop in exposed situations, the one-tenth acre plots devoted to the varietal test of oats suffering severely. The benefit of hedges and shelter-belts was very clearly demonstrated at this time, the grain growing on portions of the farm protected ever so slightly by a hedge or wind-break escaped injury from drifting soil, and when this was followed by severe frost the unbrused plants in the protected areas were not frozen, while the exposed grain was in many instances completely killed.'

Regarding the forest tree shelter belt on the farm, he reports:—

'Notwithstanding the dry season the forest tree shelter belt has made good progress, the trees having made a small but healthy growth. This belt has now become very dense, and with the accumulation of the leaves of several years' growth, to act as a natural mulch, the evaporation is reduced to a minimum. Work in keeping down

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weeds by cultivation has been unnecessary in this block for the last two years, and it is now kept up without expense, except for occasional thinning.'

In his report of the previous year, 1896, Mr. Bedford gives the following tabulated list of forest trees and ornamental shrubs which have undergone at least two years' test, and can be recommended as quite hardy and useful for general cultivation in the province of Manitoba:—

Name of Variety.	Date of Planting.	Remarks.
Green ash ( <i>Fraxinus viridis</i> )	1889	Slow grower.
Black ash ( <i>Fraxinus sambucifolia</i> )	1891	" "
Native Mountain ash ( <i>Pyrus Americana</i> )	1890	Vigorous.
Native alder ( <i>Alnus viridis</i> )	1894	Healthy.
White birch ( <i>Betula alba</i> )	1892	" "
Cut leaved weeping birch ( <i>Betula alba laciniata</i> )	1892	Vigorous growth.
Canoe birch ( <i>Betula papyracea</i> )	1889	" "
Low birch ( <i>Betula pumila</i> ) native	1894	Slow growth.
Northern birch ( <i>Betula borealis</i> ) native	1893	Healthy.
Native basswood ( <i>Tilia Americana</i> )	1893	" growth.
Cottonwood ( <i>Populus monilifera</i> )	1889	Large healthy growth.
Asiatic poplar ( <i>Populus certinensis</i> )	1889	Vigorous.
Russian poplar ( <i>Populus Berceolensis</i> )	1890	" "
<i>Populus Wobatii Riga</i>	1889	Large healthy growth.
Siberian poplar ( <i>Populus Siberica</i> )	1889	Vigorous.
Native aspen ( <i>Populus tremuloides</i> )		" "
<i>Populus Carolina</i>	1890	" "
Balsam poplar ( <i>P. balsamifera</i> )	1889	Large healthy growth.
<i>Populus laurifolia</i>	1894	Healthy.
<i>Populus nolesti</i>	1894	" "
Native white elm ( <i>Ulmus Americana</i> )	1889	" "
Box elder ( <i>Negunda aceroides</i> )	1889	Large healthy growth.
Ginnialian maple ( <i>Acer Ginnialii</i> )	1890	Small.
Mossycup oak ( <i>Quercus macrocarpa</i> )	1889	Vigorous.
Native sumac ( <i>Rhus</i> )	1893	" "
White willow ( <i>Salix alba</i> )	1889	" "
Yellow willow ( <i>S. aurea</i> )	1890	" "
<i>Salix Voronesh</i>	1889	Large growth.
Sharp leaved willow ( <i>S. acutifolia</i> )	1889	" "
Laurel leaved willow ( <i>S. laurifolia</i> )	1890	Healthy "
Fragile willow ( <i>S. fragilis</i> )	1889	Vigorous.
<i>Salix Britzensis</i>	1890	Small healthy growth.
Savin ( <i>Juniperus Sabina</i> )	1891	" "
American larch ( <i>Larix Americana</i> )	1889	Healthy growth.
White spruce, native ( <i>Picea alba</i> )	1889	Vigorous.
Black " ( <i>Picea nigra</i> )	1894	" "
Balsam spruce ( <i>Abies balsamea</i> )	1893	Slow healthy growth.
ORNAMENTAL SHRUBS.		
Artemesia ( <i>A. abrotanum var Tobolskianum</i> )	1889	Rapid growth.
" English ( <i>A. abrotanum</i> )	1892	Very healthy.
Cut leaved artemesia ( <i>A. laciniata</i> )	1894	" "
June berry ( <i>Amelanchier</i> )	1890	Fairly healthy.
Native saskatoon ( <i>A. alnifolius</i> )	1889	Very "
Siberian pea tree ( <i>Caragana arborescens</i> )	1889	Vigorous grower.
<i>Caragana grandiflora</i>	1890	" "
" <i>Redousky</i>	1890	Small growth.
" <i>Mollis glabra</i>	1890	Vigorous growth.
" <i>Rydmer</i>	1890	Small growth.
" <i>Frutescens</i>	1890	" "
" <i>Pygmaea</i>	1891	Very small growth.
" <i>Pubescens pendula</i>	1890	Vigorous "
<i>Cotoneaster vulgaris</i>	1894	Healthy "
Native hawthorn	1890	" "
Siberian dogwood ( <i>Cornus Sibirica</i> )	1890	" "
Native " ( <i>Cornus stolonifera</i> )	1891	" "
Buffalo berry ( <i>Sheperdia argentea</i> )	1890	Vigorous.
Common lilac ( <i>Syringa vulgaris</i> )	1889	Healthy, flowery shrub.
White " (" " <i>alba</i> )	1889	" "
<i>Syringa de Marley</i>	1890	" "
Purple lilac ( <i>S. purpurea</i> )	1891	" "
Hungarian lilac ( <i>Syringa Jostkei</i> )	1892	Vigorous.

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TABULATED list of forest trees and ornamental shrubs—*Con.*

Name of Variety.	Date of Planting.	Remarks.
ORNAMENTAL SHRUBS— <i>Concluded.</i>		
Tartarian honeysuckle ( <i>Lonicera Tatarica</i> ).....	1891	Very healthy.
<i>Lonicera gracilis</i> .....	1891	Healthy growth.
" <i>Alberti</i> .....	1893	Fairly healthy.
" <i>glauca</i> (native).....	1891	Very " "
Matrimony vine ( <i>Lycium Europeanum</i> ).....	1891	" " climber.
Japan rose ( <i>Rosa rugosa</i> ).....	1889	Vigorous flowering shrub.
Red leaved rose ( <i>Rosa rubrifolia</i> ).....	1894	" " "
Flowering currant ( <i>Ribes aureum</i> ).....	1889	" " "
Mountain currant ( <i>Ribes alpinum</i> ).....	1889	Fairly healthy.
<i>Spiraea opulifolia</i> .....	1889	Very " "
" " <i>aurea</i> .....	1891	Fairly " "
Maywreath ( <i>Spiraea hypericifolia</i> ).....	1890	Very " "
Douglas spiraea ( <i>Spiraea Douglasii</i> ).....	1889	Small growth.
<i>Spiraea billardi</i> .....	1890	Fairly healthy.
Willow leaved spiraea (native).....	1893	Very healthy.
Snowberry ( <i>Symphoricarpos</i> ).....	1894	Healthy.
Snowball ( <i>Viburnum opulus sterilis</i> ).....	1890	Healthy flowery shrub.
" " <i>lantana</i> .....	1890	Vigorous.
" " <i>rugosa</i> .....	1894	Small healthy growth.
Cranberry ( <i>Viburnum opulus</i> ).....	1890	Healthy fruit and flowers.
Virginia creeper, native.....	1890	Large healthy growth, climber.

Mr. Mackay, in his report of the Indian Head farm for 1896, under the heading of Forest Trees, says:—

'In no year since the farm was started have trees of all sorts done better than during the season just closed. Commencing to grow early in May and encountering no set back they made and ripened a remarkable growth; the box elder and the poplars had grown from four to five feet before the season was over. Hedges of maple, box-elder, willow and poplar, which in other years could be kept trimmed without much trouble, were this year entirely out of reach. Box-elder hedges on each side of the roads, extending about one and one-half miles, were set out last spring. Two year old trees were used, and planted two feet apart. Every tree in the one and one-half miles grew, and will, no doubt, go through the winter in good condition. One of the Russian poplars (*Populus bereolensis*) is proving one of the best, if not the best variety of trees for avenues and lawns in the Territories. For shape and growth combined it has yet no equal, and is only surpassed in growth by the American cottonwood. When all other trees were leafless this fall *Populus bereolensis* had its entire foliage. The American cottonwood was also good in this respect, but did not equal the Russian poplar. Native sorts were all quite bare three weeks before a leaf fell from this variety.'

In his 1897 report, he says:—

'Since tree-culture on the farm commenced, trees have never made more satisfactory progress than during the past season. The spring being unfavourable for early growth no set backs in the way of April or May frosts were encountered, and the trees, when the growth did start, made excellent progress during the entire season. Single trees, hedges and wind-breaks all did well, and only one tree was lost on the avenues of the farm. Among the trees transplanted last spring, losses occurred with the Norway spruce. A good many were transplanted during the second week of May when the weather was dry and windy, and after that date and on May 21 and 22 a strong windstorm which lasted 48 hours killed all that had not become firmly rooted. The planting of hedges around fields for protection from winds was continued last spring. Those set out in 1896 have done very well. Next spring's planting will complete the hedges around every field on the farm, with the exception of the pasture enclosure. The trees used for this purpose are principally native maple (*Acer negundo*) two or three years old.'

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Again, in 1898, Mr. Mackay writes as follows, on the same subject:—

‘All varieties of trees and shrubs made a most vigorous growth during the past season. Starting early and growing late without a set back and with an abundance of rain, the largest growth of any one year since the farm started has been attained. In all probability the late growth will be found next spring to have been injurious, if not fatal, to many of the trees as the wood did not ripen so thoroughly as in shorter and drier seasons. The American cottonwood (*Populus deltoidea*) rushed ahead as soon as spring opened and the growth during the season was in excess of any previous year. Russian poplar (*Populus bereolensis*), which heretofore had given such good satisfaction and promised to be one of the best varieties of trees for the North-west Territories, did not hold its own and the specimens planted in the open failed altogether. Among the avenues no losses took place except in the avenue of Russian poplar and one fine native maple tree (*Acer negundo*) which had been girdled by boys. The avenue hedges, especially those set out in 1896 and 1897, made very gratifying progress. Ten miles of roads on the farm are now lined by avenues of single trees or hedges. In the spring of 1895, five half-acre plots were planted with trees at different distances apart, for the purpose of ascertaining the cost of planting and caring for the trees until the ground is sufficiently shaded to prevent the growth of weeds and hence need no further cultivation. The trees were planted as follows:—

- Plot No. 1, Box Elder, set out 2½ feet apart each way.
- Plot No. 2, Box Elder, set out 3 feet apart each way.
- Plot No. 3, Box Elder, set out 3½ feet apart each way.
- Plot No. 4, Box Elder, set out 4 feet apart each way.
- Plot No. 5, Green Ash, set out 2½ feet apart each way.

‘In addition to these were plot No. 6, ½ acre box elder seed, sown in rows 2½ feet apart, and plot No. 7, ½ acre green ash seed, sown in rows 2½ feet apart.

‘Following will be found the cost of planting and taking care of trees for the first, second, third and fourth years.

PLOT No. 1—½ ACRE.

Cost of taking up trees .....	\$0 76
1st year, cost of planting, 15 hours .....	2 25
1st year, scruffing, &c., 12 hours .....	1 80
2nd year, scruffing, &c., 10 hours .....	1 50
3rd year, scruffing, &c., 6 hours .....	0 90
4th year, “ around plot 1 hour .....	0 15
	\$7 36

PLOT No. 2—½ ACRE.

Cost of taking up trees .....	\$0 70
1st year, cost of planting, 12 hours .....	1 80
1st year, scruffing, &c., 15 hours .....	2 25
2nd year, scruffing, &c., 13 hours .....	1 95
3rd year, scruffing, &c., 5 hours .....	0 75
4th year, “ around plot 1 hour .....	0 15
	\$7 60

PLOT No. 3— $\frac{1}{2}$  ACRE.

Cost of taking up trees .....	\$0 61
1st year, cost of planting, 9 hours .....	1 35
1st year, scruffing, &c., 11 hours .....	1 65
2nd year, scruffing, &c., 12 hours .....	1 80
3rd year, scruffing, &c., 4 hours .....	0 60
4th year, scruffing, &c., 1 hour .....	0 15
5th year, hoeing, 3 hours .....	0 45
	<hr/>
	\$6 61

PLOT No. 4— $\frac{1}{2}$  ACRE.

Cost of taking up trees .....	\$0 55
1st year, cost of planting, 9 hours .....	1 35
1st year, scruffing, &c., 10 hours .....	1 50
2nd year, scruffing, &c., 14 hours .....	2 10
3rd year, scruffing, &c., 3 hours .....	0 45
4th year, scruffing, &c., 1 hour .....	0 15
5th year, hoeing, 3 hours .....	0 45
	<hr/>
	\$6 55

PLOT No. 5— $\frac{1}{2}$  ACRE.

Cost of taking up trees.....	\$0 76
1st year, cost of planting, 18 hours .....	2 50
1st year, scruffing, &c., 11 hours .....	1 65
2nd year, scruffing, &c., 9 hours .....	1 35
3rd year, scruffing, &c., 5 hours .....	0 75
4th year, scruffing, &c., 1 hour .....	0 15
4th year, hoeing, 3 hours .....	0 45
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	\$7 61

PLOT No. 6— $\frac{1}{2}$  ACRE SEED.

1st year, cost of making drills, 2 hours .....	\$0 30
1st year, sowing seed, 4 hours .....	0 60
1st year, covering seed, 6 hours .....	0 90
1st year, scruffing, &c., 11 $\frac{1}{2}$ hours .....	1 72
2nd year, scruffing, &c., 10 hours .....	1 50
3rd year, scruffing, &c., 5 hours .....	0 75
4th year, scruffing, &c., 1 hour .....	0 15
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	\$5 92

PLOT No. 7— $\frac{1}{2}$  ACRE SEED.

1st year, cost of making drills, 2 hours .....	\$0 30
1st year, cost of sowing seed, 4 hours .....	0 60
1st year, cost of covering seed, 6 hours .....	0 90
1st year, cost of scruffing, &c., 10 $\frac{1}{2}$ hours.....	1 57
2nd year, cost of scruffing, &c., 9 $\frac{1}{2}$ hours.....	1 42
3rd year, cost of scruffing, &c., 12 hours.....	1 80
4th year, cost of scruffing, &c., 1 $\frac{1}{2}$ hours.....	0 22
4th year, hoeing, 15 hours.....	2 25
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	\$9 06



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'The trees did remarkably well, and these plantations will, in a short time, be among the best on the farm.

'Plots No. 1 and 2 required no work this year, with the exception of one scruffing around the plots to kill weeds.

'Plots No. 3, 4 and 5 were scruffed and hoed. The latter being planted with green ash suffered from frost in May, which retarded growth, but eventually the plot made excellent progress.

'Plot No. 6 (maple seedlings) required only one scruffing, while plot No. 7 (green ash seedlings) was scruffed twice and hoed three times.'

These reports are satisfactory in this that they prove beyond question that the growth of trees is possible in those parts and at a very moderate cost, and though it is a long distance between Indian Head, where the experimental farm for the Territories is located, and the Rocky mountains, so far in fact as would seem to warrant the establishing of another farm between them, yet sufficient examples of tree growth exist to establish the practicability of their successful cultivation on any portion of our prairie territory, and the question for us to answer is: What is the best way to proceed to accomplish this object?

Two systems present themselves, one is for the Government of the Dominion or of the Territories to undertake the work in some such way as some of the railway companies and large land companies have done across the line. The second is for the Government to encourage the inhabitants of the country to undertake the work for themselves, by furnishing them with information on the subject and also with seed, cuttings and young trees of desirable varieties which they may be unable to get from any bluffs of timber within reach of their locations. The latter would seem the more effectual way, and as it can be easily demonstrated that no more profitable work than this can be undertaken by the prairie farmer, adding as it does to the productiveness of his land and at the same time rendering his home more attractive and pleasant, it can scarcely be doubted that once these facts are brought home to him he will not be slow to co-operate with the Government in this respect.

The next point to consider is how best to give such instruction to the farmer as will enable him to intelligently undertake the work. Of course the experimental farms afford an object lesson and they are doing an excellent work in this and other respects, but it is impossible for one farmer in ten to visit these farms, and even if he did occasionally do so, without instruction, such visits would be of little value.

## LECTURES ON FORESTRY.

The university extension lectures have within recent years become an important feature in educational circles both in the United States and Canada, and in a similar line it would seem that a work we could profitably engage in at the present time and at a moderate expense would be to have forestry lecturers attend the meetings of the Farmers' Institutes on the prairies and give lectures of instruction on tree-planting, following this up by distributing a short treatise of instruction on the subject and also by the announcement of the manner in which the settlers could be supplied free with seed, cuttings or young trees, from the experimental farms, or elsewhere, as the case might be.

## CONSERVATION AND PROPAGATION.

The whole forestry problem of our North-west may be included in the two words: conservation and propagation. Conservation or preservation of what we have at present growing in a natural state involves, first, preventing as far as possible destruction by fire, and, secondly, a judicious system of cutting the timber required for use so as to retain for all time a continuous supply from those districts that are better adapted for the growth of timber than for agricultural purposes.

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So much has already been said on the subject of protection from fire that it is unnecessary to say anything more except, in conclusion, to recommend that before next season arrives, a system of guardianship be instituted. It will be necessary to divide the timber districts so that in case of necessity rangers or guardians may be employed at short notice. In certain exceptionally wet seasons, such as the last, it may not be necessary to employ any, while in others it may be necessary to do so in certain parts and not in others. This, as well as the actual employment of the guardians, might in most cases be largely left to the judgment of the Crown timber agents and Dominion lands agents in the country. The owners of timber limits should bear a fair and equitable proportion of the expenses of the guardianship where there are limits within the guarded districts.

With regard to propagation it is also unnecessary to repeat what has been said, but its importance is so great to the present settlers on the plains and so far-reaching in its effects to the country and to those who will in the future make their homes there, as to warrant an earnest effort being made to encourage the planting of trees by the settlers. The experimental farms are at present doing an excellent work in supplying seeds, cuttings and young trees to those settlers who make application for them, but unless these people have a knowledge regarding their cultivation, which it would be safe to say a large percentage have not, the trouble and expense are incurred to little advantage, and where failure is the result it discourages others from attempting the experiment,—if such a word as experiment is permissible; whereas it can scarcely be doubted that if one farmer in a neighbourhood makes the attempt and is successful, his example will be followed by others, and a healthful stimulant to emulation will be afforded which cannot fail to be of lasting benefit.

E. STEWART,  
*Chief Inspector of Timber and Forestry.*