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In Sessional paper No. 11, Twenty-seventh annual report ... page xi is incorrectly numbered page ix.

In Sessional paper No. 11, Report of the Deputy Minister, pages 8-9 are incorrectly numbered pages 9 & 8.

In Sessional paper No. 11A, Twenty-seventh annual report ... 1894 fisheries, pages viiia-viiib are inserted between pages viii-ix.

In Sessional paper No. 11A, Appendices, pages 243 & 357 are incorrectly numbered pages 24 & 57.

In Sessional paper No. 11C, pages 52, 124, 167 & 263 are incorrectly numbered pages 5, 121, 17 & 268.

In Sessional paper No. 12, Barrie Postal Division, page 124 is incorrectly numbered page 134.

In Sessional paper No. 12, Appendix B, page 29 is incorrectly numbered page 39.

- Additional comments / Commentaires supplémentaires:

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OF THE

DOMINION OF CANADA

SESSION 1895



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Census of Canada, 1890-91. Fourth Volume.....*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 1.

1. Report of the Auditor General on Appropriation Accounts, for the year ended 30th June, 1894. Presented 29th April, 1895, by Hon. G. E. Foster...*Printed for both distribution and sessional papers.*
- 1a. Return of Treasury Board Overrulings on appeals from the decision of the Auditor General, between the sessions of 1894 and 1895. Presented 22nd April, 1895, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. G. E. Foster. 2a. Estimates for the fiscal year ending 30th June, 1896; presented 29th April, 1895. 2b. Supplementary Estimates for the year ending 30th June, 1895; presented 21st May, 1895. 2c. Supplementary Estimates for the year ending 30th June, 1896; presented 12th July, 1895.....*Printed for both distribution and sessional papers.*
3. Lists of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1894.  
*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, 1894. Presented 4th July, 1895, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*

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4. Report of the Superintendent of Insurance for the year ending 31st December, 1894.  
*Printed for both distribution and sessional papers.*
- 4a. Preliminary statements of the business of Life Insurance Companies in Canada for the year ended 31st December, 1894. Presented 20th June, 1895, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*
- 4b. Abstract of Statements of Insurance Companies in Canada, for the year ending 31st December, 1894. Presented 30th May, 1895, by Hon. G. E. Foster...*Printed for both distribution and sessional papers.*

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- 5.** Report of the Department of Trade and Commerce, for the year ended 30th June, 1894. Presented 8th July, 1895, by Hon. G. E. Foster ..... *Printed for both distribution and sessional papers.*
- 6.** Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1894. Presented 22nd April, 1895, by Hon. N. C. Wallace. .... *Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 5.**

- 7.** Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. J. F. Wood. .... *Printed for both distribution and sessional papers.*
- 7a.** Inland Revenues of Canada. Inspection of Weights and Measures and Gas, for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. J. F. Wood. .... *Printed for both distribution and sessional papers.*
- 7b.** Inland Revenues of Canada. Adulteration of Food, 1894. .... *Printed for both distribution and sessional papers.*
- 8.** Report of the Minister of Agriculture for the calendar year 1894. Presented 25th April, 1895, by Hon. W. H. Montague. .... *Printed for both distribution and sessional papers.*
- 8a.** Report on the Forest Wealth of Canada. Presented 25th April, 1895, by Hon. W. H. Montague. .... *Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 6.**

- 8b.** Report on Canadian Archives, 1894. .... *Printed for both distribution and sessional papers.*
- 8c.** Report of the Director and Officers of the Experimental Farms for the year 1894. Presented 4th June, 1895, by Hon. W. H. Montague. .... *Printed for both distribution and sessional papers.*
- 8d.** Mechanical and Manufacturing Industries of Canada, by groups. Special report of the Census Returns. Presented 20th June, 1895, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 8e.** Papers referred to the Minister of Agriculture on the subject of the scheduling of Canadian cattle by the Board of Agriculture. Presented 25th April, 1895, by Hon. W. H. Montague. .... *Printed for both distribution and sessional papers.*
- 8f.** Criminal Statistics for the year 1894. .... *Printed for both distribution and sessional papers.*
- 8h.** (1894). Spécial report on the production of and markets for Butter and Cheese. Presented 25th April, 1895, by Hon. W. H. Montague. .... *Printed in Vol. 7, Sessional Papers of 1894.*
- 8i.** (1894). Special report on Poultry and Eggs. Presented 25th April, 1895, by Hon. W. H. Montague. .... *Printed in Vol. 7, Sessional Papers of 1894.*

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- 9.** Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1895. Presented 30th May, 1895, by Hon. J. A. Ouimet. .... *Printed for both distribution and sessional papers.*
- 10.** Annual Report of the Minister of Railways and Canals for the past fiscal year, from the 1st July, 1893, to the 30th June, 1894. Presented 2nd May, 1895, by Hon. J. G. Haggart. .... *Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 8.**

- 11.** Annual Report of the Department of Marine and Fisheries for the fiscal year ended 30th June, 1894—Marine. Presented 9th May, 1895, by Hon. J. Costigan. .... *Printed for both distribution and sessional papers.*
- 11a.** Annual Report of the Department of Marine and Fisheries, 1894—Fisheries. Presented 12th June, 1895, by Hon. J. Costigan. .... *Printed for both distribution and sessional papers.*



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- 11b.** Report of the Commissioner on Cattle Freight Rates from the port of Montreal to ports in Europe.  
*Printed for both distribution and sessional papers.*
- 11c.** Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1894. . . . .*Printed for both distribution and sessional papers.*
- 12.** Report of the Postmaster General, for the year ended 30th June, 1894. Presented 29th May, 1895, by Sir Adolphe Caron. . . . .*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 9.**

- 13.** Annual Report of the Department of the Interior, for the year 1894. Presented 15th May, 1895, by Hon. T. M. Daly . . . . .*Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1894. Presented 23rd April, 1895, by Hon. T. M. Daly. . . . .*Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1894. Presented 23rd April, 1895, by Hon. T. M. Daly. . . . .*Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1894. Presented 18th June, 1895, by Hon. G. E. Foster. . . . .*Printed for both distribution and sessional papers.*

**CONTENTS OF VOLUME 10.**

- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1894. Presented 9th July, 1895, by Hon. W. H. Montague. . . . .*Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1894. Presented 24th April, 1895, by Hon. W. H. Montague.  
*Printed for both distribution and sessional papers.*
- 16b.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1894. Presented 13th June, 1895, by Hon. W. H. Montague. . . . .*Printed for both distribution and sessional papers.*
- 16c.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1894, with a partial report for services during six months ending 31st December, 1894. Presented 24th June, 1895, by Hon. W. H. Montague.  
*Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament for the year 1894. Presented 18th April, 1895, by the Hon. The Speaker . . . . .*Printed for sessional papers only.*
- 18.** Report of the Minister of Justice as to the Penitentiaries in Canada, for the year ended 30th June, 1894. Presented 20th May, 1895, by Hon. J. J. Curran.  
*Printed for both distribution and sessional papers.*
- 19.** Report of the Department of Militia and Defence of Canada for the year ended 30th June, 1894. Presented 6th May, 1895, by Hon. A. R. Dickey. *Printed for both distribution and sessional papers.*
- 20.** Judgment of the lords of the judicial committee of the imperial council in the Manitoba Schools Case and the imperial order in council founded thereon, together with the proceedings had before the queen's privy council for Canada, and the remedial order of the governor general in council. Presented 22nd April, 1895, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 20a.** "The Manitoba School Case, 1894," being a report of the proceedings before the judicial committee of her majesty's privy council, edited for the Canadian government by the appellant's solicitors in London. Presented 21st May, 1895, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*
- 20b.** Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all decisions of the courts of Manitoba, of the supreme court of Canada, and of the judicial committee of the imperial privy council, as to the constitutionality of the Manitoba School Act of 1890, or as to the rights of any minority of the population of Manitoba under the provisions of said act, or in opposition to such provisions. Also copies or

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statements as to any legislation by the Manitoba legislature, or action by the Manitoba government relative to the Manitoba school question subsequent to the School Act of 1890, that may at this time be in the knowledge or possession of the privy council of Canada. Also minutes of hearings and proceedings before the privy council of Canada on applications for remedial orders or Dominion interference of any character with the school legislation of Manitoba. Also copies of any orders issued or action taken by the privy council of Canada relative to such legislation; and all other papers or correspondence of an official character having relation to the said Manitoba school question. Presented 29th May, 1895.—*Mr. Charlton.*

*Printed for both distribution and sessional papers.*

- 20c.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for: 1. A copy of the appeal of the Roman catholic minority of Manitoba, in reference to the abolition of their schools. 2. A copy of the case submitted to the supreme court of Canada, together with a copy of the decision of the court. 3. A copy of the appeal from the decision of the supreme court to the judicial committee of her majesty's privy council, as well as a copy of the case and of the decision in reference thereto. 4. A copy of all petitions on behalf of the Roman catholic minority of Manitoba, in support of their claim. 5. A copy of the appeal case before the honourable the privy council for Canada. 6. A copy of all orders in council in reference to the same. 7. A copy of the Remedial Order. 8. A copy of all official correspondence in reference to the same. Presented 29th May, 1895.—*Mr. LaRivière.*

*Printed for both distribution and sessional papers.*

- 20d.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for: 1. Copies of all petitions praying for the disallowance of the Manitoba Act, 57 Victoria, chap. 28 (1894), intitled: "An Act to amend the Public School Act." 2. Copies of any orders in council in relation to such petitions. Presented 29th May, 1895.—*Mr. Beauvolet.*

*Printed for both distribution and sessional papers.*

- 20e.** Memorial of the legislative assembly of the province of Manitoba in answer to the Remedial Order of the 21st March, 1895. Presented 11th July, 1895, by Hon. G. E. Foster.

*Printed for both distribution and sessional papers.*

- 20f.** Return to an address of the Senate to his excellency the Governor General, dated 2nd July, 1895, for a copy of the order in council transmitting to his honour the lieutenant governor of Manitoba, for the information of his government and the legislature of Manitoba, the petition and representations of their lordships the Canadian archbishops and bishops, presented to the Senate during last session, *re* Manitoba school legislation; the answer of the government of Manitoba to said order in council; also all correspondence respecting the same, between the Dominion government and the Manitoba government. Presented 15th July, 1895.—*Hon. Mr. Bernier.*

*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 11.

- 21.** Report of the Royal Commission on the Liquor Traffic in Canada, with full Index to the Report and to the Evidence. Presented 24th April, 1895, by Hon. G. E. Foster.  
*Printed for both distribution and sessional papers.*
- 22.** Statement of Governor General's Warrants issued on account of the fiscal year 1894-95; made as directed by the Consolidated Revenue and Audit Act. Presented 22nd April, 1895, by Hon. G. E. Foster. . . . . *Not printed.*
- 23.** Return of Treasury Board Over-Rulings. *See No. 1a.*
- 24.** Statement of all superannuations and retiring allowances in the civil service during year ended 31st December, 1894, giving the name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 23rd April, 1895, by Hon. G. E. Foster.  
*Not printed.*
- 25.** Statement of expenditure on account of miscellaneous unforeseen expenses, from 1st July, 1894, to date. Presented 23rd April, 1895, by Hon. G. E. Foster. . . . . *Not printed.*

VOLUME 11—*Continued.*

26. Report of the Commissioner, Dominion Police, for the year 1894, under Revised Statutes of Canada, chapter 184, section 5. Presented 25th April, 1895, by Hon. J. Costigan ..... *Not printed.*
27. Regulations relating to the education of Indian children, pursuant to section 12, chapter 32, 57-58 Victoria. Presented 25th April, 1895, by Hon. T. M. Daly..... *Not printed.*
28. Return to an order of the House of Commons, dated 24th April, 1895, showing petitions presented to the House of Commons, during the last two sessions and up to date of making return, from municipal councils, asking for legislation to secure improved facilities for drainage across lines of railway; giving date of presentation, by whom presented, and a copy of each form of petition, with names of municipalities from which each petition was sent. Presented 29th April, 1895.—*Mr. Casey* ..... *Not printed.*
29. Supplementary return to an order of the House of Commons, dated 7th May, 1894, for a return showing the number of settlers brought into the Yorkton and Saltcoats district from Dakota, and into the Calgary district from Chicago, and the states of Washington, Idaho and Oregon, and showing in each case the nationality of such settlers, the cost of obtaining them, and the number that still remain and the occupations those remaining are engaged in. Presented 29th April, 1895.—*Mr. Martin.* .. *Not printed.*
30. Return of orders in council, in accordance with 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 1st May, 1895, by Hon. T. M. Daly.   
..... *Not printed.*
- 30a. Return of orders in council of 1894, relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. And clause 46 of chapter 30, 57-58 Victoria, 1894, the Irrigation Act, as regards the order in council of the 11th of October, 1894. Presented 1st May, 1895, by Hon. T. M. Daly..... *Not printed.*
- 30b. Copy of an order in council of the 10th January, 1895, continuing for the current year the issue of licenses to United States fishing vessels to enter any ports on the Atlantic coast for the purchase of bait, etc. Presented 2nd May, 1895, by Hon. J. Costigan..... *Not printed.*
- 30c. Return to an address of the House of Commons to his excellency the Governor General, dated the 26th April, 1895, for: 1. Copies of all petitions, letters and documents, protesting against the Ordinance of the North-west Territories, No. 22, sanctioned at Regina on the 31st December, 1892. 2. Copies of all orders in council, correspondence and documents forwarded to the lieutenant governor of the North-west Territories, in relation to the said ordinance and to the amendment thereof. Presented 3rd May, 1895.—*Mr. Beausoleil.*..... *Not printed.*
- 30d. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of all orders in council granting or promising aid to the Hudson Bay Railway Company, and all reports and correspondence in connection with the same. Presented 3rd May, 1895.—*Mr. Laurier.*..... *Not printed.*
- 30e. Statement in reference to fishing bounty payments for 1893-94, required by chapter 96 of the Revised Statutes of Canada. Presented 9th May, 1895, by Hon. J. Costigan..... *Not printed.*
31. Return to an order of the House of Commons, dated 26th April, 1895, for a return showing the names of the several parties superannuated from the 31st of December, 1894, to the 1st day of April, 1895, the amount of superannuation allowance granted to each, the number of years' service, their age at retirement, and the number of years added to their time of service, if any. Presented 3rd May, 1895.—*Mr. McMullen* ..... *Not printed.*
32. List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the past year 1894. Presented 3rd May, 1895, by Hon. W. H. Montague.   
..... *Printed in No. 16.*
33. Detailed statement of all bonds and securities registered in the department of the secretary of state for Canada, since last return, 1894, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 3rd May, 1895, by Hon. W. H. Montague..... *Not printed.*

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34. Return to order of the House of Commons, dated 29th April, 1895, showing the several dates in the years 1888, 1889, 1890, 1891, 1892, 1893, 1894 and 1895, when the Public Accounts, the Trade and Navigation Returns, and the Report of the Auditor General, were ready for distribution to members of the senate and house of commons. Presented 6th May, 1895.—*Mr. Charlton. Not printed.*
35. Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 6th May, 1895, by Hon. T. M. Daly. .... *Not printed.*
- 35a. List of all land sold by the Canadian Pacific Railway Company, from the 1st October, 1893, to the 1st October, 1894. Presented 11th June, 1895, by Hon. T. M. Daly..... *Not printed.*
36. Return to an order of the House of Commons, dated 29th April, 1895, for a return showing the amount of moneys given as subsidies to the St. Lawrence and Adirondack Railway Company. Presented 7th May, 1895.—*Mr. Bergeron.....Not printed.*
37. Return to an order of the House of Commons, dated 29th April, 1895, showing the gross amount of money on deposit in each of the Dominion savings banks, including post office savings banks, on the 1st day of April, 1895. Presented 9th May, 1895.—*Mr. McMullen..... Not printed.*
38. Statement of the affairs of the British Canadian Loan and Investment Company, for the year ending 31st December, 1894; also a list of shareholders on 31st December, 1894. Presented 22nd April, 1895, by the Hon. The Speaker..... *Not printed.*
39. Report of the Railway Rates Commission, dated 7th May, 1895. Presented 10th May, 1895, by Hon. J. G. Haggart..... *Printed for both distribution and sessional papers.*
40. Return to an address of the House of Commons to his excellency the Governor General, dated 29th April, 1895, for copies of all letters, telegrams or other communications since the 1st of January, 1893, made or sent by Donald McCauley or any government agent or any other person in the Alberta district, to the government or to any member, officer or employee of the government, and of all letters, telegrams or other communications, since said date, sent by the government, or any member or officer of the government, to Donald McCauley or any government agent or other person in the Alberta district, concerning the entry of cattle into Canada from Montana. Presented 10th May, 1895.—*Mr. Mulock.....Not printed.*
41. Return to an address of the House of Commons to his excellency the Governor General, dated 23rd April, 1894, for copies of all letters, despatches and correspondence between the government and the high commissioner of Canada regarding the removal of the embargo on Canadian cattle entering English ports. Presented 10th May, 1895.—*Mr. McMullen..... Not printed.*
- 41a. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of all despatches, letters or other communications that have passed between the imperial and Canadian governments since the 1st July, 1892, in regard to the scheduling of Canadian cattle by Great Britain or the removal of such scheduling. Presented 29th May, 1895.—*Mr. Mulock.....Not printed.*
42. Statement of amounts paid for claims for bounty on pig iron manufactured in the Dominion, from 4th April, 1894, to 4th April, 1895. Presented 13th May, 1895, by Hon. N. C. Wallace.  
*Printed for sessional papers only.*
- 42a. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement showing the various amounts paid by way of bounty on pig iron made in Canada from Canadian ore, the quantities produced, the parties to whom the bounties were paid, and such other particulars as tend to show the effect of such bounties, since the date of the last return. Also a statement showing the same particulars as to bounties paid under the Act of 1894, 57-58 Victoria, chapter 9, upon iron puddled bars, and upon steel billets. Presented 2nd July, 1895.—*Mr. Edgar.*  
*Printed for sessional papers only.*
43. Return to an order of the House of Commons, dated 24th April, 1895, for a copy of instructions given to the queen's printer and the Dominion statistician relative to the number of copies of the last edition of the Statistical Year Book which should be printed, and the method of distributing the same to members of the house and others. Presented 14th May, 1895.—*Mr. Casey..Not printed.*

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44. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1894. Presented 15th May, 1895, by Hon. G. E. Foster.....*Not printed.*
45. Return to an order of the House of Commons, dated 28th May, 1894, for a return giving a list of all articles, with the value of each and the total value of all, imported from the United States during the last fiscal year for the use of the government in the public service. Presented 15th May, 1895. —*Mr. Landerkin*.....*Not printed.*
46. Return to an order of the House of Commons, dated 24th April, 1895, for copies of all documents, letters and contracts respecting the sale of newspapers on the Intercolonial Railway, executed or exchanged between the Canada Railway News Co., of Montreal, and the government, for the years 1892-93, 1893-94 and 1894-95. Presented 16th May, 1895.—*Mr. Choquette*... *Not printed.*
47. Return to an order of the House of Commons, dated 26th April, 1895, for a copy of all correspondence with the department of justice, relative to the reinstatement of James Fitzsimmons as deputy warden of the British Columbia penitentiary. Presented 17th May, 1895.—*Mr. Corbould*.  
*Not printed.*
- 47a. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for : 1. Copy of the instructions to Mr. Justice Drake, 1894, relative to the inquiry into the management of the British Columbia penitentiary. 2. Copy of evidence given before the royal commission held before Mr. Justice Drake, in 1894, relative to the management of the British Columbia penitentiary. 3. Copy of the report of Mr. Justice Drake thereon. Presented 22nd May, 1895.—*Mr. Corbould*.....*Not printed.*
- 47b. Return to an address of the Senate to his excellency the Governor General, dated 24th June, 1895, for copies of letters 1, 2, 3, 4 and 5. Also cheques A, B and C. Also letter of Rev. Mr. Morgan, marked exhibit E. All of which are referred to in Mr. Justice Drake's report of 1894, on the British Columbia penitentiary. Presented 2nd July, 1895.—*Hon. Mr. McInnes (Victoria)*.  
*Not printed.*
48. Minutes of the proceedings of the recent conference between the representatives of the governments of Canada and Newfoundland touching the union of Newfoundland with the Dominion, together with copies of documents in connection with the proposed union. Presented 21st May, 1895, by Hon. G. E. Foster.....*Printed for sessional papers only.*
49. Return to an order of the House of Commons, dated 29th April, 1895, for copies for all correspondence of the pilot examiners of the county of Bonaventure with the department of marine and fisheries since 1890, and petitions to the said department from the inhabitants of the said county regarding compulsory pilotage. Presented 22nd May, 1895.—*Mr. Fauvel*..... *Not printed.*
50. Return to an order of the House of Commons, dated 24th April, 1895, for a return, in the form used in the statement usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1894, to the 1st day of April, 1895, distinguishing the products of Canada and those of other countries ; and comparative statements from the 1st day of July, 1893, to the 1st day of April, 1894. Presented 22nd May, 1895.—*Sir Richard Cartwright*.....*Not printed.*
51. Return to an order of the House of Commons, dated 30th March, 1894, for a return showing amount of land grants made from public lands in Manitoba and the North-west Territories of Canada since 1st January, 1880, to religious denominations, religious sects, religious corporations and churches ; with details as to date of each grant, area of the same, and the denomination, sect, corporation, or church, to which each several grant was made. Presented 22nd May, 1895.—*Mr. Charlton*.  
*Not printed.*
52. Return to an order of the House of Commons, dated 25th April, 1895, for copies of all correspondence between the department of the interior and Mr. Schomacher, Rev. T. D. Phillips, Mr. P. F. Daly, Captain Holmes, the Canadian Pacific Railway Company, and any other persons ; and also all reports received by the said department from any of its agents or other persons as to the transportation of a number of Jew peddlers from Chicago to Calgary with the intention of settling the same upon farms near Calgary, referred to in a letter dated 29th December, 1894, signed L. M. Fortier, addressed to the editor of the *Winnipeg Free Press*, and published in that paper on 4th January, 1895 ; also a statement showing what became of said Jew peddlers and how many of them were committed to jail in Calgary, and for what offences. Presented 22nd May, 1895. *Mr. Martin*.....*Not printed.*

## VOLUME 11—Continued.

53. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for a copy of all correspondence between the government, or any department or officer, and Mr. Connor, for the supply of plant, or equipment of any kind, for the manufacture of binder twine in Kingston penitentiary, and of all contracts entered into between him and the government for such supply. Presented 28th May, 1895.—*Mr. Mulock* ..... *Not printed.*
- 53a. Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing: 1. The quantity of binding twine manufactured at the Kingston penitentiary during the year 1894. 2. To whom the sales were made, and how much was realized per pound by the government. Presented 3rd July, 1895.—*Mr. Grieve* ..... *Not printed.*
54. Return to an order of the House of Commons, dated 2nd May, 1895, for a return showing the amount of money collected for tolls, fees or rents of any kind by the Fredericton and St. Mary's Railway Bridge Company in each year, separately, up to the close of their last year's business; the amount of money paid the Dominion government as interest on the \$300,000 loaned to the company, and the arrears due to the 30th June, 1894, and the amount since paid, if any. Also copy of any mortgage securities held by the government in respect of said loan. Presented 28th May, 1895.—*Mr. Macdonald (Huron)* ..... *Not printed.*
- 54a. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1895, for copies of all returns made to the government of Canada by the Fredericton and St. Mary's Railway Bridge Company, of receipts and expenditures of said company during the period from October, 1888, to 30th June, 1889, and the years ending 30th June, 1890-91-92-93 and 1894. Presented 9th July, 1895.—*Mr. McMullen* ..... *Not printed.*
55. Return to an order of the House of Commons, dated 29th April, 1895, for copies of the engineer's surveys and reports made during the last three years on the harbour and river at Liverpool, Nova Scotia, and of the best means of improving the same and of deepening the channel or entrance to said river, together with any plans and estimates prepared in reference thereto, and of all correspondence to any or from any member of the government referring to said harbour or river and survey. Presented 28th May, 1895.—*Mr. Forbes* ..... *Not printed.*
56. Return to an order of the House of Commons, dated 29th April, 1895, for copies of all petitions, correspondence and reports in the railway department, relating to the construction of a siding or flag station on the Intercolonial Railway, at or near the River Inhabitants, in the county of Inverness, Nova Scotia. Presented 28th May, 1895.—*Mr. Cameron* ..... *Not printed.*
57. Return to an order of the House of Commons, dated 26th April, 1895, for copies of all correspondence with the department of railways or with any member of the government in reference to the Inverness and Richmond Railway Company, the Inverness and Victoria Railway Company and the Boston and Nova Scotia Railway Company, from the 1st January, 1887, up to date, and with respect to subsidies and contracts granted to these companies respectively. Presented 28th May, 1895.—*Mr. Cameron* ..... *Not printed.*
58. Return to an order of the House of Commons, dated 1st May, 1895, for copies of all correspondence between the government, or any person or persons, together with copies of all petitions to the minister of public works and of all reports of engineers, relating to the pier at Morden, Nova Scotia, since 1st January, 1891. Presented 28th May, 1895.—*Mr. Borden* ..... *Not printed.*
59. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of any applications by or on behalf of Mr. Charlebois for payment or for reference to arbitration of his claim for extras for work or materials in connection with the erection of the "Langevin Block;" also copies of all letters, telegrams and other communications between the government or any department, member or officer of the government and Mr. Charlebois or any person on his behalf, and of all orders in council, reports and recommendations of any member or officer of the government in reference to any such application or in reference to any such claim. Presented 28th May, 1895.—*Mr. Mulock* ..... *Not printed.*
60. Return to an address of the Senate to the Governor General, dated 11th July, 1894, for a statement showing, in detail, the several sums paid for public printing for the year ending 30th June, 1883, and 30th June, 1893, respectively. Presented 31st May, 1895.—*Hon. Mr. Power* ..... *Not printed.*

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61. Return to an order of the House of Commons, dated 13th March, 1893, for a return giving the names of the 804 manufacturers of the city of London referred to in the census of 1891; the industries in which they are engaged, and the number of hands employed by each. Presented 3rd June, 1895.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 61a. Return to an order of the House of Commons, dated 29th April, 1895, for a return giving the names of the various manufacturing or industrial establishments in the counties of Queen's and Shelburne, Nova Scotia, as mentioned in the last Census returns, together with the names of the owners thereof and number of employees therein. Presented 10th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61b. Return to an order of the House of Commons, dated 13th March, 1893, for a return showing separately the various kinds of manufacturing establishments that make up the total number of 67 with which Liverpool, Nova Scotia, is credited by Bulletin No. 12. Presented 10th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61c. Supplementary return to no. 61a. Presented 17th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61d. Return to an order of the House of Commons, dated 28th May, 1894, for a return showing a description of each of the industries established in the county of Guysboro' as reported in the Census of 1891, showing the names of the several manufacturers engaged in the said industries, respectively; also showing the number of employees in each of said industries. Presented 19th June, 1895.—*Mr. Fraser*..... *Not printed.*
- 61e. Return to an order of the House of Commons, dated 25th April, 1894, for a return showing a description of each of the industries established in the county of Lunenburg, as reported in the census of 1891; also showing the names of the several manufacturers engaged in the said industries, respectively, also showing the number of employees in each of said industries. Presented 9th July, 1895.—*Mr. Forbes*..... *Not printed.*
- 61f. Return to an address of the House of Commons to his excellency the Governor General, dated 13th March, 1893, for a statement showing, on the occasion of the taking of the last Census of Canada, the following particulars in regard to each of the following municipalities, viz: the towns of Aurora and Newmarket, the villages of Holland Landing, Stouffville and Sutton West, and the townships of King, Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, in the county of York, and the village of Bradford and township of West Gwillimbury, in the county of Simcoe: (a) The number of inhabited houses. (b) The number of empty houses. (c) The number of houses under construction. (d) The total number of industrial establishments. (e) The total value of machinery and tools. (f) The total number of employees (classified as men, women and children, respectively). (g) The total number of steam engines. (h) The names and numbers of the various industries and manufacturers in each of said municipalities. (j) The aggregate of yearly wages paid in 1891, in each of said municipalities. (k) The value of the manufactured products in 1891, in each of said municipalities. (l) The total capital invested in industrial establishments in 1891, in each of said municipalities. Presented 12th July, 1895.—*Mr. Mulock*..... *Not printed.*
62. Return to an order of the House of Commons, dated 26th April, 1895, for a statement showing the date the government ice-boats commenced running between Cape Traverse, P.E.I., and Cape Tormentine, how many trips made, how many passengers crossed both ways, how many mail bags carried across. The amount of revenue therefrom, and the expenditure in connection of said service up to 15th April, 1895. Presented 7th June, 1895.—*Mr. Perry*..... *Not printed.*
63. Return to an order of the House of Commons, dated 1st May, 1895, for a return showing the names of the government inspectors of wheat at Fort William, the number of cars of wheat inspected during each of the years from 1887 to 1894, both inclusive, the number of bushels of wheat shipped out of the elevators at Fort William during each of said years, the average quantity of wheat in store in the Canadian Pacific Railway's elevators at Fort William during each of said years, the fees allowed for inspection, and the quantity of grain allowed to be taken from each car as a sample by the inspector. Presented 7th June, 1895.—*Mr. Martin*.... *Not printed.*
64. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement of the number of cheese factories in Prince Edward Island operated under the direction of the Dominion dairy commissioner in the season of 1894; the gross product of those factories; the amount, per pound of cheese, advanced by the government to the patrons; the cost of delivering the milk; the cost

## VOLUME 11—Continued.

- of making, per pound of cheese, as well as the total cost; the names of the markets where the products sold, and the date of sales; the names of the purchasers; the quantity sold to each, with the price in each case; the total cost of making sales, and the sum, per pound of cheese, finally paid to the patrons. Presented 11th June, 1895.—*Mr. McMillan*.....*Not printed.*
65. Return to an order of the House of Commons, dated 3rd June, 1895, for a copy of the letter addressed to the commissioner of Indian affairs by the local agent Bastien at La Jeune Lorette, province of Quebec, of date January, 1894, concerning the case of Picard *vs.* Picard. Presented 12th June, 1895.—*Mr. Laurier*.....*Not printed.*
66. Return to an order of the House of Commons, dated 24th April, 1895, for a statement showing the gross earnings of the Pontiac Pacific Junction Railway since the 30th day of June, 1894; also a statement showing the total expenditure of said railway from same period. Also a statement showing the total expenditure of said railway from the same period on the following accounts respectively: (a) Wages and salaries of employees. (b) Payments to the president as such. (c) Payments to the directors as such. (d) Payments for other working expenses. (e) Payments on construction account not included in above. Presented 12th June, 1895.—*Mr. Devlin*.....*Not printed.*
- 66a. Return to an order of the House of Commons, dated 10th June, 1895, for copies of reports made by officers of the government in connection with the Pontiac Pacific Junction Railway. Also copies of letters received by the government having reference to the same subject. Presented 24th June, 1895.—*Mr. Devlin*.....*Not printed.*
67. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all petitions, letters and other documents exchanged with or addressed to the postmaster general in reference to savings bank stamps. Presented 12th June, 1895.—*Mr. Lépine*.....*Not printed.*
68. Return to an order of the House of Commons, dated 26th April, 1895, for copies of all petitions, memorials, correspondence and other documents in relation to the claim made against the government by Mr. L. T. Puizé, of Frazerville, in the county of Temiscouata. Presented 13th June, 1895.—*Mr. Choquette*.....*Not printed.*
69. Return to an order of the House of Commons, dated 28th May, 1894, for copies of all correspondence in relation to tenders, and of all tenders received by the government since 1st January, 1890, relating to the purchase of timber limits on Indian reserves. Presented 13th June, 1895.—*Mr. Devlin*.....*Not printed.*
70. Return to an order of the House of Commons, dated 3rd June, 1895, showing the number of islands sold from the Thousand Island group, in the river St. Lawrence, during the years 1874 to 1878, inclusive, to whom sold, the price at which each separate parcel was sold, and the average price per acre for the total acreage sold. Also a similar return for the years 1879 to 1895, inclusive. Presented 14th June, 1895.—*Mr. Taylor* . . . . .*Printed for sessional papers only.*
71. Return to an order of the House of Commons, dated 10th June, 1895, showing the number of Experimental Farm Reports published for the year 1893. The number published in English and French, respectively. The number allotted to each member of the House of Commons and Senate. The number distributed from each of the experimental farms, and the number still on hand. Presented 14th June, 1895.—*Mr. Griève*.....*Not printed.*
72. Return to an order of the House of Commons, dated 13th March, 1893, for copies of all correspondence and reports of government officials, relating to the construction of a public building at Kentville, N.S., and the purchase of a site for the same, in accordance with a vote of this House passed in 1886. Presented 14th June, 1895.—*Mr. Borden*.....*Not printed.*
73. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all papers and correspondence, not confidential, in connection with the disbandment of No. 3 Battery, Quebec Garrison Artillery. Presented 18th June, 1895.—*Mr. Langelier*....*Not printed.*
74. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all orders in council and departmental orders respecting the collection of tolls on public wharfs in the Lower St. Lawrence, and especially at St. John, Island of Orleans, and of all reports made by the collector respecting the collection of tolls at the said place. Presented 18th June, 1895.—*Mr. Laurier*.....*Not printed.*



VOLUME 11—*Continued.*

75. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of all subsidized contracts made during the past twelve months, relating to the running of steamships between ports in the maritime provinces and ports in Cuba, Jamaica, or elsewhere in the West Indies. Presented 19th June, 1895.—*Mr. Davies*..... *Not printed.*
76. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for a statement showing date of appointment of the Royal Commission on Prohibition, names of the commissioners and number of days on which the commission sat; also statement of total expenses incurred, up to date, on account of such commission, showing, separately, rate of pay per day allowed to each commissioner, and total amount so paid to each; amount paid for travelling expenses of each commissioner, and total travelling expenses; cost of reporting evidence taken by the commission; cost of printing such evidence, and the report of the commission; estimated total amount yet required to meet all remaining expenses connected with concluding the work of the commission. Presented 19th June, 1895.—*Mr. Cusey*..... *Not printed.*
77. Return to an order of the House of Commons, dated 10th June, 1895, for a return of all petitions, letters, and other papers to the government, asking for legislation to prevent alien labour being employed in Canada. Presented 19th June, 1895.—*Mr. Lovell*..... *Not printed.*
78. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all papers and correspondence relating to the purchase or lease of the property known as the "Old Carling Brewery" and situated in the city of London, on Waterloo and Pall Mall streets. Also copy of lease, if any. Presented 20th June, 1895.—*Mr. McMullen*..... *Not printed.*
79. Return to an order of the House of Commons, dated 24th April, 1895, for a return of all correspondence, agreements, reports, papers, etc., relating to the Canadian Mutual Aid, late the Canadian Mutual Life Association, and the Massachusetts Benefit Association, and for all correspondence, complaints, etc., from policy-holders; also all particulars regarding the amalgamation of the two companies or associations. Presented 20th June, 1895.—*Mr. Sproule*..... *Not printed.*
80. Return to an order of the House of Commons, dated 10th June, 1895, for a return giving copies of all petitions, letters and telegrams in the possession of the government relating to the placing of a bell-buoy on the inside of Little Hope island, off Lower Port Joli harbour. Presented 21st June, 1895.—*Mr. Forbes*..... *Not printed.*
81. Return to an address of the Senate to his excellency the Governor General, dated 7th June, 1895, for a return of the correspondence in regard to international copyright during the past year. Presented 21st June, 1895.—*Hon. Mr. Boulton*..... *Printed for sessional papers only.*
82. Return to an order of the House of Commons, dated 26th April, 1895, for a return showing the date the steamer "Stanley" commenced running in the fall of 1894, between Charlottetown, P.E.I., and Pictou, N.S., the date they commenced running between Georgetown, P.E.I., and Pictou, N.S. The date of each trip, both from Charlottetown and Georgetown to Pictou. The number of mail bags carried each trip. The number of passengers carried to and from Prince Edward Island. The receipts on account of passengers. The amount of freight carried both ways and the receipts therefor. The total expense and total receipts in connection with said steamer up to 15th April, 1895. And amount received for freight and passengers carried by the said steamer from Pictou to Charlottetown in the spring of 1894 and the spring of 1895, respectively. Presented 24th June, 1895.—*Mr. Perry and Mr. Macdonald (King's)*..... *Not printed.*
83. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement showing the gross earnings of the Quebec and Lake St. John Railway since the 30th day of June, 1894. Also a statement showing the total expenditure of said railway from said period. Also a statement showing the total expenditure of said railway from the same period on the following accounts respectively: (a) Wages and salaries of employees. (b) Payments to the president as such. (c) Payments to directors as such. (d) Payments for other working expenses. (e) Payments on construction account not included in above. Presented 24th June, 1895.—*Mr. Lavergne*..... *Not printed.*
84. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all correspondence between H. Langevin, Félix Pilon, Alexandre Théoret, and others, concerning claims against the federal government on account of damages caused to their properties by the ss. "Ocean" breaking through lock no. 12 on the Beauharnois canal in the spring of 1894. Presented 24th June, 1895.—*Mr. Bergeron*..... *Not printed.*

VOLUME 11—*Continued.*

85. Return to an address of the House of Commons to his excellency the Governor General, dated 21st May, 1894, for copies of all correspondence that has passed between the post office department here, or any other department of the Canadian government and the government of the United States on the subject of certain packets of printed papers franked by a member of the United States Congress which were received in this country from the United States, and which, according to a statement made in the House by the postmaster general, 2nd April, were sent to the dead letter office as not being prepaid by stamps and not being legislative papers or documents. Also copies of all correspondence that has passed between the Canadian and United States governments on the subject of franked matter through the mails from one country to the other. Also copies of all correspondence that has passed between the post office department and the individuals to whom such rejected matter was addressed. Also copies of all correspondence between the post office department and any of the officers of the department on this subject, and copies of instructions sent to said officers in connection therewith. Presented 24th June, 1895.—*Mr. Somerville.*  
*Not printed.*
86. General Rules and Orders, Exchequer Court of Canada. Presented 25th June, 1895, by Hon. W. H. Montague.....*Not printed.*
87. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all tenders received by the government in response to an advertisement dated October, 1894, calling for tenders for the construction of section 1 of the Simcoe and Balsam Lake division and section 1 of the Peterborough and Lakefield division of the Trent canal. Also for the approximate quantities of the various classes of work as specified in the forms of tender for both the above sections, and on which the total amount of each tender was based. Presented 26th June, 1895.—*Mr. Somerville.*  
*Not printed.*
88. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of the manifests of the cargoes carried by the several steamships "Duart Castle," "Taymouth Castle," "Alpha" and "Beta" for the past twelve months ending 30th April last, subsidized to run between St. John and Halifax and Cuba and Jamaica and other ports in the West Indies. Also statement of the subsidies earned or paid to each of such steamships during such time. Also the names of all the shareholders in such steamships or in the company or companies entitled to receive such subsidies. Presented 27th June, 1895.—*Mr. Davies.*.....*Not printed.*
89. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all correspondence not yet brought down between the Canadian government and the Imperial government and between the Imperial government and the French government concerning the French treaty. Presented 27th June, 1895.—*Mr. Laurier.*  
*Printed for sessional papers only.*
90. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of all correspondence and petitions from the council of the municipality of Morris, in the province of Manitoba, in reference to the taxation of unpatented lands held or occupied by settlers, within the limits of their municipality. Presented 28th June, 1895.—*Mr. LaRivière.*.....*Not printed.*
91. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all correspondence with regard to the homestead entry of William Fleming for the north-east quarter of section 16 in township 9, range 14, west of the first principal meridian, and also of all correspondence with Nathaniel Boyd, M. P., as to said quarter-section, and of Mr. Boyd's lease of said land, and also of the regulations as to leasing land and as to homesteading leased lands. Presented 28th June, 1895.—*Mr. Martin.*.....*Not printed.*
92. Return to an address of the House of Commons to his excellency the Governor General, dated 14th May, 1894, for copies of all correspondence, reports or judgments, in relation to the dismissal of Mr. B. Loiselle (postmaster of Ste. Angèle de Monnoir). And a copy of the record, depositions, declaration and pleas in suit brought in Montreal of Loiselle vs. Guillet, and the inspector's report. Presented 2nd July, 1895.—*Mr. Brodeur* and *Mr. Langelier.*.....*Not printed.*
- 92a. Supplementary return to no. 92. Presented 12th July, 1895.—*Mr. Brodeur* and *Mr. Langelier.*  
*Not printed.*

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93. Return to an order of the House of Commons, dated 10th June, 1895, for a return of all petitions, letters or other documents from the inhabitants of Duvar Road, Prince county, Prince Edward Island, or from any other person, asking for a flag station at Duvar Road railway crossing. Presented 2nd July, 1895.—*Mr. Ferru*..... *Not printed.*
94. Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing the names, if any, of persons appointed to the Civil Service of Canada under chapter 18, 57-58 Victoria, and the offices, if any, to which they were appointed. Presented 5th July, 1895.—*Mr. Maclean (York)*..... *Not printed.*
95. Return to an address of the House of Commons to his excellency the Governor General, dated 10th June, 1895, for copies of all orders in council respecting the purchase of a site for a post office building in the town of Portage la Prairie, in Manitoba; also for copies of all instructions to, and reports by, Mr. Daniel Smith respecting said site; also of all petitions presented to his excellency the governor general or the department of public works in connection with the selection of a site for said building. Presented 5th July, 1895.—*Mr. Martin*..... *Not printed.*
96. Return to an order of the House of Commons, dated 29th April, 1895, for a return showing the amounts paid in customs duties at Waneta, Nelson, Kaslo and the boundary, Kootenay river, from 1890 to 1894 inclusive, giving the amount paid yearly at each outpost. Also the names of the customs officers at those places and the salary paid to each. Presented 11th July, 1895.—*Mr. Mara and Mr. McMullen*..... *Not printed.*
97. Return to an order of the House of Commons, dated 10th June, 1895, for a return showing the names of vessels, etc., that paid wharfage dues at Tignish harbour, P.E.I., the amount paid by each vessel, the date of entry and clearance of each vessel, and the sum total collected and paid in for the last fiscal year. Presented 12th July, 1895.—*Mr. Perry*..... *Not printed.*
98. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all correspondence and estimates of value for the 135 acres of lands on the banks of the Richelieu river sold to one Foster for \$650, the date of sale, and all correspondence as to value of timber as well as land. Presented 16th July, 1895.—*Mr. McMullen*..... *Not printed.*
99. Return to an order of the House of Commons, dated 24th June, 1895, for a return of all correspondence, petitions, memorials or other documents, relative to the claims of settlers in Manitoba and the Territories, having paid for their pre-emption lots, when others were allowed homesteading the same as a second homestead. Presented 16th July, 1895.—*Mr. LaRivière*..... *Not printed.*
100. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all correspondence and reports in reference to the condition of the breakwater across the Yarmouth Bar at Yarmouth, Nova Scotia, and a statement of the original cost and subsequent expenditure on the same. Presented 19th July, 1895.—*Mr. Flint*..... *Not printed.*
101. Return to an address of the Senate to his excellency the Governor General, dated 3rd June, 1895, for a copy of all memorials, petitions, representations and correspondence addressed to the government by the harbour commissioners of Montreal, or by any other corporation or individuals, concerning the finances of said corporation, the cost of works in progress or proposed for the enlargement of the harbour of Montreal, as well as of the modifications suggested in the said works. Also a copy of all memorials, plans, reports, petitions and correspondence relating to the construction of an inland basin and of a dry dock in the eastern part of the harbour of Montreal. Also a copy of all resolutions on this subject passed by the Montreal harbour commissioners. Also a copy of the order in council appointing a commission of engineers to inquire into the nature and cost of the works now being executed in the harbour of Montreal, together with a copy of the instructions given by the government to this commission. Also a copy of all evidence, or summary of evidence, given in the course of the inquiry held by the said commission. Also a copy of the report of the said commission, and of any special report by any of its members, and of all plans and statements of cost accompanying such reports. Presented 19th July, 1895.—*Hon. Mr. Desjardins*..... *Not printed.*
102. Return to an order of the House of Commons, dated 29th April, 1895, for copies of all petitions, correspondence and reports in regard to making Point Tupper the terminus of the Cape Breton Railway on the Strait of Canso, and with respect to the construction of a branch line of the government railway to Hawkesbury. Presented 22nd July, 1895.—*Mr. Cameron*..... *Not printed.*

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 VOLUME 11—*Concluded.*

- 103.** Return to an order of the House of Commons, dated 17th June, 1895, for a return of all correspondence, petitions, memorials, reports or documents, relative to the extension of the railway system in the province of Prince Edward Island. Presented 22nd July, 1895.—*Mr. Macdonald (Huron)*  
*Not printed.*
- 103a.** Return to an address of the Senate to his excellency the Governor General, dated 3rd July, 1895, for copies of all petitions praying for railway extension in Prince Edward Island. Also the chief engineer's report thereon, showing the estimated cost, working expenses and probable earnings of said proposed branch railway; and also the estimated increased earnings on the Prince Edward Island Railway which will be effected by the operations of the said proposed branches. Presented 22nd July, 1895.—*Hon. Mr. Prowse* . . . . .*Not printed.*
- 104.** Return to an order of the House of Commons, dated 10th June, 1895, for a return giving copies of all lumber and timber supplied, under contract or otherwise, upon the Welland canal, from 1st January, 1885, to 1st January, 1895; the names of the contractors, the quantities supplied and the prices paid, either under contract with the government or by purchase. Presented 22nd July, 1895.—*Mr. Lowell* . . . . .*Not printed.*
- 105.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1895, calling for certain papers in connection with the Baie des Chaleurs scandal. Presented 12th July, 1895.—*Hon. Mr. Landry* . . . . .*Not printed.*

58 Victoria.

Sessional Papers (No. 11.)

A. 1895

# TWENTY-SEVENTH ANNUAL REPORT

OF THE

# DEPARTMENT OF MARINE AND FISHERIES

1894

# M A R I N E

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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

1895

[No. 11—1895.] *Price 15 cents.*



## Marine and Fisheries.

*To His Excellency the Right Honourable SIR JOHN CAMPBELL HAMILTON-GORDON, EARL  
OF ABERDEEN, Governor General of Canada, etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-seventh Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,  
Your Excellency's most obedient servant,

JOHN COSTIGAN,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 31st December, 1894.





# Marine and Fisheries.

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## Marine and Fisheries.

# REPORT OF THE DEPUTY MINISTER.

To the Honourable

JOHN COSTIGAN,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ended 30th June last, and to give an account of a portion of the business up to date.

In the appendices to this report will be found reports from the chairman of the Boards of Steamboat Inspection and Examiners of Masters and Mates; the reports of the Chief Engineer on Hydrographic work, the Inspectors of live stock shipments, the Director of the Meteorological and Magnetic service, the Inspector of Signal service, and reports on the life-boat stations, messenger pigeon service, rewards for humane service, together with statements of revenue, expenditure, sick mariners' dues, wharfage and wrecks and casualties.

The total amount expended on the various branches of the public service during the fiscal year ended 30th June last was \$850,666.46. The salaries of the established staff, including Marine and Fisheries, amounted to \$45,014.54.

The total amount voted by Parliament was \$929,769.03, not including the departmental salaries. It will thus be seen that during the fiscal year the expenditure was \$79,102.57 less than the amount voted by Parliament.

The whole number of persons in the outside service of the Marine Branch at the date of the report is 1,503.

During the past fiscal year the expenditure for maintenance of Lighthouse and Coast Service amounted to \$442,507.34 and for construction of lights \$28,041.93; total for maintenance and construction \$476,225.85, while for the previous year the expenditure for Lighthouse and Coast Service, including construction, was \$503,360.25, showing a decrease of expenditure for the year ending 30th June last of \$27,134.40. The appropriation for this service was \$534,820.00; the expenditure being \$31,459.75 less than the appropriation of Parliament for the fiscal year.

### LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the North-west Territories; the Quebec division, extending below Montreal and including the River and Gulf of St. Lawrence and the Strait of Belle Isle; the Nova Scotia division, including St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries. The total number of light stations, light-ships and fog-alarm stations in the Dominion on the 30th of June, 1894, was 624, and of lights shown 755; the number of steam-whistles and fog-horns, 61; the number of light-keepers and engineers of fog-alarms with masters of lightships was 630.



The following is the number of lights shown, of fog-whistles and fog-horns in the Dominion on the 31st of December of each year, from 1868 to date inclusive. The number of light stations on the coast of Newfoundland maintained by the Dominion, is included.

	Light Stations.	Lighthouses.	Fog-whistles.	Fog-horns.
31st December, 1868.....	198	227	2	
do 1869.....	219	233	2	
do 1870.....	240	278	4	
do 1871.....	264	297	8	
do 1872.....	280	314	13	
do 1873.....	316	363	17	
do 1874.....	342	384	18	
do 1875.....	377	444	22	
do 1876.....	407	488	24	
do 1877.....	416	509	25	2
do 1878.....	427	518	25	4
do 1879.....	443	542	23	6
do 1880.....	452	551	22	7
do 1881.....	462	553	23	9
do 1882.....	470	562	23	9
do 1883.....	484	578	23	9
do 1884.....	507	597	23	10
do 1885.....	526	617	23	12
do 1886.....	534	625	23	16
do 1887.....	561	658	23	24
do 1888.....	569	664	23	27
do 1889.....	579	675	24	29
do 1890.....	599	705	23	32
do 1891.....	605	710	23	31
do 1892.....	617	741	23	34
do 1893.....	619	749	24	34
do 1894.....	624	755	22	30

#### ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and lightships in that part of the province of Quebec lying west of Montreal, all the lights in the province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River, above Montreal, the Great Lakes, and some of the smaller inland lakes, as well as the lights on Lake Winnipeg, in the province of Manitoba.

The number of lighthouses, lighted beacons and light-ships maintained by the Dominion in the Ontario division, as above described, is 222, located at 180 different stations.

The number of light-keepers in this division, paid directly by the government, is 170, but in several cases assistants are employed by keepers and paid by them out of the allowance made by the government for that purpose.

There are also in Ontario two fog-whistles, ten fog-horns and three fog-bells, all located at light stations, as well as four bell buoys.

Besides the lights maintained by this department, as above described, there are in Ontario the following aids to navigation :—Two lights on swing bridges maintained by the owners of the bridges ; a system of lights on the Murray Canal, maintained by the Department of Railways and Canals ; four pairs of range lights on the Detroit and St. Clair Rivers, maintained by the American vessel owners principally interested ; and

## Marine and Fisheries.

thirteen wharf lights maintained by the municipalities or corporations to which the wharfs belong. Seven of these last described stations are aided by this department to the extent of being furnished with the necessary oil for their maintenance.

The lights in this division, with the exception of those on the Bay of Quinté, the Ottawa River, and the small lakes, were inspected during the months of July and August by Mr. Patrick Harty, superintendent of lights, and supplied with the necessary stores for annual maintenance.

The lights on the Ottawa River were not inspected this season because it was not deemed necessary.

### NEW AIDS TO NAVIGATION.

#### *Parry Sound Range Lights, Buoys and Beacons.*

The five leading lights in the approaches to Parry Sound referred to in last year's report, were put in operation during the past season, after a great deal of unexpected delay.

On the opening of navigation the contractor was called upon to put the buildings in good condition, and claimed to have done so, but when a final inspection was made it was found that the winter had made apparent many defects, and that the work was still far from being in accordance with the specifications. The work was therefore taken out of the contractor's hands, and Mr. W. H. Noble, foreman of works for the department, completed the buildings. It was found necessary to remove the whole of the siding and roof shingles and re-shingle both walls and roofs and renew the cornices before the buildings were weatherproof. This and other extra work which cost \$647.40 is charged against the contract price. Two boathouses were erected for the convenience of the keepers at a cost of \$32.20 and five boats provided, made by contract by Messrs. Wm. Watts & Sons, Collingwood, for \$348.

There has been spent to date in connection with the construction and establishment of the lights \$3,282.87.

The five lights which were first put in operation on the 29th September last, are as follows:—

1. *Walton Island Light.*—This light is located on the westernmost Walton Island, and is the front light of a pair known as the Snug Harbour Range.

The light is a fixed red catoptric light, elevated 39 feet above the level of the bay, and should be visible 7 miles in, and over a small arc on each side of the line of range.

The tower is a square pyramidal wooden building, surmounted by a wooden lantern. It is 29 feet from the ground to the vane on the lantern, and is painted white, with a red stripe 3 feet wide on the side facing the channel.

2. *Snug Harbour Light.*—The second light is built on the south extremity of an island on the north side of the entrance to Snug Harbour, and is distant 3,100 feet E. by N.  $\frac{1}{4}$  N. from the first described.

The light is a fixed white catoptric light, elevated 62 feet above the level of the bay, and should be visible 13 miles in, and over a small arc on each side of, the line of range.

The building is of wood, and consists of a square pyramidal tower, rising from the roof of a rectangular dwelling house, surmounted by a wooden lantern. It is 50 feet

in height from the ground to the vane on the lantern, and is painted white with a red stripe 3 feet wide on the middle of the side facing the channel.

The two lights in one lead in E. by N.  $\frac{1}{4}$  N., south of Seguin Bank through the Main Channel to the intersection with the Jones Island Range.

3. *Gordon Rock Light*.—The third light is on the summit of the northernmost Gordon Rock, and is the front light of a pair of leading lights to be known as the Jones Island Range.

The light is a fixed red catoptric light, elevated 40 feet above the level of the bay, and should be visible 7 miles over an arc of 180 degrees between the bearings of S. E. by E.  $\frac{1}{2}$  E., round through S. to N. W. by W.  $\frac{1}{2}$  W.

The tower is a square pyramidal wooden building, surmounted by a wooden lantern. It is 38 feet high from the ground to the vane on the lantern, and is painted white, with a red stripe 3 feet wide on the middle of the side facing the channel.

4. *Jones Island Light*.—The fourth light is located on the south-west point of Jones Island, distant 2,900 yards S. E.  $\frac{1}{4}$  S., from Gordon Rock light.

The light is a fixed white light, elevated 63 feet above the level of the bay, and should be visible 8 miles in, and over a small arc on each side of, the line of range.

The building is of wood, and consists of a square pyramidal tower, rising from the roof of a rectangular dwelling house, and surmounted by a wooden lantern. It is 50 feet in height from the ground to the vane on the lantern, and is painted white with a red stripe 3 feet wide down the middle of the side, facing the channel.

These two lights in one lead in S. E.  $\frac{1}{4}$  S. from the intersection with the Snug Harbour Range lights to Gordon Rock, clear of Ariel Rock, Hall Reef, Telegram Rock and Hooper Island Reef, on the starboard hand; and clear of Black Rock and Twin Rock, on the port hand.

5. *Hugh Rock Light*.—The fifth light is located on the summit of Hugh Rock, at the junction of Albert Channel with the main channel.

The light is a fixed white, elevated 34 feet above the level of the bay, and should be visible 7 miles from all points of approach by water.

The illuminating apparatus is dioptric of the seventh order. The tower is a square pyramidal wooden building, surmounted by a wooden lantern. It is painted white, with a red stripe 3 feet wide on the west side.

Vessels entering Parry Sound will make the approach guided by Red Rock light, as previously, until they bring the Snug Harbour Range lights in one, when they will enter the main channel, keeping them in one E. by N.  $\frac{1}{4}$  N. until the Jones Island Range is brought into alignment. This alignment is then kept S. E.  $\frac{1}{4}$  S., until within  $\frac{1}{4}$  mile of Gordon Rock, when they should haul up E. by S.,  $\frac{1}{4}$  S., leaving Gordon Rock on the starboard hand. When on a line joining Gordon Rock and Hugh Rock they can bear up for Hugh Rock light and keep the course east until within  $\frac{3}{4}$  mile of Hugh Rock light, when they again change the course to N. E. by E.  $\frac{1}{4}$  E. to pass Cameron Island. After passing Cameron Island the entrance to Parry Sound is free from shoals.

6. *Buoys*.—In connection with the establishment of the channel above described, the spar buoys in the approaches to Parry Sound were changed last spring, and are now moored on or close to the channel side of the following dangers:—

A black buoy at Richmond Rock.

A black buoy at McGowan Rock.

## Marine and Fisheries.

A red buoy at Three Star Shoal.

A red buoy at Ariel Rock.

A black buoy at Twin Rock.

A red buoy at Telegram Rock.

A black buoy on shoal south of Reid Islands.

A red buoy on shoal north-west of Hugh Rock.

A black buoy on  $2\frac{1}{4}$ -fathom patch S.W. of Carling Rock.

A black buoy on extremity of reef off Bobs Point.

A red buoy on  $1\frac{3}{4}$ -fathom patch in the inner harbour.

The two buoys shown on Admiralty Chart 1731 south of Carling Rock have been discontinued.

### *Nigger Island Light Replacing Potters Island Light.*

During last winter Mr. Wm. J. Gates successfully completed his contract for the erection of a lighthouse on a pier on Nigger Island shoal, in the Bay of Quinté, and the new light was put in operation on the 6th June last.

The total expenditure in connection with the establishment of this light has been \$2,149.85.

The light is fixed white, elevated 27 feet above the level of the bay, and should be visible 10 miles from all points of approach. The illuminating apparatus is dioptric of the seventh order.

The lighthouse is a square wooden tower, surmounted by a square wooden lantern, the whole painted white. It is 27 feet in height from the deck of the pier to the top of the lantern. It stands upon a crib-work pier sunk in 11 feet of water on the north side of the steamboat channel.

In consequence of the establishment of the light on Nigger Island shoal, as above described, the mast light temporarily maintained on the north point of Potters Island was no longer required and was discontinued.

### *Pancake Shoal Bell Buoy.*

It was found impossible to make satisfactory arrangements by contract for the maintenance of the bell buoy constructed for Pancake Shoal, in Lake Superior, and consequently its establishment in position was delayed until the spring of 1894. Arrangements were consequently made with Mr. T. H. Elliott, fishery officer at Sault Ste. Marie, to have the buoy placed in position and removed for safety in the autumn. The buoy will hereafter be maintained under the direct supervision of the department.

The cost in connection with maintenance during the past season has been \$449.75.

### *Sault Ste. Marie Wharf Light.*

It was found necessary for the accommodation of vessels using the government wharf at Sault Ste. Marie, on the Canadian side of the river, between Lakes Huron and Superior, and from which considerable revenue is derived, to establish and maintain a small light at that place.

The light is a fixed red light, shown from a square tubular lantern hoisted on a pole. It is elevated 14 feet above the level of the river and should be visible two miles from all points of approach.

The light stands on the wharf 25 feet from its S.E. corner. The cost of establishing this light was about \$25.

*Richards Landing Wharf Light.*

A wharf at Richards Landing, in St. Joseph Channel, District of Algoma, owned by Messrs. Smith & Co., is a place of call for steamers using the north channel, and is also a turning point in that channel. The owners of the wharf have arranged with the government to maintain a light upon it without other expense to the government than the provision of the necessary oil and illuminating apparatus. This light was put in operation on the 4th September, 1894, and is a fixed white light, shown from a seventh order dioptric lens lantern, hoisted on a wooden framework placed at the outer end of the wharf. It is elevated 21 feet above the level of the water and should be visible 9 miles from all points of approach.

The framework on which the lantern is hoisted has a shed or small cabin at its base. The structure is about 15 feet high and is painted white.

*Lottie Wolf Rock Buoy.*

The opportunity was taken during the past season of the presence of the surveying steamer "Bayfield" in Georgian Bay to establish a buoy near the danger known as Lottie Wolf Rock off the north side of Hope Island, Georgian Bay. The buoy is a red spar, moored in 22 feet water, and from it Hope Island lighthouse bears S.S.E.  $\frac{1}{4}$  E., distant one nautical mile, and the shoal of 9 feet water S. by E., distant 400 yards.

No special expenditure was incurred in connection with the establishment of this buoy, materials on hand on the "Bayfield" being utilized for the purpose.

PRINCIPAL REPAIRS AT EXISTING STATIONS.

*Lachine Pier Light.*

New sills were placed under the light building at this station, general repairs made, and a new platform built in front of the tower, at a cost of \$71.86.

*Lake St. Louis Lightships.*

The three Lake St. Louis lightships were last winter, as indicated in last year's report, removed from the water, scraped and painted, and re-launched in the spring. This was done under contract by Mr. Louis Metras, at a cost of \$450 for the three. Miscellaneous repairs were also made on these three vessels under the superintendence of Mr. W. H. Noble, at a cost of \$468.24.

No. 1 lightship was provided with a new illuminating apparatus for the purpose of improving the strength and visibility of the light; the lamps and reflectors heretofore used having been removed from the tower, which stands amidships on the vessel, and replaced by a dioptric apparatus of the seventh order, purchased from Messrs. Chance Brothers and Company, at a cost of \$93.33. The light from the new apparatus shows fixed white from an elevation of 18 feet above the water. Twenty fathoms extra of mooring chain were provided for this lightship at a cost of \$39.96.

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The illuminating apparatus of No. 3 lightship was repaired at the same time; at a cost of \$13.50.

### *Pointe Claire.*

Twenty-five cords of heavy stone rip-rap were placed about the pier, and small repairs made, at a total cost of \$116.50. It is found that the concrete pier on which the lighthouse rests is gradually sinking in the south-east corner; probably in consequence of the subsidence of the rip-rap foundation in the soft mud bottom, and it is expected that further repairs will be required to level up the pier during the coming season.

### *Britannia.*

The lighthouse above Britannia, on Lake Deschenes, in the Ottawa River system, was carried off its foundation by last spring's freshet. The pier on which it stood was repaired and raised 4 feet, and the tower replaced during the summer at a cost of \$75.80.

### *Lancaster Bar.*

Fifty cords of rip-rap stone to protect the lighthouse were placed about the pier during the past winter, and repairs made to the station; the total expenditure being \$225.17.

### *Lancaster Pier.*

Twenty cords of stone were placed around the lighthouse foundation at this station on the ice last winter. The contract price for the stone was \$2.75 per cord. This station, like other light stations on the St. Lawrence and Ottawa Rivers where a tower is built on a pier, is surrounded by loose stone which in each case gradually forms an island to serve as a permanent foundation, this being found to be the most efficient and cheapest protection against both the winter shoving and the spring running of ice; by degrees a rocky islet is formed when the stone attains its natural slope until eventually no further stone is required.

### *McKie's Point.*

The dwelling-house and wood shed at this station received small repairs at a cost of \$18.50.

### *Gananoque Narrows.*

A lamp exploded in this light on the 4th Sept., 1894, and damaged the lantern and top part of the tower. The damage done by fire was repaired and advantage was taken of the occasion to remove the small panes of glass from the old-fashioned lantern and replace them by large panes of plate glass; at the same time a seventh order dioptric apparatus of Chance's make was established at the light station instead of the lamps heretofore used.

*Jack Straw.*

Advantage was taken of the presence of a skilled mechanic at Gananoque Narrows to replace the small old-fashioned glass in Jack Straw lantern by modern plate glass.

*Burnt Island.*

Repairs were made to the dwelling and barn at this station, under the keeper's supervision, at a cost of \$45.61.

*False Ducks.*

The tower at this station is one of the fine stone towers erected by the government of the old province of Canada at salient points in the Great Lakes. It is necessary for the preservation of the stonework to keep these towers carefully pointed. The tower and dwelling at this station were pointed and repaired at a cost of \$162.

*Wellers Bay.*

The lightkeeper's dwelling at this station was put in thorough repair at a cost of \$66.12.

*Presqu'Île.*

The repairs to the buildings at Presqu'Île light station, Lake Ontario, referred to in last year's report, were completed at a total cost of \$1,457.97. In addition to the work contemplated last year, the crib-work breakwater protecting the tower from the sea, was repaired at a cost of \$159, and extensive repairs and improvements were made to the lighthouse lantern and illuminating apparatus at a cost of \$470.

*Point Peter.*

A new veranda was built to the dwelling-house at a cost of \$52.26.

*Oakville.*

In last year's report it was stated that it had been found necessary to move the lighthouse tower inwards from its former position near the end of the main breakwater pier. In consequence of the continued settling of this pier it was again found necessary to move the lighthouse tower and block 36 feet farther shoreward. This was done under Mr. Noble's directions at a cost of \$51.50.

The lighthouse now stands 126 feet from the end of the pier, and vessels entering the river have to allow for this to clear the end of the pier.

*Burlington Beach.*

Repairs were made to the wire rope railing at this station at a cost of \$21.70.

*Port Stanley.*

In consequence of the sea breaking over the breakwater pier on which the lighthouse at this station stands, it was dangerous for the lightkeeper to reach the light

## Marine and Fisheries.

house in heavy storms. A wire rope guard or railing has consequently been provided extending from the shore to the lighthouse. Cost of erection of this rail was \$65.66.

### *River Thames.*

The lightkeeper's dwelling at this station was put in thorough repair under the superintendence of the lightkeeper at a cost of \$95.97 and a new yawl boat suitable for placing and taking up buoys, provided at a cost of \$55.

### *Goderich.*

A new wire fence was put around the lighthouse lot at the main tower at this station under the keeper's direction at a cost of \$71.55.

The breakwater piers in Goderich Harbour having been extended farther into the lake by the Department of Public Works, it was found necessary to remove the front range light a distance of 300 feet west, from its former position, on the block at the previous outer end of the north breakwater, to a block built at an angle, 117 feet from the outer end of the new addition. The crib-work block on which the tower stands is 16 feet square by 4 feet high above the deck of the breakwater and the middle of the tower is now 11 feet from the north edge of the breakwater. The height and character of the light have not been changed.

This work was carried out by Mr. W. H. Noble, foreman of works, at a cost of \$363.

### *Chantry Island.*

The large and valuable stone tower at this station was pointed and whitewashed under the keeper's directions at a cost of \$99

### *Collingwood.*

The light at the turn of the dredged channel, in Collingwood Harbour, has been improved by removing the mast with shed at its base from the crib on which it stood and replacing it by an inclosed lighthouse tower.

The tower is a square, pyramidal, wooden building, painted white, surmounted by a square wooden lantern, painted red.

The height of the building from the pier to the vane on the lantern is 27 feet.

The light, which was first shown from this tower on the 10th August last, is a fixed red light, which should be visible from all points of approach in the channel, six miles. It is elevated 27 feet above the level of the bay.

The building was erected under contract by Mr. D. Peterman & Son of Collingwood for \$195.

The total expenditure involved in making the change, including the improvements to the illuminating apparatus, and repairs to the piers and surroundings, has been.

### *Hope Island.*

Some difficulty has been experienced during the past two years with the clockwork revolving the illuminating apparatus in this lighthouse, and temporary repairs have been made by the first engineer of the government steamer "Bayfield" and local



mechanics. Mr. Noble visited the station last April and put the clockwork permanently in order, after the light had been stopped for some days, and no failure in the light has since occurred. No expense was incurred beyond travelling expenses.

*Red Rock, Parry Sound.*

This is one of the most exposed stations on our inland waters, and consists of a wooden lighthouse standing on a crib-work pier on a bare, rounded, granite rock, exposed to the full force of all westerly storms, and to the full sweep of the Georgian Bay. In bad weather the sea breaks completely over the whole building.

This building was erected in 1881, and the crib-work pier foundation was becoming unsound. It was felt that in a situation so dangerous the department could not afford to run any risk of the building being swept away, and it was consequently determined to replace the crib-work foundation by a more solid structure. The pier was consequently during the past season replaced by a steel cylinder 45 feet in diameter by 12 feet 6 inches high, filled with stone masonry and Portland cement concrete. In the interior of this, a cellar 15 feet in diameter has been left. The wooden sills of the light building have been replaced and the wooden building put in thorough repair including a new roof of heavy tinplate. The total expenditure in connection with this work, which was done by day's labour, under the superintendence of Mr. W. H. Noble, foreman of works, has been \$3,069.65.

*Kagawong.*

As indicated in last year's report, Mr. Noble was sent to Kagawong in September last, and erected a lighthouse tower to replace the temporary light maintained since the mast and shed were destroyed by fire. This tower was completed for the sum of \$293.81, thereby justifying the department's action in refusing to accept any of the tenders received for the work, the lowest of these having been \$925.

The tower is built in the same location as the original mast, 75 feet back from the shore-line, and 100 feet westward from the public wharf.

It is a square pyramidal wooden building, surmounted by a wooden lantern, and is 27 feet high from its base to the vane on the lantern. The tower is painted white, the lantern red.

The light is a fixed white, catoptric light, elevated 38 feet above the level of the bay. It should be visible 11 miles from all points of approach by water. It was first shown from the new tower on the 29th October, 1894.

*Twin Rock Beacon, Parry Sound.*

The beacon on Twin Rock, in the entrance to Parry Sound, which had been blown down, was re-erected under contract at a cost of \$45.

*Fort William.*

The range lights at the mouth of the Kaministiquia river requiring improvements and repairs, the chief engineer took the opportunity, when visiting the station in September last, of preparing a specification for renewing the foundation of the back range light building, raising the back and front towers 10 feet each, renewing the elevated

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walk between them; and making sundry repairs, and let a contract for the work for \$232.

This work has probably been completed, but no report has been received.

In addition to the above repairs, all ordinary paintings and small repairs required for keeping the light stations in good condition, were done in the usual way.

### *Pancake Shoal Bell Buoy.*

Tenders were invited publicly for placing this buoy in October, 1893, but no tenders were received. The buoy was conveyed from Owen Sound to Sault Ste. Marie, during the season of 1894, at a cost of \$30. Several private offers were received for placing the Pancake Shoal buoy, together with a spar buoy on a shoal 3 miles from North Point of Persian Island, one about 3 miles west of West Point Sandy Island, and one 6 miles north-west of Coppermine Point. The offers were considered too high and arrangements were made to place the above mentioned buoys and take them up by hiring a tug and scow, for the time it required to do the work. The placing and taking up cost \$419.75. The offers were \$1,060 and \$450 respectively. The spar buoys cost \$50 made by contract. There are two spare ones.

### QUEBEC LIGHTHOUSE DIVISION.

The Quebec division covers an extent of river and coast service over 1,200 miles, comprising all the lighthouses in the Richelieu River and Lake Memphremagog; all the lighthouses, lightships, gas buoys, and beacons from Montreal to Quebec and below Quebec; all lighthouses, lightships, gas buoys, wooden buoys and beacons, fog-alarms, bombs, and cartridge fog signals in the River St. Lawrence, Saguenay River, north side of the Baie des Chaleurs, Gulf of St. Lawrence, Strait of Belle Isle, north and west coasts of Newfoundland, and Labrador. This division is under the control of J. U. Gregory, agent of the Department of Marine and Fisheries at Quebec.

Besides the above the agent attends to any other duties required by the department for the Marine and Fisheries services, and is also shipping master, attends to the requirements of the British Board of Trade in connection with shipwrecks and distressed seamen, casualties at sea, and is receiver of wrecks and supervisor of wharfingers in the province of Quebec.

His staff consists of Mr. L. A. Blanchet, accountant, and deputy shipping master; Mr. George D. O'Farrell, and Mr. Alphonse Hamel, clerks; Mr. N. Fitzhenry, store-keeper and wharfinger. The workshops are under Mr. O. J. Samson, master carpenter; and Mr. G. Vezina, master shipsmith; and the gas works under Mr. G. Belanger, engineer, with such assistance as required.

Mr. Gregory again bears testimony to the willingness and courtesy with which his staff have individually and unitedly aided him to carry out his orders.

The steamers at the disposal of the agency to meet the demands of the district, have been the SS. "Alert" and a tug engaged as occasion required during the absence of the "Alert." The Fishery Protection steamer "La Canadienne" supplied the stations below Pointe des Monts and the SS. "Alert" those from Pointe des Monts to Quebec until the "Druid" was available after the 14th June, 1894, when she took the place of the "Alert," and the "Alert" having been condemned by the surveyors as unfit for further

work in the Gulf, was put out of commission. The service of lights between Quebec and Montreal was by freight and passenger steamer, rail, and hired tug, during the absence of the "Alert."

The inspection of the light stations served by the steamer "La Canadienne" on her spring trip was made by Captain McElhinney of the headquarters staff, and on the autumn trip by Mr. P. Harty, inspector of lights above Montreal, and the inspection of stations served by the steamer "Alert" was made by Mr. Blanchet, accountant at Quebec.

There are in this division 153 lights and 116 stations, 8 lightships, 3 of which are supplied with steam fog-whistles 9 explosive bomb stations in connection with light-houses, 2 fog-whistles and 9 steam fog-horns at light stations, 10 gas buoys, 4 of which are supplied with bells, a number of wooden can buoys maintained directly by the department and 59 day beacons.

#### NEW AIDS TO NAVIGATION AND IMPROVEMENTS TO EXISTING ONES.

##### *Cape Salmon.*

The lighthouse and fog-alarm building at Cape Salmon referred to in last year's report were completed under contract and put in operation on the 15th September last.

The fog-alarm building stands close to the face of the cape, which at this point rises to a height of 33 feet almost perpendicularly from the water. The light building stands immediately behind or north-west of the fog-alarm building, and is partly hidden by it. It is a wooden combined lighthouse and dwelling-house, the square tower rising from the middle of the south-east face of the dwelling. The walls of the building are white. The dwelling roof is unpainted. The iron lantern surmounting the tower is painted red. The height of the building from its base to the vane on the lantern is 46 feet.

The light will be a revolving white light, showing flashes with intervals of 15 seconds between their points of greatest brilliancy. The light will be elevated 77 feet above high water mark and should be visible 14 miles from all points seaward, between the bearings of S. S. W.  $\frac{1}{4}$  W. through W. to N. E. by E. over an arc of  $211^{\circ}$ .

The fog-alarm will consist of a horn operated by steam and compressed air, which will give blasts of 8 seconds duration with intervals of 22 seconds between them, or a blast every half minute.

The fog-alarm building is a square wooden building, painted white, with an unpainted roof, and stands immediately south-east of the lighthouse, the horns point south-east, and are elevated 46 feet above high water mark. The machinery is in duplicate so that in the event of one horn or boiler becoming inoperative the other may be put in operation.

The expenditure in connection with establishing the light and fog-alarm stations to date has been \$4,008.06.

The establishment of this light and alarm station completes the scheme for rendering safe in the night and in thick weather navigation in the wide and clear channel North of Hare Island, and the department has received many assurances of the assistance which the aids in question have given ships of big draught, and understands that the number of vessels using the channel north of Hare Island instead of the South Channel, is steadily increasing.

## Marine and Fisheries.

### *Improvement in Explosive Fog-alarms.*

Complaints having been received from masters and pilots that the fog guns used at several of the light stations in the gulf and river in consequence of the long period of half an hour between the explosions, it was decided to replace these guns by cotton powder cartridges exploding every twenty minutes, at the following stations :—

Cape Gaspé, Bird Rocks, Heath Point, West Point, Anticosti, Pointe des Monts, Father Point, Green Island.

The new signal is exploded from a derrick erected on the roof of the gun shed or close to the point from which the gun was previously fired.

The explosions should give loud reports, sharper than those from pieces of ordnance.

Until the supply of gunpowder at several stations is exhausted, the guns will be used when the weather conditions are most favourable for the transmission of sound, but when used, will be used with intervals of 20 minutes instead of 30 minutes as formerly.

The increasing speed of vessels navigating the gulf and river which rendered more frequent fog-signals desirable as explained in the last paragraph, also rendered desirable a shortening of the period of revolution of each light on Bicquette Island, Grande Isle, Kamouraska and Stone Pillar. From the opening of navigation last year Bicquette was consequently made a revolving white light attaining its greatest brilliancy every 45 seconds. Grande Isle, Kamouraska revolving white lights with an interval of 30 seconds and Stone Pillar a revolving white light attaining its greatest brilliancy every 30 seconds.

### BUOYAGE OF SHIP CHANNEL BETWEEN QUEBEC AND MONTREAL.

This department has charge of the buoys in the ship channel, between Quebec and Montreal, under a contract with the Sincennes-McNaughton Line. During the past season, several improvements were made in the channel by the Department of Public Works, and as these improvements were completed, the buoys marking the channel in the several vicinities were rearranged to suit the changed circumstances.

On the opening of navigation this year eight buoys in Lake St. Peter were thus moved and changed to suit improvements. Three new spar buoys were moored for marking the Grondines anchorage, two new can buoys were placed to mark the Cap Levrault and Cap à la Roche cuts, and nine existing buoys between Cap Levrault and Grondines were moved or improved.

In August last four buoys marking the Varennes curve were moved in consequence of the improvements in the dredged channel at that place.

### *Discontinuance of Beacons showing Range over Horseback Shoal.*

In consequence of the completion of the dredging of the 27½ foot ship channel across Poulter Dos de Cheval, (Horseback Bar), the day beacons heretofore maintained below Cap Charles on the River St. Lawrence, between Quebec and Montreal, known as the Horseback Bar beacons, and which mark the channel previously used, have been abandoned, and will no longer be maintained.

The line of the centre of the 300 feet wide dredged ship channel referred to, is marked by the front range light at Cap Charles in one with a day beacon erected 1,274 feet W. by S.  $\frac{7}{8}$  S. from the front light. The beacon is diamond shaped, 10 feet square, painted black with a white centre. Its top is 45 feet above the ground, and 156 feet above high water mark. It is proposed to erect a lighthouse in place of this beacon so as to show the alignment at night.

Heavy draught vessels going up the river keep the alignment of an elm tree in Upper Lotbinière with the spires of Lotbinière church until they bring Cap Charles front light in one with Cap Charles beacon, as above described, which leads them over Horseback Bar in the middle of the new channel. This alignment should be kept on a bearing of W. by S.  $\frac{7}{8}$  S. until the alignment of the Ste. Emilie range lights is reached.

The semaphore previously maintained by the Montreal Harbour Commissioners was taken over with the buoys, and has since been maintained by the government at St. Jean des Chaillons to indicate the depths of water on the bar at Cap à la Roche. In consequence of the completion of the dredged channel at that point, the semaphore was no more required at St. Jean, and was consequently removed to the village of Lotbinière during last summer, for the purpose of indicating the depth of water at Barre à Boulard during the dredging operations. This change was carried out by Mr. W. H. Noble at a cost of \$344.63.

Early last spring Capt. L. R. Demers, who had served in the department as master of the steamship "Druid," as acting superintendent of lights and as superintendent of the buoy service, resigned his position, and it was found that no other officer in the agency had the necessary information to enable him to place the buoys below Quebec. The chief engineer consequently accompanied the "Alert" when the buoys were placed in the spring of the year, and a complete list of these buoys, with their positions and sextant angles for determining their positions, cross bearings, &c., was made for permanent reference in the department. It was found that two of the buoys previously used were not required, and they were permanently discontinued, viz., a black and white can boy on the south-west extremity of the channel patch and a red buoy off the east extremity of Red Islet bank.

#### *Removal of Buoy in Gaspé Harbour.*

A black can buoy heretofore maintained at the extremity of Lourde Spit at the entry to Gaspé Basin was removed as unnecessary.

#### PRINCIPAL REPAIRS TO EXISTING STATIONS.

*Anticosti South-west Point.*—This being one of the oldest stations in this district considerable repairs due to age were required, workmen were sent down from Quebec for that purpose. Expenditure, \$167.77.

*Anticosti South Point.*—New windows, new roof, and painting were required, for which the keeper needed assistance from Quebec, costing \$81.73.

*Anticosti West Point.*—This is one of the oldest buildings in this district, and the sea has been encroaching annually upon the tower, a breakwater was erected for its protection, and for many years served the purpose, but needed considerable repairs, the

## Marine and Fisheries.

men were sent down from Quebec, to carry out the work, the buildings were also painted, at a total cost of \$431.16.

*Ash and Bloody Islands.*—The foundation of the buildings required repairing which was done by a local mason, at a cost of \$39.

*Belle Isle.*—The powder magazine required some repairs, and the buildings to be painted, which was done at a cost of \$76.17.

*Bird Rocks.*—The boiler of the hoisting gear was brought up to Quebec, for repairs, and another boiler on hand was erected in its place at a cost of \$104.83.

*Cape Bauld.*—The foundations of the building at this station were reported in very bad condition, not being able to procure proper workmen and material on the spot, they were sent from Quebec at a cost of \$446.34.

*Cape Chatte.*—The buildings at this station required painting, the keeper was authorized to hire assistance to do the work and which he did at a cost of \$35.

*Cape Despair.*—The plate glass of the lantern was cracked in several places and required renewing, and also some repairs to the buildings required, a competent man was sent from Quebec to do the work, which cost \$82.64.

*Cape Gaspé.*—Owing to the exposed position of the building at this station, it became necessary to protect the tower by guys, which were placed by the keeper at a cost of \$22.45.

*Cape Magdalen (Above).*—The towers at this station were repaired by a man sent from Quebec, at a cost of \$54.94.

*Cape Magdalen (Below).*—The necessary repairs and material also painting were attended to by the keeper, and assistance allowed at a cost of \$90.35.

*Cape Rosier.*—Repairs to buildings due to age were necessary, also the road required to be put in order, this work was performed by the keeper with hired help, at a cost of \$95.50.

*Champlain.*—The front tower required repairs, and painting, which was performed by the keeper and a local mechanic costing \$57.

### *Saguenay River Lights.*

In August, 1893, the chief engineer with the agent visited the River Saguenay, and inspected all light stations between Chicoutimi and Tadousac, obtaining the information respecting the lights which is embodied in notice to mariners No. 5 of 1894. These lights were originally established by private enterprise and the buildings are of very cheap description. They will probably require a renewal at an early date.

*Egg Island.*—A wood shed and repairs were required at this station which was attended to by the keeper and local assistance at a cost of \$125.49.

*Fame Point.*—The road from the lighthouse to the main road called the Maritime road, was authorized by the department to be carried out, under the supervision of Mr. James Ascah, the lighthouse keeper, which was fully completed at a cost of \$385.00.

*Isle à la Bague.*—Repairs to the tower of this station were found necessary, the work was given out to a local mechanic named L. Dubois, at a cost of \$78.95.

*Isle aux Prunes.*—The repairs and painting to this station were performed by a workman sent from Quebec, assisted by the keeper at a cost of \$52.70.

*Isle de Grace.*—The pier at this station was considerably damaged by ice, and the tower also required repairs and painting ; the work was performed by Mr. F. Turgeon, and assistants at a cost of \$163.74.

*Isle Ste. Thérèse.*—The back tower at this station required repairs, and reshingling and painting ; Mr. F. Turgeon was sent up from Quebec to do this work, at a cost of \$143.88.

*Kamouraska.*—The tower at this station required repairs at different places, which were performed by a local workman, N. Laplante, costing \$44.08.

*Lavaltrie.*—The pier at this station was considerably injured by ice, and was repaired by the keeper and a local assistant, at a cost of \$83.18.

*Lotbinière.*—The two range towers were repaired and painted by Mr. P. Desruisseaux, assisted by the keeper, at a cost of \$53.20.

*Martin River.*—The keeper at this station, with local assistance, did the necessary repairs and painting, at a cost of \$40.81.

*Matane.*—The boat at this station which also serves to place the buoys required extensive repairs or renewing ; the repairs were made under the supervision of harbour master, Mr. G. L. Pelletier, at a cost of \$28.47.

*Métis.*—A new fence was put up, and the tower painted by the keeper and local assistants at a cost of \$35.10.

*North Half Way Point.*—The pier supporting the front tower of this station was considerably damaged by the ice, and required repairs and adjusting ; this work was done by the keeper and assistants, at a cost of \$39.60.

*Perroquet Island.*—The dwelling required wainscoting and repairs as well as painting, the keeper did the work, with local assistance, at a cost of \$65.82.

*Plateau Rock.*—The masonry of the foundation needed considerable overhauling and repairing. The work was done by the keeper, with the assistance of a local mason, costing \$38.25.

*Pointe aux Trembles.*—Repairs and painting were done to both towers by Mr. F. Turgeon of Quebec, assisted by the keeper, at a cost of \$32.25.

*Point des Monts.*—The bridge at this station crossing a gully was repaired by the keeper and assistant at a cost of \$15, and lumber was sent down to repair building affected by old age, total cost of which is \$102.60.

*Point Rich.*—Clapboarding the building, new stairs, shingling the shed, painting the buildings, and making a drain, erecting a flagstaff, were done by Mr. O. J. Samson and assistants from Quebec, at a cost of \$314.78.

*Port St. Francis.*—Extensive repairs were required to the pier supporting the moveable back tower, which were carried out by Mr. O. J. Samson and local assistants, at a cost of \$198.95.

#### NOVA SCOTIA LIGHTHOUSE DIVISION.

During the past year Mr. H. W. Johnston, who has been since confederation agent of the department for the province of Nova Scotia, and under whose efficient management the aids to navigation were admirably maintained, was superannuated.

The department also lost by death, the services of Mr. A. Warner, chief engineer of the "Newfield," another old and faithful servant.

## Marine and Fisheries.

The Nova Scotia division was, on the superannuation of Mr. Johnston, put in charge of Mr. Jonathan Parsons as agent. It comprises :

178 lighthouses, exhibiting 190 lights.	97 iron can buoys.
1 light vessel.	About 700 spar and other small buoys.
16 steam fog-alarms.	8 stationery beacons.
1 signal bomb station.	15 life boat stations.
18 hand fog-alarms.	3 humane establishments.
2 fog-bells.	4 signal stations.
16 automatic whistling buoys.	Steamships "Newfield" and "Aberdeen."
11 iron bell buoys.	

The lighthouses and fog-alarms throughout this division have been inspected by Mr. C. A. Hutchins, superintendent of lights, and the boilers and machinery at the fog-alarm stations have been examined by Mr. Stewart, chief engineer of the "Newfield."

### *New Light Established.*

A new lighthouse is in course of construction on Gillis Point, Bras d'Or Lake, and is intended for the guidance of vessels navigating that portion of the lake east of the Grand Narrows bridge. The work is now nearly completed, and it is intended to put the light in operation on the 1st day of January, 1895, and at the same time abolish the light at Uniacke Point which is located at the northern end of the Narrows Bridge and will be of no further use. The lighthouse is being built by Mr. N. W. McKenzie under contract for the sum of \$1,323.

### IMPROVEMENTS.

#### *Sand Point or Eddy Point.*

A new square tower was erected on the eastern side of the old lighthouse last fall by Mr. T. M. Crow, of Truro, N. S., under contract, for the sum of \$800. When inspected in December last by the superintendent of lights, it was found that certain conditions of the specification had not been complied with, especially with reference to the foundation walls. Owing to the lateness of the season the necessary alterations had to be deferred until this year, and other difficulties arising, the new light has not yet been put in operation. It has, however, been arranged to effect the change on the 1st day of January, 1895, when the one fixed white light, shown from the lantern on new tower, will take the place of the two horizontal lights at present displayed. The new illuminating apparatus being more powerful than the old, will be of great benefit to vessels approaching from the southward and eastward.

#### *Herring Cove.*

The mast, with shed at base, from which a light was exhibited, has been replaced by an enclosed tower, 22 feet high from base to vane on the lantern. This work was done by Mr. John Chisholm by days' work at a total cost of about \$225. The materials were purchased here and sent to the station by the "Newfield."



*Barrington Lightship.*

In addition to the fixed white light heretofore exhibited from the foremast head, a fixed red light is now shown 20 feet below the upper white light from two red lanterns rigged one on each side of the mast in such a manner that the mast will not intercept the light to seaward. This change was considered advisable in order to distinguish more readily the light from shore lights or another lights of vessels moored in the vicinity of the lightship, and was put into operation on the 1st day of June last.

*Mullins Point.*

The temporary pole light heretofore used as a back range light has been replaced by a lighthouse tower and keeper's dwelling combined, and the light was combined, and the light was changed from the pole to the tower on the 25th August, 1894. The lighthouse was built and the old oil store removed to a new site by Mr. Daniel McDonald, of Pictou, under contract, for the sum of \$1507.00.

*Eastern Harbour—Cheticamp.*

Two new inclosed towers have been constructed to replace the pole range lights up to the present in use. The work was done under the supervision of Mr. John Chisholm, employing local labour. The materials were purchased in Halifax and sent by the "Newfield." The two towers were completed November 6th, and the lights were exhibited first in them on November 7th. Both towers cost only \$560.00, a sum far below the lowest tender sent in (\$998.00).

The following repairs and improvements in additions to ordinary and small repairs and paintings have been made at various stations :—

## EAST OF HALIFAX.

*Meagher's Beach.*

In consequence of damage done by the sea to the breakwater on south side of beach, the following repairs have been effected :—

About 250 feet of old work repaired by fitting new iron ties and waling pieces, replanking and refilling with about 200 tons stone ballast.

About 40 feet of the outer row of piling, carried away by the sea, has been replaced by crib-work, filled with stone ballast and planked. About 25 feet of old work has been recently carried away by the sea, and will be replaced by new crib-work at once. The outer ends of two of the groins on southern side will also be repaired. All this work has been, and is being, done under the supervision of Mr. Edward Horne, the lightkeeper, and local labour employed.

*Jeddore.*

The floor in cellar and woodhouse have been removed, boat sail, ladder and spy glass supplied.

## Marine and Fisheries.

### *Egg Island.*

The lighthouse tower has been re-shingled on six sides, and all the sills renewed; four new screw buckles fitted to stays, and buildings painted. The boat slip at landing has also been repaired.

### *Pope's Harbour.*

Roof of porch re-shingled, and three panes lantern glass replaced and new screws furnished for window clamps. A new boat supplied to station.

### *Sheet Rock.*

The north side of kitchen roof, roof and sides of porch and roof of boat house have been re-shingled, platform at boat landing and boat repaired, and two new reflectors supplied to lamps in lantern. Lighthouse and buildings painted.

### *Beaver Island.*

Replastered ceilings in two rooms, wainscoted kitchen and pantry, new floor in kitchen, hung seven doors, repaired cellar floor, new sashes in cellar windows, new steps to cellar, repaired all doors and locks in house, fitted new spouts on one side of building, built a new boat slip 80 feet long. New spindle fitted with steel centre points supplied to revolving clock; stove for lantern supplied.

### *Isaac Harbour.*

Two new lamps complete furnished, and new doors fitted to outside entrance to cellar. A new boat furnished.

### *Country Harbour.*

A new hand cart supplied. Fifty dollars granted to be expended on repairing road between landing and lighthouse. The store at landing moved back 30 feet, new sills fitted and shingling repaired.

### *Tor Bay.*

Fence around lot renewed, and porch re-shingled, chimney flue and roof repaired.

### *Crow Harbour.*

Roofs of kitchen and boat house reshingled.

### *Jerseyman's Island.*

The breakwater surrounding the three seaward sides of foundation walls of lighthouse having decayed, has been renewed. The work was done by Mr. George Vigneau under contract for \$100.

### *Arichat.*

Lantern deck repaired, and leaks on roof of dwelling stopped. New boat supplied. Buildings painted outside.

*Petit de Grat.*

New copper ventilator fitted to lantern, and sills under lantern renewed. Buildings painted; oil store re-shingled.

A notice to mariners was issued drawing attention to the fact that this light was wrongly located on the admiralty charts.

*Green Island.*

Crown roof of building on which lantern stands has been recovered with canvas. New fly spindle supplied to revolving clock.

*Guyon Island.*

A new shaft with centre points has been fitted to revolving clock, and lantern deck patched with canvas. Four new reflectors supplied to lantern. New lantern blinds and rollers, composition hinges fitted to lantern door.

*Main à Dieu.*

Replaced two new sills under dwelling, rebuilt cellar wall under one side, reshingled both sides of roof, gave roof of wood shed greater pitch and reshingled roof and walls, built a new porch and repaired lantern deck.

*Scattarie.*

Roof of kitchen re-shingled. All panes glass in lantern reset with rubber strips, six new sills fitted under lantern, lantern floor repaired, and repaired door in dwelling.

*Low Point.*

All the plate glass has been taken out of lantern, and reset with rubber strips. Roof of dwelling partially reshingled.

*Black Rock Point.*

Retaining crib-work built on face of road leading up from landing. New boat supplied.

*Cape George.*

New oil store built.

A survey was made of a piece of land known as The Head, about 38 acres, and proceedings taken to expropriate it, the land on which the lighthouse stands not having been previously acquired by the government.

*Ingonish Harbour.*

Base tower re-shingled where torn off by the sea, and oil store moved back and set in foundation walls.

## Marine and Fisheries.

### *Margaree.*

Twelve new copper smoke pipes supplied to lantern and iron water tank put in cellar. One new sill and beam fitted in tower, boarding renewed where necessary, two sides reshingled, three new sills under lantern, deck recovered with canvas, new sills under porch and re-shingled one side, new floor to porch, plaster and cellar walls repaired, one room wainscoted, one new door, and new casings to two doors, three new sashes fitted to dwelling, new steps to porch. Two new sills and two beams under oil store, new door sills, one side re-shingled. New boat and stove for lantern supplied.

### *Port Hood.*

Three new lamp fountains supplied. Buildings painted outside, and addition of eight feet made to kitchen, roof stripped and reshingled, new conductors fitted leading to cistern, cistern in cellar repaired.

### *Pomquet.*

New boat supplied, the old one being too large was taken off and placed at Pictou Island Station.

### *Pictou Island.*

A new iron lantern has been erected on a new platform built for that purpose ; new sills and door to back cellar porch, new steps and floor to front porch, kitchen porch reshingled, zinc shingles fitted between kitchen roof and walls of tower, one new window sash and steps repaired in oil store ; shingles along base of tower. Plaster in house repaired. This work was done by Mr. Daniel McDonald, builder, Pictou.

### *Carribou.*

Roof of oil store reshingled, and line fence renewed.

### *Pugwash.*

Walls of oil store reshingled, and line fence renewed.

### *Pictou Bar.*

Roof of kitchen reshingled, new steps to back door, new pipe fitted to kitchen pump, chimney repaired, two new lamps and reflectors supplied. Buildings painted outside.

## WEST OF HALIFAX.

### *Betty's Island.*

A new boat house is being built this fall at landing in Gallantry Cove. Two new ladders supplied.

### *Hubbard's Cove.*

Roof of kitchen and wood shed re-shingled. Plaster in kitchen ceiling repaired.

*Hobson's Nose.*

A crib-work breakwater 150 feet long, 6 feet high and 10 feet wide, ballasted with stone and planked all over, has been built on the northern side of the island, to prevent the sea washing away the bank at that point. The work was done by Mr. Allan Strum, of Mahone Bay, under contract, for \$350.

*Battery Point.*

By the explosion of a lamp the lantern glass was destroyed and lantern damaged. New glass was put in and lantern repaired by Mr. Amos McLellan, our foreman. A hand fog trumpet has been placed at this station to be sounded in thick weather in answer to signals from vessels.

*Moser's Island.*

Buildings stripped and resingled all over and painted, new finish around eaves, five new window frames, sills on two sides repaired, two new windows in cellar, sky-lights and windows repaired in main building, new sills under porch walls under building repaired. Work was done by Geo. E. Wolfe, of Getson's Cove.

*Port Medway.*

Roof of store at landing resingled, and platform in front of building renewed.

*Coffin's Island.*

Foundation wall under porch of tower rebuilt, new entrance gates supplied and cellar door repaired.

*Little Hope.*

New shaft and steel centres fitted to revolving clock new pall spring; gear overhauled and put in order. Landing slip repaired.

*Carter's Island.*

Retaining wall built on each side of boat-house, and boat slip repaired.

*Page's Island.*

Well dug to supply fresh water. Buildings painted.

*Cape Sable.*

Roof of kitchen resingled, and chimney repaired. New cog-wheel supplied to revolving clock.

*Cape Negro.*

New chimney built in dwelling and landing slip repaired. Buildings painted.

## Marine and Fisheries.

### *Barrington Lightship.*

Moorings lifted and replaced. Two new lanterns and gear supplied for the lower light. Ship painted.

### *Bon Portage.*

New girt fitted on one side of tower. Shingled roof of boat-house and south wall; hung two doors and fitted capstan in bedding.

### *Pubnico.*

Kitchen chimney taken down and rebuilt from second floor. Underpinning under the east end of building rebuilt with cement mortar.

### *Bunker Island.*

Plank floor laid in cellar and steps fitted. A water closet built under bell tower. Boat repaired.

### *Cape St. Mary's.*

Frame under lantern repaired. Foundation walls under lighthouse porch and in cellar repaired. Buildings painted.

### *Boar's Head.*

Roofs reshingled, new conductors and spouts fitted, and tank cemented inside.

### *Point Prim.*

Roof of kitchen and shed reshingled. Buildings painted.

### *Digby Pier.*

Shed painted and sanded to prevent cutting with knives.

### *Isle Haute.*

Kitchen pump supplied and 30 feet drain crook laid from kitchen sink.

### *Kingsport.*

New ventilator, north side of tower sheathed outside, new corner boards fitted, new rail on one side, new moulding under window sill and lantern, new hinges to door fitted.

### *Parrsboro'.*

An addition of four feet made to kitchen, a covered way built from tower to shed, one side and roof of dwelling reshingled, repaired gutters, fitted new spouts and galvanized iron conductors, re-ceiled partition on second floor, fitted new windows, new

sills under lantern, new glass in lantern, sheathed walls under lantern with zinc. Plaster repaired in two rooms. Work done by our foreman, Mr. McLellan.

#### BUOY SERVICE.

Towards the latter end of April last heavy gulf ice was driven by a long continuance of easterly winds as far west as Sambro, carrying away several of our automatic coast buoys outside Halifax Harbour. Gulf ice has never been carried so far west on our coast within the past fifty years. As soon as the ice opened sufficiently the inspector proceeded in the "Newfield" to look for the buoys, and succeeded in picking up two automatic and one bell buoy; the other automatic buoy was subsequently picked up adrift in the Bay of Fundy and towed into Portland by the U. S. tender "Lilac," and brought to Halifax by the schooner "Gasper Ambre."

Several new buoys have been added to the list of coast buoys during the past year and have proved very useful.

The following is a list of casualties, additions, etc. :

##### *Outer Automatic*

Carried away by ice in April. Picked up by "Newfield," April 25th, two miles south of Betty's Island light, with loss of stone.

##### *Sambro Automatic.*

A new buoy and moorings placed on December 5th, 1893, for winter service was noticed on December 29th to have disappeared. No trace has been found of it, and it is supposed to have been run into and sunk. A new buoy was placed which was carried away by ice in April. Subsequently picked up in Bay of Fundy and towed into Portland, Maine, by U. S. tender "Lilac" and brought to Halifax, moorings lost.

Reported adrift by keeper of Betty's Island light November 6th, government steamer "Acadia" subsequently reported having passed the buoy adrift about four miles west of its position. Not since recovered.

##### *Egg Island Automatic.*

Carried away by ice in April. Picked up by "Newfield," 15 miles south of Sambro, with loss of stone only.

##### *Isaac Harbour Automatic.*

Government steamer "Acadia" reported passed buoy adrift off Indian Harbour on the 12th November, 1894. Not since recovered.

##### *Sisters Bell Buoy.*

Carried away by ice in April. Picked up by steamer "Bridgewater" about 15 miles west of Sambro and towed into Moser's Harbour, La Have. Subsequently brought home by "Newfield." Stone and chain lost.

## Marine and Fisheries.

### *Canso Automatic.*

On January 7th, 1894, the "Newfield" discovered that the buoy had disappeared; as no trace of it has since been found, it had probably been run into and sunk by some vessel.

### *Port Medway Bell Buoy.*

During the heavy winter storms this buoy was capsized, and the cage lost; since replaced.

### *Brazil Rock Bell Buoy.*

Reported adrift and picked up by the "Newfield" on September 26th with loss of 25 fathoms chain and stone. The buoy had been towed towards land by fishermen who were paid \$20 for their services.

### *Blonde Rock.*

Picked up adrift by schooner "A. C. Goreham" and towed to Wood's Harbour. Subsequently brought home by "Newfield" with loss of chain and stone. Salvage claim after some delay has been settled at \$50 for the schooner and \$10 for each of the crew of twelve men.

## ADDITIONAL BUOYS AND CHANGES.

### WHISTLING BUOYS OFF YARMOUTH.

#### *Cape Fourchu.*

Five miles N. W. by W. from Cape Fourchu Light in 22 fathoms water. Painted red.

#### *Yarmouth Fairway.*

Ten miles S. W. by W.  $\frac{1}{2}$  W. from Cape Fourchu Light in 34 fathoms water. Painted black and white in stripes.

The above two automatic buoys were moored by the "Newfield" on Dec. 25th, 1893, and have proved of great advantage to vessels, and especially to steamers seeking the entrance to Yarmouth Harbour during thick weather.

#### *Cape Breaker Bell Buoy.*

A Trinity bell buoy was moored on the 1st day of June last, 4 miles E. S. E. from the middle of the shoal, in 14 fathoms water, both for the purpose of indicating the position of the shoal and to act as a fairway buoy for vessels seeking Canso Harbour from the southward in thick weather. This buoy has proved very useful.

#### *Tom Cod.*

An iron can buoy has been placed to mark this dangerous shoal, which lies to the southward of Green Island, Country Harbour, Guysboro' County.



## HALIFAX HARBOUR.

*Hen and Chickens.*

A spar buoy, painted red, has been moored off the Hen and Chickens Shoal, which is dangerous to vessels going in or out of the N. W. arm.

*Meagher's Beach.*

An iron can buoy will be placed this month off the lighthouse shoal, which extends in a southerly direction from the lighthouse.

*Lurcher Shoal.*

The colour of this buoy has been changed from red to red and black horizontal stripes with the letter **L**. Painted in white on the sides to prevent any confusion between it and the Cape Fourchu whistling buoy.

## SABLE ISLAND.

All the stations throughout the island were inspected by the Superintendent of Lights on the 13th June, and found to be in good order. Mr. James Mackay, foreman, and three carpenters were sent to the island in May last to carry out authorized improvements. The following work has been performed by them :

*East End.*

*Barn.*—Building raised one foot, one side of roof reshingled, walls reboarded and battened, new sills, floor and doors, stalls refitted.

*Oil House.*—A new oil store was built, as the old one was found to be not worth repairing.

*No. 4 Station.*

*Sailor's Home.*—Porch raised and shingled.

*Horse Stable.*—One side of roof reshingled.

*Boat-house.*—Boat-house raised 3 feet 6 inches, and a new tramway built to run out boats to the beach. Minor repairs made to building.

*No. 3 Station.*

*Horse Stable.*—Roof shingled, one new sill, one end reboarded and battened, part new floored level of scaffold raised and stalls refitted.

*Cattle Barn.*—Shed roof raised, entire roof shingled, and ends of shed made good to roof.

*New Dwelling-house.*—A new dwelling house has been built on a new site near the old one. The size is 22 x 28 feet, with kitchen and shed 14 x 24 feet.

## Marine and Fisheries.

*Main Station.*—Minor repairs done to buildings.

*Pony Shelters.*—Two shelter sheds constructed between No. 1 and 2 stations.

The following is a list of vessels wrecked and stranded, as far as known, during the past year :

January 12th. American schooner "Robert J. Edwards," of Gloucester, Bibber, master, with frozen herring from Newfoundland, struck on north side in a hurricane and became a total loss. The crew, seven all told, were drowned.

May 27th. SS. "Laleham" of Newcastle, Scrivener, master, via Halifax for Havre, with cattle, struck north side near No. 1 station during a dense fog at 3.15 a.m. Assistance was rendered by staff in carrying out kedge anchors, and ship was hauled off at high tide and proceeded.

July 30th. Barque "Nicosia," of St. John, N.B., Cole, master, from Dublin, for St. John, in ballast, struck on south side at 5 p.m., during a dense fog. All hands got ashore safely in ship's boats and were subsequently brought to Halifax in the "Newfield." A quantity of sails and gear was saved from the wreck, brought to Halifax and sold at public auction. The account sales has been forwarded to Ottawa.

September 11th. SS. "Nerito," from end of Sunderland for Hampton Roads, William Skipper, master, struck on the south side of end of N. E. dry bar at 6.30 a.m., during a dense fog. The island life boat and rocket apparatus were despatched to the scene, but their services were not then required. As there appeared to be some chance of getting the ship off, the officers and crew remained by her. The government steamer "Aberdeen" was sent to the island on the 18th September, to render any assistance possible. Capt. Knowlton, finding that he could not approach within a half mile of the stranded ship did not make any attempt to haul her off. He offered to bring Capt. Skipper and crew to Halifax, but they declined to abandon the ship without making further efforts to get her off. A number of the ship's boats and apparel were brought off by the "Newfield" and are stored on the M. and F. wharf here until the fate of the "Nerito" is decided. On the 21st September, the captain abandoned the ship, as the sea on the previous day had driven her high on the bar. The captain and crew were brought off by the steamer "Lunenburg," Mr. Roche the ship's agent here having sent her out to attempt to haul the "Nerito" off. The Merritt's wrecking organization of New York applied for and obtained permission to send appliances to the island to attempt to float the "Nerito" or, failing that, to wreck her and perform salvage. The result of their efforts has not yet transpired.

### *Wild Horses.*

The "Newfield" brought off in August, 51 wild horses, which were sold at public auction, realizing \$738.80 as per account sales previously forwarded. It was intended to bring off another lot later on, but bad weather prevented the shipment being made.

### *Cranberries.*

Ten barrels have been brought off and sold and a balance of about 20 brls. now awaits shipment. These represent the crop of this year, which although larger than that of the two previous years, is still much below the average.

*St. Paul's Island.*

Mr. Samuel Campbell, the late superintendent was suspended on the 9th Nov., 1893, and Mr. Robert Muirhead, engineer of fog-alarm station, placed in temporary charge. On the 23rd Nov., 1893, word was received that Mr. Muirhead had shot himself dead. Mr. John Campbell was subsequently appointed acting superintendent and Mr. Henry Kerr was sent to the island to take charge of the fog-alarm. The superintendent of lights made an official inquiry into the circumstances attending the death of Mr. Muirhead on the 31st July last, and in his report to the department expressed the opinion, based on information obtained at the investigation and his personal knowledge of Mr. Muirhead's temperament, that he had committed suicide while labouring under a temporary fit of insanity or despondency. This opinion was concurred in by Mr. Muirhead's family and members of the staff.

By Order in Council of the 5th October, Mr. John McLeod, of Big Bank, Victoria County, C.B., was appointed temporarily at a salary of \$500 per annum, as superintendent of the humane establishment and engineer of the fog-alarm, with authority to employ five men, approved of by the agent or superintendent of lights, as light keepers and assistants in keeping the fog-alarm, and to act as boatmen in saving life, at \$300 per annum each. On the 27th September, Mr. McLeod, with two assistants, was installed on the island, and Mr. John Campbell, the acting superintendent, brought off and landed at Baddeck on the following day. Mr. Kerr was left at the fog-alarm for the purpose of instructing Mr. McLeod in the use of the machinery, but will be brought off by the steamer "Harlaw" on her next return trip from Newfoundland.

The authorised extension of the late engineer's dwelling being rendered unnecessary by his death, that work has accordingly not been undertaken. In consequence of the unsettled state of affairs on the island, the work of rebuilding the boat slip at the N.E. light station had to be deferred until next year.

The island was inspected throughout on the 31st July last by the superintendent of lights.

## LIFE BOAT STATIONS.

All the life boat stations throughout this division were inspected by Mr. Alfred Ogden, who reports directly to the department at Ottawa.

## FOG-ALARMS.

*Cape Race.*

Built a new bulk head around reservoir and repaired inside. Repaired derrick and built new launchways for boat. Two reservoirs caulked. Recording gauge repaired. Two lengths smokestack supplied, and a new stove. Set furnace bars and iron wheelbarrow furnished, one pop safety valve, one new steam gauge and injector supplied.

*Cranberry Head.*

New flange and nipple to boiler, one ring for piston, one two inch union coupling, and three new reeds supplied. Also zinc blocks for boiler.

## Marine and Fisheries.

### *Scattarie.*

Two check valves supplied.

### *Cranberry Island.*

One tube expander, two wrenches and four gauge glasses supplied.

### *Cross Island.*

New try cock to boiler and nipple for surface blow, operating valve faced up and levelers adjusted. One trip lever, reed box repaired.

### *Cape Roseway.*

New reed box, two Stillson wrenches, six tube rods and eight set screws supplied.

### *Seal Island.*

The boiler has been covered with asbestos cement, and eight patches put on bottom.

### *Brier Island.*

The boiler has been covered with Asbestos' cement, and lubricator supplied.

### *Point Prim.*

One boiler (left hand) re-tubed and caulked, three globe valves supplied. Building painted.

### *Cape d'Or.*

A new coal shed has been erected at the landing in Horse-shoe Cove, and an inspirator fitted to boiler. Twenty feet new suction hose supplied, and coal shed at fog-alarm repaired.

## NEW BRUNSWICK LIGHTHOUSE DIVISION.

This division comprises all the lighthouses and other aids to navigation within the boundaries of this province, both on the Bay of Fundy and on the Gulf St. Lawrence side. The large buoys maintained by the government on the Nova Scotia coast of the Bay of Fundy are also attended to by the steamer "Lansdowne" under the direction of the New Brunswick agent but are otherwise under the control of the Nova Scotia agent.

Mr. J. H. Harding is agent of the department at St. John and there are in the agency 94 lighthouses and 3 steam fog-alarms attended to by 88 lightkeepers and 12 engineers in charge of both lighthouses and fog-alarms, having with them 10 assistants making in all 113 employees in the agency.

## REPAIRS TO EXISTING STATIONS.

*Anderson's Hollow Light.*

A new window was placed in the tower to increase the arc over which the light is visible.

*Beaver Harbour Light.*

A new boat was built for this station by Mr. John Woodley which cost \$48.36. A set of new copper lamps was supplied at a cost of \$25.88.

*Bliss Island Light.*

The lighthouse and outbuildings received two good coats of paint; and the fences all whitewashed. The keeper built a small boathouse for keeping his boat in. Two sills were placed under the oil shed by the keeper.

*Big Duck Island Fog-alarm.*

The keeper built a porch 10 feet long 7 feet wide. The dwelling-house, engine house and outhouses were painted with two coats of paint. A new coal derrick and two reservoirs were built by Mr. Ross, carpenter of the steamer "Lansdowne." The boiler received a new set of tubes.

The tubes in this boiler only last about four months, owing to acid in the water. A new boiler is required at this station, and copper tubes are recommended.

*Cape Spencer Light.*

The lighthouse has been painted inside. The keeper cleared up one-half acre of land. The sum of \$75 was authorized to be expended on the main road to the end of the road on the lighthouse property. The road has been repaired under the direction of the lighthouse keeper. An annual allowance of \$10 has been granted towards keeping the main road in good order.

*Clifton Lighthouse.*

The keeper painted inside and outside top of lantern; also made some repairs to the covering of lanterns. The name of this light has officially been changed to "Stonehaven," because Clifton post office is some distance from the lighthouse, and a new post office called Stonehaven has been established in its vicinity, and it was found that the use of the old name led to confusion.

*Escuminac Light and Alarm.*

The buildings were painted and whitewashed by the keeper, also a new floor laid. The well in connection with the dwelling-house was repaired and a new fence erected by the keeper.

## Marine and Fisheries.

### *Fanjoy's Point Light.*

A plan and description of the land required was made by Mr. Starkey and forwarded to Ottawa; it being the intention of the department to expropriate the quantity measured off for lighthouse purposes.

### *Gannet Rock.*

On or about the 10th November, 1894, it is proposed to discontinue the fog gun heretofore fired every hour at Gannet Rock light station, and replace it by a cotton powder cartridge exploded every twenty minutes.

The new signal will be fired from a derrick erected near, and on the seaward face of the lighthouse. The reports of the explosions should be sharper than those from the gun previously fired.

Until the supply of gunpowder at the station is exhausted the gun may occasionally be fired instead of the cartridges, but when used the intervals will be twenty minutes instead of one hour, as formerly.

### *Grindstone Island Light.*

The buildings have been all painted; the outbuildings and underpinning of the house and lighthouse whitewashed. A new pipe to bring the water from the old tank to the new engine house was put down. The fences were whitewashed; and a new plank side walk from house to lighthouse, engine house and outbuildings was laid.

### *Goose Lake Light.*

New copper lamps were supplied to this station at a cost of \$16.55. The sum of \$5 was paid to William Marks for surveying the Government land.

### *Grand Manan Fog-alarm.*

A new set of tubes was put in the boiler. The water tank was repaired by Mr. George Griffin at a cost of \$11.25. The following labour was performed by the keeper in repairing and cleaning, viz. :—

Painted dwelling house and whitewashed wood house; repaired roof of the same. Repaired walk around dwelling house. Repaired road to coal sluice. Repaired walk leading to fog alarm building. Whitewashed fog alarm building inside; painted all doors, windows and shutters. Painted boilers, engines and all pipes. Whitewashed coal shed and small building connected. Repaired roof of coal shed. Laid part of the floor in whistle house with new boards. Painted railings around dwelling house, also railings that lead to fog alarm building. Repaired water pipe in the field with cement.

Extensive repairs were made at this station by Messrs. D. W. Clark & Sons, of Carleton, at a cost of \$825.59. The work comprised securing the sluice which carries the coal from the top of the hill to the coal shed, taking down the old coal shed and

removing the top of the foundation ; building a new cribwork around the whole of the foundation of the coal shed and raising it 3 feet higher than the old one ; running three tiers of the top timbers over the old foundation embodying it with the foundation of the whistle house, and building on this foundation a coal shed 26 feet long by 16 feet wide with 14 feet posts ; building a passage way between the coal shed and whistle house 10 feet long, removing the earth from around the sills of the whistle house, and placing new sills under the two sides of the building with a plank platform all around the building to keep the earth from the sills ; the clapboarding was repaired and new sills put under the dwelling house, and a new platform laid on the south side of the dwelling.

It is reported that further repairs will be required to the whistling house within a few years, and also extensive repairs to one of the water tanks.

#### *Head Harbour Light and Fog-alarm.*

The lighthouse has been painted by the keeper. The coal shed in connection with the fog-alarm was sheathed, and the building painted inside and out. The out-buildings were all repaired and whitewashed.

#### *Le Tête Fog-alarm.*

During the months of July and August the roof of the buildings were given two coats of fire-proof paint ; and the outbuildings were whitewashed.

The southern side of the engine house is exposed to salt spray and storms which take off the paint faster than on other parts of the building ; and on this account it was given a coat of paint in September. All the other parts of the buildings are painted and will not require painting during the summer of 1895.

In October a new platform and doorstep were built in connection with the dwelling which is a decided improvement to the approach to the house, both in looks and usefulness. During the same month a new stone wall was erected under the kitchen at a cost to the department, for labour of \$10.00. This also is a very great improvement to the dwelling and one that was much needed.

The boilers were cleaned and tested at different times ; and a tube in the main boiler that was found to be bad was plugged.

#### *Lightship "Jennie."*

The repairs to the lightship were performed by tender in accordance with the following specification :—

#### *Specification.*

*Caulking.*—Deck to be caulked fore and aft, and the bottom of the vessel thoroughly overhauled and caulked where requiring it, and all carefully payed with good pick.

*Scraping and cleaning.*—All surfaces of the pick payed seams old paint, where blistered or otherwise unfit to receive paint to be properly scraped and cleaned.

## Marine and Fisheries.

*Painting.*—The vessel to be painted from the water line to rail inclusive, two good coats, the same colour as last painted; also all the bottom from the water line with one good coat of best copper paint. Bulwarks and all the deck work, houses and portions which have been painted to receive two coats, same colour as before.

*Rigging.*—The rigging to be tarred with Stockholm or other approved tar.

*Anchor Stock.*—One anchor to be supplied with stock.

*Lanterns.*—Four lanterns to be properly repaired.

The whole work to be done under the inspection and to the satisfaction of the keeper.

The contractor to supply all materials and labour.

Tenders were received from the following:—

R. R. Call, \$195.00. John Robertson, jr., \$200.00. M. Bannon, \$235.00. John Ferguson, \$240.00.

Mr. R. R. Call's tender being the lowest was accepted, and the work was performed in a satisfactory manner.

### *Machias Seal Island Light and Alarm.*

A new set of tubes was placed in the boiler and general repairs were made to the machinery and boiler. The lighthouses have been painted, the sum of \$50.00 being allowed by the department for this purpose.

The tramway used for conveying fuel into the coal shed was repaired by contract by D. W. Clark & Sons of Carleton, at a cost of \$250.00, from the boat-house to the coal shed. As the men were on the island the keeper had the remainder of the tramway repaired from boat-house to low water mark at a cost of \$25.50.

### *Miscou Light and Alarm.*

Mr. John Heron's offer to supply 25 cords of wood at \$3.00 per cord was accepted by the department. A new revolving machine was placed in the lighthouse last spring, and the character of the light changed from a fixed to a revolving light.

### *Musquash Island Light.*

A new lighthouse tower was erected at this place by Mr. John A. Jones at a cost of \$337.50.

### *Middle Island Light.*

A small building 19x12½ was built at this station by the keeper during the year. The keeper reports that it cost \$50.34. The department authorized expenditure of \$14.00.

### *Negro Town Point Light.*

Repairs were made to the tower at a cost of \$16.00. The sum of \$10.50 was paid for labour assisting the keeper painting the light.



*Neguac Gully.*

The front beacon light at this station has been discontinued, as, in consequence of change in the channel, it could no longer be made to indicate a safe passage over the bar. The main or back light is still maintained as a coast light and to indicate the position of the gully.

*Partridge Island Fog-alarm.*

Fitted up a smoke pipe or flue between the smoke box of the west boiler and brick chimney, also repaired the geared operating wheel—this is the gear that operates the alarm. The boilers were painted this spring.

*Portage Island Light.*

A new boat was built by Edward Thibodeau for this station at a cost of \$45.

*Point Lepreaux Light and Fog-alarm.*

The road leading to government landing at Thomson's Cove was repaired. A new plank walk around the dwelling-house and to the lighthouse was built by the keeper. A new signal mast for code of signals was erected. A set of new tubes was put in the boiler. Several new pieces of machinery were obtained from the Truro foundry Co., at a cost of \$75.65, and were placed in position by the engineer and his son.

*Passamaquoddy Bay Light.*

Both landings were repaired, all the stone ballast being removed. A large portion of the old platform was removed and relaid with new deals. The inside of the building was painted and the block and coal shed whitewashed.

*Quaco.*

The lighthouse, fog-alarm building and oil house have been painted and all other buildings whitewashed. The boiler was repaired and a new set of tubes put in.

*South Tracadie Light.*

Repairs were made during the year by Mr. William Ferguson, at a cost of \$111.50.

*Swallow Tail Light.*

The landing and platform were repaired. New steps were erected over the cliff by Mr. Ross, with the assistance of the keeper. A new plank walk was built to the lighthouse. The lighthouse, dwelling and flag staff were painted.

*St. Andrew's Light.*

The following repairs were made during the year :—

Middle section of the wharf was repaired from the beach to top. South east side was respiled. Main house and kitchen straightened up and new platform laid. Two sills were placed under pantry. Porch at kitchen door rebuilt. Gutters on house repaired and steps made for lighthouse and dwelling and porch.

## Marine and Fisheries.

### *Spruce Point Light.*

A new abutment was built at this station and new sills placed under the lighthouse ; also a new platform laid, at a cost of \$30.

### *Southern Wolf Light.*

All the repairs required were made by the keeper. A survey and plan of the land occupied for lighthouse purposes was made at a cost of \$36.95.

### *Sheldrake Island Light.*

A new floor was laid in the east beacon light ; and the ladder and roof repaired.

### *Tracadie Gully Light.*

The following changes were made at this station during the years 1893-94, viz. :—

The main lighthouse tower and beacon light were removed from the north side of the gully, and put in range with the outer entrance over the bar ; but owing to the shifting of the channel it was necessary to do away with the beacon light, in range with the tower light on the south side of the gully, and place white lights in range with the channel at the outside entrance, on the north side of the gully, on a narrow strip of grass beach. The main light in the south side being still maintained as a coast light. The work was performed by Mr. J. R. Young, at a cost of \$25.

The front light of the new range, which was put in operation on the 29th August, 1894, is fixed white, shown from a lantern hoisted on a pole, having a small shed at its base painted white. The height from the ground to the light is 20 feet. The light is elevated 25 feet above high water mark and should be visible 6 miles.

The back light stands 55 feet N. N. W., from the front one, and is also fixed white, shown from a lantern hoisted on a pole, with a small shed at the base painted white. Its height from the ground is 30 feet. It is elevated 35 feet above high water mark and should be visible 7 miles.

Both lights should be seen in clear weather between the bearings of S. W. round through N. to N. N. E.

Vessels entering the gully should bring the two lights in range, and steer N. N. W. until near the third red buoy, or until the main lighthouse tower on the south side of the Gully bears W. S. W. ; then head for that light and after passing it, leaving it on the port hand, they will be in the main channel, inside the south beach, and out of danger.

### *William's Landing Light.*

The mast near the outer end of the public wharf, from which the light was exhibited was carried away by the spring freshet. It was later placed further back, 139 feet from the outer end of the wharf, and notice to mariners issued. A temporary light was exhibited during the time the repairs were being made.

## PRINCE EDWARD ISLAND DIVISION.

This division is under the charge of Mr. Artemas Lord, provincial agent of the department, stationed at Charlottetown, who has under his supervision Mr. Milton Walsh, foreman of works of general repairs.

In it there are 55 lights and 35 stations and 1 steam fog horn, under the charge of 41 keepers. There are three automatic whistling buoys and one bell buoy in this agency. The majority of the lights are situated on headlands and serve the general purposes of navigation, the remainder being harbour lights intended particularly for the benefit of fishermen. Thirty-five harbours in this province are buoyed by the department under contract; the buoys being under the general supervision of the agent.

The lights were as usual inspected during the summer season by the agent in the government steamer "Prince Edward" which also delivered the lighthouse supplies. The agent reports the stations as generally being in satisfactory condition, but considers that they should be inspected at certain intervals during the year.

## NEW AIDS TO NAVIGATION.

*Additional Range Lights in Crapaud Harbour.*

Three range lights, in addition to the two previously maintained in Crapaud Harbour, were put in operation on the 15th June, 1894.

1. One of these lights is located on the south side of Paul Bluff, west of the dredged cut from the road or anchorage to the wharfs.

The light is a fixed red catoptric light, shown from a lantern hoisted on a mast. It is elevated about 30 feet above high water mark, and should be visible about three miles over a small arc on each side of the line of range. The mast rises from a square tower with a shed roof, and at the top of the mast is a triangular slatted beacon, the whole painted white.

2. Another light to be used as the back light of a range in conjunction with that above described, the two lights together to be known as "Wright's Range," is located on Mr. Charles L. Wright's farm, 150 feet south of his dwelling house in the corner of an orchard. It is distant about  $3\frac{1}{2}$  cables N.W.  $\frac{1}{4}$  N. from the front light on Paul Bluff. It is a fixed red catoptric light, elevated about 50 feet above high water mark, and should be visible three miles over a small arc on each side of the line of range.

The building is a square open framed wooden tower with the side facing the line of range, slatted, painted white, and surmounted by a lantern painted red. The height of the building from the ground to the top of the lantern is about 27 feet.

3. The third light is located on Palmer's wharf in such a position that, in range with the front light of the old range standing near the north end of the bridge, it leads to the black buoy at the entrance to the dredged cut between the road and the wharfs, and through the dredged cut on a N.N.E. course.

It is a fixed red catoptric light, shown from a lantern attached to a post at an elevation of 10 feet above high water mark, and should be visible two miles in the line of range.

To enter Crapaud Harbour from the Strait of Northumberland, vessels should bring the two old lights (which will be known hereafter as "Leard's range," and which are both fixed white) into alignment and keep them in one on a north course until the lights of Wright's range are in alignment when they should follow this range N.W.  $\frac{1}{4}$  N. until

## Marine and Fisheries.

the red light on Palmer's wharf is in alignment with the front light on Leard's range. These two in one will lead in from the black buoy at the entrance to the dredged cut, through the cut, to the wharfs, N.N.E., but strangers entering at night are advised to anchor in the road at this last described turning point near the black buoy, as they will be in good anchorage inside the shelter of Tryon shoals, while it is not safe to attempt the dredged cut at night.

These lights were established under the agent's special supervision and the expenditure in connection with their establishment amounted to \$61.78.

### *North Cape Whistling Buoy.*

A whistling buoy has been moored in 9 fathoms, 2 miles N. E. by N. from North Cape lighthouse, at the north extremity of Prince Edward Island.

This buoy is a first class Courtney automatic whistling buoy, of the usual conical pattern, painted red, with "North Cape Reef" in white letters. It is surmounted by a 10-inch whistle, which will be operated by the motion of the buoy on the waves.

### REPAIRS AND IMPROVEMENTS IN EXISTING STATIONS.

#### *Sea Cowhead.*

Lantern scraped inside and thoroughly painted and overhauled, new chimney in cottage kitchen, winter storm sashes fitted on seven windows, and all the cottage windows reputtied. Cost \$49.92.

#### *Indian Point.*

In consequence of the shrinking and splitting of the sheathing, the whole of the lower section of the light building was stripped of battens and full coated with tarred felt and shingled with XXX cedar shingles. The whole tower received two coats of paint. Storm sashes were put on all the tower windows. North end of breakwater close piled and timber filled in. Iron clamps put on corner to bind securely. Brush and stone filled up between iron caissons and breakwater, and the station put in good order by H. P. Woods under contract. Cost \$320. Department providing the paint and oil.

The lantern was thoroughly scraped and painted inside, under the superintendence of the lightkeeper.

#### *Miminegash Inner Range.*

The foundation posts were re-set and the span under the foundation filled with brush, clay and stone. Work done by W. P. Callaghan, keeper. Cost \$13.

#### *Miminegash Outer Range.*

The sand hill upon which this light is placed, was badly cut out by gales, and brush and beach gravel were put in to fill up and stop the cutting out, work done by keeper Norbert Casey. Cost \$5.

#### *North Cape.*

The revolving gear being out of order, the whole box was taken by rail to the department workshop, winter 1893-94, and thoroughly overhauled by Mr. Walsh. The lower end of shaft was re-turned and re-pointed by Messrs. McKinnon and McLean, who also cast and fitted upon the chain barrel a new cog-wheel. McKinnon & McLean's charges were \$24.12 The cottage chimney was repaired. Total cost \$39.77.

*Tignish.*

The light building received two coats of paint and overhaul of lantern deck. Cost of labour painting and carpenter repairs to tower \$19.90.

*Sandy Island.*

At this station sundry small carpenter repairs were done. Tower and cottage painted. Costing for labour \$22.00.

In consequence of a serious break in the brush work defence at sea edge of island, tenders were called, and the contract was awarded to J. P. Cunningham to repair the damage at a cost of \$169.00. Cost of local inspection of work under contract \$14.00, making a total expenditure for station repairs \$205.00.

*Little Channel.*

In consequence of change in channel, the front range was moved.

*Darnley Range.*

The Columbia burners at first used at this station were changed last season to mammoth flat wick burners by Mr. Walsh.

*Fish Island.*

In consequence of a sand spilt making out from the Darnley shore north, the front range was moved to suit best water. Work done by Mr. Alex. Thomson, harbour master for Malpeque at a cost of \$30.00.

*New London.*

In consequence of the breaking of a chimney in the main tower lantern, the lamps caught fire and before the keeper, who was asleep in the light room just below the lantern, could get the flames put out, the whole gear was destroyed. The tower was saved from total destruction, by the brave and energetic action of the keeper, Captain George McKenzie, who entered the lantern, all aflame with burning oil, and succeeded, unaided, in getting the fire out.

Mr. Walsh has put in a complete new set of gear. The lantern was scraped clean and painted by P. McMahan. Cost for labour and board, \$6.30.

*North Rustico.*

At this station small repairs to the platform and kitchen chimney have been made. Cost \$11.12.

*Covehead Range.*

In consequence of a petition from the fishermen of this harbour, the back range tower situated on Black Point, was removed to the beach. A new block was built to receive the front range, also a quantity of brush and stone was subsequently added. The lights were both established upon the beach on the west side of the harbour. Cost of change, \$85.84.

## Marine and Fisheries.

### *Tracadie.*

The tower from which the inner or back range light at Tracadie was exhibited, at the western entrance to Tracadie Bay, on the north or Gulf of St. Lawrence coast of Prince Edward Island, has been replaced by a new tower, from which the light was shown on the opening of navigation in 1894.

The new tower is a square wooden building painted white. The upper portion of the tapering building forms the lantern. The height from the ground to the top of the ventilator is 28 feet.

The light is a fixed red, catoptric, light. It is elevated 32 feet above high water mark, and should be visible in the line of range and up the coast in a north-westerly direction, 8 miles.

The tower stands on the gravel beach, near the site of the old one which it replaces, 1,200 feet S. S. W. from the front range light, but this course and distance are liable to be changed at any time without notice to make the alignment suit the changes in the shifting channel.

This work was done under contract by Mr. James Hendrahan for the sum of \$220.

The old tower was offered at public auction, the highest bid being \$4.50, it was withdrawn from sale and was subsequently sold to the keeper for the sum of \$8, the plate glass window being kept by the department.

### *Wood Island.*

Chimney taken down to the roof and rebuilt; a new post and rail fence erected, and the whole tower and cottage painted two coats, at a cost of (less paint and oil) \$73.44, part of this cost will appear in accounts for 1894-95.

### *Cape Bear.*

A new barrel and cog-wheel for the clock-work machine were supplied by Messrs. Chanteloup. The roof of cottage was shingled, the wood shed enlarged, and sundry other carpenter repairs done, the total cost of repair, \$73.16.

### *Georgetown.*

The site and right of way at the inner range light were acquired at a cost of \$150.

### *East Point.*

The fog-alarm was supplied with span tubes and other engineer's supplies, in case of accident to machinery. The machinery was overhauled and two new tubes put in by the assistant keeper, Mr. Bugi.

The well supplying this station not giving satisfaction, well diggers were employed and well cleaned out, the bored part was also cleaned, and the supply again became of sufficient volume for use of station.

Small repairs were done to the light gear. Total expenditure for repairs, \$48.05.

### *Souris East.*

The mast and hut on the end of the Souris breakwater were carried away during the same gale which took out of the middle of the breakwater about 200 feet in length. The cost of repairs, erecting mast, &c., was \$48.34.

The lantern being totally destroyed, Mr. Walsh made a new one. The light in the meantime being kept up (as soon as the mast could be erected and stayed) by a cast glass lens lantern.

The windows and doors in the cottage attached to the main tower were overhauled and repaired at a cost of \$7.

In consequence of the break in the breakwater, the keeper had to be supplied with a new boat, which was built by Mr. J. S. Rogers for the sum of \$22.50. Total expenditure at this station, \$80.

#### BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This division comprises all Canadian waters on the Pacific coast and is under the charge of Captain James Gaudin, agent of the department at Victoria, who also acts as inspector of lights.

There are in this province 13 light stations, five of which are fog-alarms, and at three others bells rung by machinery. There are also two lantern lights on pile beacons in Victoria Harbour and a similar beacon light and a lighted buoy in Nanaimo Harbour. The above are in charge of 15 lightkeepers, some of which supply assistance out of the salaries allowed.

The lights were supplied and buoys tended during the past season by the Dominion steamer "Quadra" Captain J. D. Walbran, master.

#### NEW AIDS TO NAVIGATION AND IMPROVEMENTS IN EXISTING AIDS.

##### *Entrance Island.*

The erection of a fog-alarm building at this station was satisfactorily completed by the contractor on the conditions explained in last year's report and the steam fog-horn was put in operation on the 8th September last.

The horn is operated by steam and compressed air and gives blasts of 8 seconds' duration, with intervals of 45 seconds between them. The machinery is in duplicate, so that in the event of one horn or boiler becoming inoperative the other may be put in operation.

The fog-alarm building is a square wooden building painted white, with a brown roof, and stands close eastward of the lighthouse. The horns face N. E. and are elevated about 20 feet above high water mark. A water tank house of wood, painted white, stands behind the fog-alarm building.

The expenditure in connection with the establishment of this fog-alarm has been \$5,135.99.

##### *Victoria Harbour.*

The two platform buoys in Victoria Harbour from which beacon lights were shown viz., on outer end of the spit off Shoal Point and on Pin Rock were removed last year and their place taken by a dolphin or beacon formed of a cluster of three piles. The lantern heretofore attached to the frame work of the superstructure of the buoy is now maintained on the top of the beacons and it is expected that in consequence of the great stability of the beacons, the lights will be more reliable than when they were on buoys. The Shoal Point dolphin is painted red and the light is fixed red. The Pin Rock dolphin is painted black and the light is a fixed white.

## Marine and Fisheries.

### PRINCIPAL REPAIRS AT EXISTING STATIONS.

#### *Cape Beale.*

The revolving apparatus gave some trouble after being renewed ; it was attended to by the engineer of the "Quadra" last November, and has worked satisfactorily since. Some slight repairs were performed last spring, the tower dwelling and outbuildings were repainted, the fence surrounding the dwelling, which was blown down last winter, was replaced, and the Bamfield Creek trail received the annual clearing of brush and fallen trees.

#### *Carmanah.*

The trees menacing the safety of the lighthouse were cut down last autumn. A safe landing was made by removing boulders by the crew of the "Quadra. The whole of the buildings have received a new coat of paint, and new rails have been laid on the tramway.

#### *Race Rocks.*

The duplicate boiler has been connected to the engine at a cost of \$325. A new boat-house has been built to replace the old one which was blown to pieces last winter, the old worm eaten boatways have been replaced by new ones. A new boat has been supplied at a cost of \$128, to replace one stolen last November.

#### *Fisgard.*

The roof of the dwelling and the plaster in the hall way have been renewed at a cost of \$50. A new coal shed was also built last autumn.

#### *Discovery Island.*

Storm windows have been put in, leaks on the upper part of the tower have been stopped. The whole of the buildings have been painted, new boatways have been laid down.

#### *Active Pass.*

The fog-alarm at this station, operated since the 15th October last, is pronounced of great service to mariners navigating the Gulf of Georgia. Beyond the cost of repairing the supply tank, \$120, no expenditure has been incurred.

#### *Point Atkinson.*

An additional room has been built for the accommodation of the keeper. A new oil store has also been built to replace the old one which had become quite rotten. The cost of both buildings is \$325.

#### *Brockton Point.*

A new boat-house has been allowed at a cost of \$45.

#### *Entrance Island.*

The roof of the dwelling has been newly shingled ; the windows of the tower refashed and made weather proof, and a portion of the interior has been newly plastered, the whole is now in good order. This work was done by contract.



## BEACONS AND BUOYS.

*Victoria Harbour.*

A cluster of three piles in each has replaced the Nos. 1 and 3 buoys on which lights are exhibited, as detailed above. A new boat and boat-house has been supplied at a cost of \$120. All the harbour buoys have been relieved and newly painted.

*Nanaimo Harbour.*

A cluster of three piles has replaced the middle ground buoy. An attempt was made by the "Quadra" to erect a cluster off Gallows point; but owing to the rocky nature of the bottom, it proved unsuccessful. The harbour buoys have all been repainted and overhauled.

*Brotchie Ledge.*

The wreck of the SS. "San Pedro" still lies stranded on this ledge, after numerous attempts to float her. No action has been taken by the owners to have her removed since the failure to raise her last autumn.

*Zero Rock Beacon.*

A stone masonry beacon painted black 13 feet in diameter at the base, and 9 feet at the top rising 13 feet above high water; from the middle of the stone work rises a wooden mast 15 feet high to which is attached open slat work in the form of a triangle point upwards, built by the crew of the "Quadra," at a cost of \$325.

*Kelp Reef Beacon.*

This useful aid to navigation has resisted last winter's gales, without any injury whatever.

*Fraser River Buoys.*

This portion of the service is performed by the snagboat "Samson." An expense of \$100 has been incurred in salving the buoys (4 in number) which drifted northward in the Gulf of Georgia, during the floods in June last. All the buoys have been picked up.

*Sturgeon Bank Beacons.*

These useful aids to navigation are in a good state of preservation and have stood last winter's gales without moving. A new fine pile beacon is about to be established near the mouth of the old south channel, where a spit is extending seawards.

Bell-buoy has been taken up and thoroughly cleaned and painted and removed in the original position.

*Reef Point, Cortez Island,*

A new 5 feet steel can buoy has been established at this point this spring, and is greatly appreciated by navigators using this channel.

Baynes Sound, buoys and beacons, have not yet been overhauled this year; but are reported in good condition by the master of the "Quadra."

Northern buoys have received the annual overhauling, relieved where found necessary and received a new coat of paint. A new large spar-buoy has been established on Alford Reef at the entrance to Metlah-Cutlah Harbour.

## Marine and Fisheries.

### BUOYS AND BEACONS.

There are about 300 harbours, bays and sections of rivers buoyed in the Dominion of Canada. In most cases contracts for a period of three years have been entered into to maintain the buoy service. In some instances the buoys are placed by the harbour masters, who furnish accounts to the department for the work done and material supplied.

The large automatic buoys maintained on the coast of Nova Scotia, New Brunswick, British Columbia and Prince Edward Island are attended to by Dominion steamers. The gas and other buoys above and below Quebec in the Quebec Agency are also maintained by government steamers, but occasionally tugs are employed when the steamers are not available. The large coast buoys maintained by the government steamers are specially referred to under the heading of each lighthouse division.

The expenditure in connection with the buoy service for the year ended 30th June, 1894, was as follows:—

For the province of Quebec, including port of Montreal.	\$21,978 05
Above Montreal, including Ontario.....	4,503 00
New Brunswick.....	6,875 60
Nova Scotia.....	9,462 47
British Columbia.....	7,050 19
Prince Edward Island.....	2,305 16
	<hr/>
	\$52,174 47

This includes the expenditure incurred in the construction of new automatic buoys.

### OIL FOR THE USE OF LIGHTHOUSES.

The oil for lighthouse purposes has been purchased from the Imperial Oil Company of Petrolea, by contract, which was entered into on the 11th March, 1893, for a period of three years. Tenders were invited by public notice and the lowest tender was accepted.

The quantity of oil supplied to the lights above Montreal, by the Imperial Oil Company during the year 1894 was 23,123 $\frac{3}{4}$  gallons, imperial measure, which cost \$4,172.98; to the lights in Quebec district, 37,369 $\frac{1}{2}$  gallons which cost \$6,392.51; to the Nova Scotia district 58,963 $\frac{1}{4}$  costing \$12,968.38; to the New Brunswick district 16,762 $\frac{3}{4}$  gallons costing \$3,427.74; to the Prince Edward Island district 4,976 gallons which cost \$1,144.48, making the total quantity purchased from the Imperial Oil Company 141,195 $\frac{1}{2}$  gallons, and the total cost \$28,106.09. In addition to this the department purchased from the Standard Oil Company of New York 2,800 gallons of American oil for the New Brunswick district at a cost of \$448; for the Nova Scotia district 9,945 gallons at a cost of \$1,589.70; for the district above Montreal 1,450 gallons at a cost of \$246.50, and for the British Columbia district 8,750 gallons at a cost of \$1,662.50.

The total quantity of American oil purchased was 22,945 gallons, wine measure, costing \$3,946.20.

The list of prices according to contract with the Imperial Oil Company is as follows :—

Delivered at	Per gallon in Barrels.	Per gallon in Cases.
	Cts.	Cts.
Sarnia.....	14½	19
Hamilton.....	15½	20¼
Kingston.....	16¼	21
Montreal.....	16½	21½
Quebec.....	17	21¾
St. John, N. B.....	17¼	22
Pictou, N. S.....	18	23
Halifax.....	17½	22
Charlottetown, P. E. I.....	18	23

### DOMINION STEAMERS.

#### “LANSDOWNE.”

The ss. “Lansdowne” was employed from the 1st July, 1893, to the 30th June, 1894, during the season of navigation, in lighthouse and buoy service in the provinces of New Brunswick and Nova Scotia. Between the 8th December, 1893, and the 10th March, 1894, the vessel was in winter quarters. Repairs to the hull and machinery were found necessary and the “Lansdowne” was placed on blocks in St. John Harbour where she remained until the 14th of May undergoing repairs.

The repairs were extensive, but they resulted in giving increased speed to the steamer and making her very much tighter. The bottom was stripped of its sheathing which had been put in for Arctic service and the vessel was caulked all over and then coated with copper paint.

The planking was opened on the top sides to ascertain the condition of the timbers which on examination were found to be sound. A new wheel house was built on the bridge deck and the steering gear conducted to it. Sounding and deep sea riding apparatus was fitted on deck for tidal survey purposes and the cabins and deck were repainted.

The machinery was overhauled, the engine and boiler repaired, a new tail-shaft was made and the propeller was fitted to it.

The removal of the sheathing, plugging, smoothing and caulking was done by contract for which tenders were invited and the lowest accepted. The tail-shaft was made by contract for which tenders had also been invited and the lowest accepted. The work to the machinery was done under the superintendence of the chief engineer who obtained assistance from machinists as he required it. Part of the carpenter work was done by the carpenter of the ship with assistance from outside. These repairs were completed on the 14th May, 1894, the vessel immediately went into commission and has given far more satisfaction in her movements as a consequence of the repairs.

## Marine and Fisheries.

### “NEWFIELD.”

The “Newfield” received on board during the first week of July, 1893, supplies for lighthouses on the Nova Scotia coast and on the 12th of the month left Halifax on a long circuit. When the circuit was completed the vessel returned to Halifax, where her boilers and machinery were overhauled. The cable machinery was placed on board and the “Newfield” entered upon the work of repairing the cable at St. Paul’s Island, Magdalen Islands and Anticosti on the 18th of August, for the Public Works Department. This work was completed on the 18th of September and the steamer resumed the lighthouse and buoy service.

An accident occurred to the propeller on the 13th October, while the steamer was turning in a channel near Yarmouth. The steamer was docked and it was found that three blades of the propeller were broken. A spare propeller was sent from Halifax and the steamer entered upon the usual fall work which consists of lifting and examining the automatic and other large buoys and visiting Sable Island. This steamer went out of commission for repairs during the winter months. The department supplied her with a new propeller shaft and blades of a different pattern and type from the old ones. The steamer’s speed was increased by this change and the facility for restoring propeller blades when broken very much improved. Some plates and frames which had been injured were removed and replaced by sound ones. The vessel was again placed in commission on the 18th of April, and continued her work as usual in the lighthouse and buoy service.

### “STANLEY.”

The “Stanley” completed repairs and entered upon her work on the 26th November. The vessel was employed in taking up the Indian rocks and Tryon shoal buoys and conveying them to Charlottetown for winter storage. The mail and passenger service was begun on the 4th of December, 1893, between Charlottetown and Pictou, and the steamer continued on that route until the 16th of the same month. The straits and bay between Point Prim and Charlottetown harbour became full of ice and it was decided to place the “Stanley” on the route between Georgetown and Pictou. This route was continued until the 23rd of March, when the boat began to run between Charlottetown and Pictou. This route was abandoned owing to heavy ice on the 27th March and the vessel resumed her trip between Georgetown and Pictou, and continued on that route up to the 23rd of April. From that date until the 9th May, the vessel plied between Charlottetown and Pictou, being laid up at the latter port for repairs preparatory to entering upon the fishery protection service. The earnings of the “Stanley” for the winter season amounted to \$14,334.66, and the repairs and maintenance for the fiscal year to \$28,141.65.

### “ALERT.”

The “Alert” was engaged during the season of navigation in 1893, in conveying supplies to lighthouses and in buoy service and in towing into winter quarters lightships. On the 30th November, 1893, the vessel was placed in winter quarters and the crew paid off. The crew was again engaged on the 26th of March, 1894, and the steamer was prepared for towing out the lightships. This work was entered upon on the 18th April, and the upper and lower traverse lightships were placed. The chief engineer of the department proceeded in the “Alert” on the 25th April, to have the

large buoys below Quebec placed, under his direction and to mark the positions for the gas buoys. After this work, which occupied five days, was completed the steamer was engaged in placing buoys until the supplies for lighthouses were ready to take on board. On the 6th June, the vessel made a trip with supplies for different lighthouses and returned to Quebec on the 16th of the same month. A survey of the hull of the ship was made by Messrs. Brunelle and Olive, hull inspectors, and on consideration of their report the department decided to confine the services of the "Alert" to the River St. Lawrence. The vessel was employed in various kinds of work in the River, until the 10th September, 1894, when she was put out of commission and laid up in Louise Basin, Quebec.

The "Alert" was borrowed from Her Majesty's Imperial Government in April, 1885, for the purposes of exploration in Hudson's Strait and Bay. She was engaged two seasons in this work, and from 1887 has been employed in service for which the steamer was adapted.

" DRUID."

The "Druid" was engaged in quarantine service early in the season of 1893 for the Department of Agriculture, but remaining under the control of the Marine and Fisheries Department.

The "Druid" was formerly a side-wheel boat. It was considered that she would become a more useful boat if converted into a screw steamer. The department entered into a contract with Messrs. Carrier, Laine & Co. to place a compound screw engine in the vessel and make all the alterations necessary. Whilst the work was being done, a part of the hull gave way and the vessel filled with water. It was found necessary to place new plates on the steamer, to put her in seaworthy condition, and a contract for that purpose was entered into. When the whole work was completed the steamer was placed in commission on the 15th June, 1894, and was engaged in conveying supplies to lighthouses in the gulf and buoy service in the St. Lawrence River below Quebec. The "Druid" was not employed in the quarantine service during the season of 1894.

" DOLPHIN."

This steam launch was formerly used by the harbour police as a patrol boat before the force was disbanded. In October, 1893, the "Dolphin" was put in the fishery protection service on Lake Erie.

" QUADRA."

The "Quadra" was engaged in buoy and beacon service during the first week of July, 1893. The lighthouse service was resumed on the 13th July. During this trip the new beacon at Kelp Reef, Haro Strait, and other beacons, were visited. The steamer was employed alternately between lighthouse and buoy and beacon service until the 30th of November, 1893, when she was laid up. This vessel was overhauled during the winter, scraped and painted, and on the 15th March last recommissioned. In April a trip was made to the north of Vancouver Island with the inspector of fisheries on board. Some tidal observations on the west coast of Vancouver have been made in which the "Quadra" was engaged.

## Marine and Fisheries.

### “ ABERDEEN.”

Tenders were invited to be received up to the 7th of March, 1893, for the construction of a steel steamer for lighthouse and buoy service on the Atlantic coast. The contract to include hull, masts, rigging, engines, boilers, and all other machinery and equipments complete and ready for sea. The engines, boilers and machinery saved from the wreck of the government steamer “Napoleon III.” to be utilized so far as approved by the government inspector. The notices inviting tenders were posted in the principal cities of the Dominion where shipbuilding is carried on and tenders were invited in Great Britain.

The tender of Messrs. Fleming & Ferguson, of Paisley, Scotland, for £17,800 sterling was the lowest received, and was consequently accepted.

The “Aberdeen” was built with a view of making her a good sea boat as well as a serviceable one, for conveying lighthouse supplies and lifting and placing heavy automatic buoys, and, when required, to be used in the fisheries protection service. The dimensions are: length 180 ft., breadth 31 ft., and depth 19 ft. 3 in., gross tonnage 674.19, registered tonnage 265.49. The steamer is double bottomed the whole length, and has ballast tanks with longitudinal partitions for trimming either side.

She has 5 water-tight bulkheads; her coal bunkers are filled from the after hatch and are convenient to the stoke-hold. The bunkers can be very easily filled, and are fitted with all necessary sliding doors and coal shoots. There is an elevator for hoisting the ashes from the stoke-hold over the side of the ship which can be worked by hand or steam. The magazine is 6 feet square made of  $\frac{1}{4}$ -inch plate. The vessel is fitted with special hoisting gear to lift and lower 12 tons, together with necessary gear for ordinary cargo hoisting purposes.

A donkey boiler is fitted in the stoke-hold and is connected with the windlass, steam-winch, steam steering engine, heating pipes and centrifugal pump. The wheelhouse is about midship, and the steering gear is worked by steam or by hand.

The steamer is provided with electrical lighting apparatus and is wired throughout, having about 150 incandescent lamps and one large search light. The after cabin is handsomely finished in birdseye maple and mahogany.

The engines of the “Aberdeen” are quadruple expansion, direct acting, inverted. The boilers are water tube boilers of an improved type by the builders. The indicated horse-power of the “Aberdeen” is 1,500, and nominal horse power 200. The speed required by the specification was 13 knots over a measured mile, and  $12\frac{1}{2}$  knots for four hours consecutively. At the trial trip, the steamer attained the speed required. The time for delivery was specified in the contract to be the 20th of July, 1894, but strikes or other causes over which the builders had no control formed exceptions. During the time of construction strikes occurred in the coal mines in Scotland, which interfered with forging part of the material, and the completion of the steamer was delayed one month in consequence.

Mr. Nichol MacNicol, of the firm of MacNicol & Co., naval constructors and consulting engineers of Glasgow, Scotland, was appointed inspector of the construction of the vessel, and his compensation was £71 sterling. The steamer was also built under Lloyds inspection and classes 100A1.

The total cost of the “Aberdeen” delivered at Greenock was as follows:—contract price \$86,626.65, inspection \$345.53, charts and nautical instruments, bedding, cutlery

and ship chandlery \$700.53, making a total of \$87,672.71. The steamer was delivered at Greenock to Captain McElhinney of this department on the 23rd August, 1894. Captain McElhinney was accompanied to Greenock by a staff of officers and engineers belonging to the service, and the steamer left Great Britain on the 26th of August and arrived at Halifax on the 7th of September.

“BAYFIELD.”

The “Bayfield” is a wooden steamer of 150 tons gross and 90 tons register, and as been employed in the hydrographic survey of Georgian Bay. During the month of November, 1893, the “Bayfield” was employed in the fishery protection service.

“SIR JAMES DOUGLAS.”

This steamer still remains out of commission. The machinery was overhauled during the last winter, and was found in good condition.

The following statement shows the expenditure for maintenance and repairs of each steamer, and the receipts for the fiscal year ended the 30th June, 1894.

Name.	Repairs.		Main-tenance.		Total.		Receipts.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
“Druid” .....	9,621	30	7,668	91	7,290	21	9,875	39
“Alert” .....	2,827	32	15,420	02	18,247	34		62 80
“Newfield” .....	4,444	79	21,803	96	26,248	75	3,203	00
“Lansdowne” .....	11,083	68	18,559	65	29,643	33		10 00
“Quadra” .....	3,336	85	18,517	88	21,854	73	1,228	06
“Stanley” .....	9,077	20	19,064	45	28,141	65	14,334	66
“Sir Jas. Douglas” .....	7	50	92	50	100	00		
	\$40,398	64	\$101,727	37	\$141,526	01	\$28,713	91
General account .....						961 41		
					\$142,487	42		

Expenditure..... \$142,487 42  
 Receipts..... 28,713 91  
 Excess expenditure over receipts..... \$113,773 51

## Marine and Fisheries.

### COST OF MAINTAINING LIGHTHOUSES AND DOMINION STEAMERS.

The following comparative statement shows the expenditure on account of maintenance of light-houses, steam fog-whistles, and steam fog-horns from the years 1883-84 to 1893-94, both inclusive. The method of auditing all accounts in the department before payment, has been followed of late years :—

Year.	No. of Lights.	No. of Fog-whistles.	No. of Fog-horns, Bell and Bombs.	Cost of Maintenance.
				\$    cts.
1883-84	597	23	10	456,868 33
1884-85	617	23	12	478,064 04
1885-86	625	23	16	505,929 27
1886-87	658	23	24	476,514 44
1887-88	664	23	27	464,471 76
1888-89	675	24	29	459,423 80
1889-90	705	23	32	434,802 10
1890-91	710	23	31	455,254 42
1891-92	741	22	56	445,140 16
1892-93	747	22	56	480,553 42
1893-94				470,549 27

### STATEMENT showing cost of maintaining Dominion Steamers from 1884 to 1894.

Year.	Cost of Maintenance.
	\$    cts.
1883-84	122,816 25
1884-85	148,864 26
1885-86	130,759 83
1886-87	141,424 42
1887-88	150,659 19
1888-89	126,629 33
1889-90	114,959 20
1890-91	111,437 03
1891-92	127,406 28
1892-93	146,521 77
1893-94	142,487 42



## CERTIFICATES TO MASTERS AND MATES FOREIGN SEA-GOING.

The report of the chairman of the Board of Examiners of Masters and Mates of sea-going ships for the twelve months ending 30th June, 1894, will appear as appendix to this report.

During the fiscal year it will be seen by reference to the report in the appendix, the Board of Examiners have held meetings for the examination of candidates at the ports of Halifax, N.S.; St. John, N.B., Quebec and Yarmouth, N.S. Ninety-one candidates presented themselves for examination at the ports named; 60 succeeded in passing, while 31 failed. Of the 60 that passed, 32 received certificates as master and 28 as mate.

The number of candidates who have passed and obtained sea-going masters' certificates of competency since the Act went into operation, viz., 16th September, 1871, and to the 30th June, 1894, is 879, and the amount paid for certificates at the rate of \$10 each, \$18,710. During the same period, 1,279 candidates received certificates of competency as mate, and the amount paid, at the rate of \$5 each, was \$6,495.

In an appendix to this report a list will be found of all who have obtained certificates of competency and service, either as master or mate, during the year ended 30th June, 1893.

## INLAND AND COASTING CERTIFICATES.

During the twelve months ended 30th June, 1894, the number of candidates who have passed and obtained masters' certificates of service is 111, and the amount paid for their certificates at the rate of \$4 each was \$444. During the same period 24 candidates applied for certificates of service as mate, and the amount paid at the rate of \$2 each was \$48.

Applicants for certificates of competency as master number 206, and the amount paid at the rate of \$8 each was \$1,648. Forty-five applied for certificates of competency as mate, and the amount paid at the rate of \$4 each was \$260. The amount received for renewed certificates of competency and service was \$41, making a total of \$2,441, received from masters' and mates' inland and coasting certificates.

A list of certificates issued during the twelve months ended 30th June, 1894, will be found in the supplement to this report.

The total amount of fees received on account of certificates of competency and service, sea-going and inland and coasting, during the fiscal year ended 30th June, 1894, amounted to \$2,907.04, and the amount in detail expended on account of this service, as will be seen by reference to Appendix No. 1, to this report, was \$3,721.33. The vote for this service was \$5,000, and the sum expended to 30th June, 1894, \$3,721.33, leaving an unexpended balance of \$1,278.67.

## Marine and Fisheries.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871 :—

			Expenditure.		Receipts.	
			\$	cts.	\$	cts.
For the fiscal year ended 30th June, 1871.			1,410	45		
do	do	1872.	4,312	07	1,344	00
do	do	1873.	6,466	18	4,963	00
do	do	1874.	4,520	19	2,995	00
do	do	1875.	5,696	62	2,715	00
do	do	1876.	4,672	08	2,021	87
do	do	1877.	4,050	00	1,740	50
do	do	1878.	4,249	76	1,296	50
do	do	1879.	4,250	12	1,334	50
do	do	18-0.	4,253	43	1,547	00
do	do	1881.	3,888	41	1,333	50
do	do	1882.	3,965	19	1,152	50
do	do	1883.	4,021	20	1,314	00
do	do	1884.	3,909	59	9,437	50
do	do	1885.	4,324	15	2,897	00
do	do	1886.	5,245	28	2,152	00
do	do	1887.	4,855	98	2,172	00
do	do	1888.	5,060	96	3,220	80
do	do	1889.	4,381	04	2,202	00
do	do	1890.	4,117	83	2,186	00
do	do	1891.	4,255	24	2,586	00
do	do	1892.	4,363	88	2,149	00
do	do	1893.	4,116	99	2,484	00
do	do	1894.	3,721	33	2,907	04
Expenditure.....			104,107	97		
Receipts.....					58,150	71
Excess of expenditure over receipts .....			45,957		26	

### FOREIGN SEA-GOING.

STATEMENT showing the number of masters' and mates' certificates of competency and service issued during the six months ended 30th June, 1894, at different Ports in the Dominion.

Victoria.		Halifax.		St. John.		Quebec.		Yarmouth.		Charlottetown.	
Master.	Mate.	Master.	Mate.	Master.	Mate.	Master.	Mate.	Master.	Mate.	Master.	Mate.
1	1	10	7	2	1	1	4	2	.....	.....	.....

CERTIFICATES OF

Place of examination.	COASTING.		INLAND.		INLAND.	
	Master.	Mate.	Master.	Mate.	Master.	Mate.
Ottawa.....						
St. Catharines.....			4 F. and A.	7 F. and A.	12 steamer.	3 steamer...
Yarmouth.....	2 steamer 1 square rig.					
St. John.....	17 F. and A., 5 square rig.					
Victoria.....	7 steamer...					
Kingston.....			1 F. and A.		1 steamer...	1 steamer...
Quebec.....	4 steamer, 2 square rig, 1 F. and A.	1 square rig.				
Toronto.....					1 steamer...	
Halifax.....						
Fredericton.....						
Winnipeg...					2 steamer...	
	39	1	5	7	16	4

CERTIFICATES OF

Halifax.....	1 F. and A.	2 F. and A.				
Parrsborough.....	1 F. and A.	5 F. and A.				
Charlottetown.....	1 st. tug, 6 F. and A., 1 steamer, 1 square rig.					
St. Catharines.....						
Canning.....	1 square rig.					
Quebec.....	1 F. and A.					
Toronto.....						
Richibucto.....	1 F. and A.					
St. John.....						
Ottawa.....	2 st. tug.			2 F. and A.	1 steamer...	
Digby.....	1 steamer.					
Kentville.....	1 F. and A.					
Kingston.....				1 F. and A.		
Rat Portage.....						
Pictou, N. S.....						1 steamer...
	19	7		3		1

## Marine and Fisheries.

### COMPETENCY.

INLAND.		MINOR INLAND.		MINOR INLAND.		MINOR INLAND.	
Master.	Mate.	Master.	Mate.	Master.	Mate.	Master.	Mate.
		6 steamer	1 steamer	1 F. and A.		6 steam tug. 1 steam tug.	1 steam tug.
		5 steamer	2 steamer			5 steam tug.	2 steam tug.
		3 steamer 7 steamer	3 steamer 1 steamer			13 steam tug	
			1 steamer				
1 st. tug.		1 steamer				1 steam tug.	
		13 steamer				8 steam tug.	
1		35	8	1		34	3

### SERVICE

				1 F. and A.		
					2 F. and A.	3 steam tug.
1 steam tug.		2 steamer 2 steamer				10 steam tug
		1 steamer	1 steamer	1 F. and A.		
		1 steamer		1 F. and A.		
		1 steamer				
1		7	1	2	2	13

## WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the department as having occurred in Canadian waters and to Canadian sea-going vessels in waters other than those of Canada during the twelve months ended 30th June, 1894, was 86, representing a tonnage of 36,777 tons register, and the amount of loss, both partial and total, to vessels and cargoes so far as ascertained was \$322,225.

The number of lives reported lost in connection with these casualties was 10. A statement of the wrecks and casualties forms an appendix to this report.

## SICK AND DISTRESSED MARINERS.

Under the provisions of chap. 76, Revised Statutes, a duty of two cents per ton register is levied on every vessel arriving in any port in the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming "The Sick Mariners' Fund." Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons three times in each year.

By an amendment to this Act passed at the session of Parliament in 1886, 50-51 Vic., chap. 40, it is provided that no vessel which is not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended 30th June last amounted to \$49,105.49, being an increase of \$2,915.85 as compared with the preceding year. The increase, or decrease in receipts of sick mariners' dues in the various provinces were as follows:—Quebec, increase \$1,001.50; Nova Scotia, increase \$1,427.93; New Brunswick, increase \$467.40; Prince Edward Island, decrease \$23.40; British Columbia, increase \$85.78.

The Sick Mariners Act does not apply to the province of Ontario and consequently no dues are collected from vessels in that province, although a small expenditure is incurred on account of sick seamen. For a number of years past a vote of \$500 has been made by Parliament to the General Hospital at Kingston and a similar amount to the General Hospital at St. Catharines for the care of such seamen as may receive medical attendance in them. During the fiscal year ended 30th June sick seamen were paid for at a per diem rate of 90 cents. The amount paid to St. Catharines Hospital was \$287.10 for attendance on 9 sick seamen, 317 days. The sum of \$500.00 was paid the Kingston Hospital for attendance on sick seamen.

In the province of Quebec the expenditure on account of sick seamen amounted to \$7,254.78, being \$625.35 more than the previous year. The total collections for the entire province amounted to \$15,129.93, being \$1,001.50 more than the previous year.

At the port of Montreal sick seamen are cared for at the General Hospital and at Notre Dame Hospital under an arrangement made by the department by which 90 cents per diem is paid for board and medical attendance of each seaman. The number of seamen admitted to the Montreal General Hospital was 145, and the number of days during which they received treatment and board was 1,368. The total cost, including ambulance hire, being \$1,249.20. The amount paid the Notre Dame Hospital was \$1,561.50 for the treatment of 160 sick seamen for a total number of 1,735 days.

## Marine and Fisheries.

Chicoutimi Hospital received 11 seamen to whom medical treatment and board were given at a cost of \$331.20. The sick mariners' dues collected at the port of Montreal during the fiscal year ended 30th June amounted to \$4,833.58.

At the port of Quebec sick seamen were cared for at the Jeffrey Hale and the Hotel Dieu Hospitals, the sum of 90 cents for each seaman is allowed in return for medical attendance and board. The sum paid the Jeffrey Hale Hospital was \$1,710.80, where 160 men received treatment for a total number of 1,892 days. The sum of \$499.40 was paid the Hôtel Dieu Hospital for attendance to 19 seamen 546 days. At Hôtel Dieu de Lévis 1 seaman was treated 60 days at a cost of \$54. The sick mariners' dues collected at Quebec amounted to \$7,956.00.

The expenditure on account of sick seamen in the province of New Brunswick for the fiscal year amounted to \$7,001.24, being less than the preceding year, and the collection of dues to \$9,461.02, or \$467.40 more than the previous year. Marine hospitals have been maintained at Miramichi, Richibucto and Bathurst.

The Marine Hospital at St. John has been closed ; a more economical and satisfactory arrangement for the treatment of sick seamen has been made with the St. John General Public Hospital.

The department entered into an arrangement with the authorities of the St. John General Public Hospital, to have the sick seamen in the Marine Hospital, transferred to the Public Hospital on the 1st February, 1893. The Commissioners of the General Public Hospital agreed to take care of sick seamen entitled to medical attendance and board for the sum of 90 cents per day, the same as is paid for seamen in public hospitals in Montreal, Halifax, Quebec and Charlottetown.

At the General Public Hospital, St. John, 300 seamen were treated 3,998 days at a cost of \$3,680.87.

At Miramichi, 56 seamen were admitted and received treatment, 1,002 days, at a cost of \$1,180.86.

At Richibucto, 3 seamen were admitted and received treatment for 76 days. The cost of maintaining the hospital was \$382.55.

At Bathurst, 13 seamen were in hospital 407 days. The cost of maintaining the hospital during the year was \$728.71.

The St. Andrew's Hospital is in charge of the matron, who is allowed to charge \$3.00 per week for boarding sick seamen. No salaries are paid in connection with the maintenance of the hospital. At this hospital 5 seamen were treated 78 days at a cost of \$144.38.

The Sackville Hospital has been leased to Mr. Bradford Carter for three years from 1892, at a nominal rental. The terms of the lease require Mr. Carter to keep the buildings in repair, and if the department should require the hospital at any time, it is to be handed over on notice being given.

In the province of Nova Scotia, marine hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. The total expenditure on account of sick seamen in the province of Nova Scotia for the fiscal year amounted to \$13,949.62, and the receipts to \$16,882.53.

The Marine Hospital at Yarmouth is located at Bunker's Island ; 19 seamen were admitted during the year ended 30th June, who were treated 447 days. The expenditure for this purpose being \$367.45.

At Halifax provision is made for the care of sick seamen at the Victoria General Hospital under arrangements made with the managers, by which the sum of 90 cents per diem is allowed for board and medical attendance to sick seamen. The sum paid the managers of the hospital for board and medical treatment during the past fiscal year was \$5,409.30; 378 men were admitted, and the number of days for which treatment is charged is 7,334.

At Lunenburg, 28 seamen were admitted and received medical treatment 572 days. The cost of maintaining the hospital being \$759.02.

At Pictou, 19 seamen were admitted to the hospital, their total treatment being for 355 days; the sum paid in connection with maintaining the hospital was \$570.83.

At Sydney, 68 seamen received medical treatment, the total number of days being 735, and the amount expended in maintaining the hospital was \$737.74.

At Point Tupper, 10 seamen were admitted to the hospital, the total number of days for which they received treatment being 71, and the amount expended in connection with keeping the hospital was \$245.83.

In the province of Prince Edward Island the amount expended on account of sick and disabled seamen during the fiscal year was \$1,877.69; and the receipts from sick mariners' dues were \$460.54.

Sick seamen are cared for at the Charlottetown and Prince Edward Island Hospitals under arrangements made with the managers of these institutions at the same rate as is paid to the public hospitals in other parts of the Dominion.

The Charlottetown hospital admitted 36 sick seamen, giving them treatment for 1,314 days; the amount paid was \$1,182.60.

At the Prince Edward Island Hospital 12 men received medical treatment for a total number of 372 days. The sum of \$334.80 was paid to the managers for the fiscal year ended 30th June.

In the province of British Columbia the sum of \$3,904.38 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to \$7,215.88.

The Marine Hospital at Victoria has in attendance a medical superintendent with a salary of \$300 per annum, a keeper whose salary is \$500 per annum; he is also allowed a rate of \$5 per week for board and attendance of each seamen. The keeper procures fuel, light, bedding, etc., at his own expense. The number of seamen admitted to the hospital for the past year was 106, and the total number of days during which they received treatment was 799, and the sum expended was \$2,075.36.

At ports where no hospitals are established, in the province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under the direction of the chief officer of customs when the vessels to which the seamen belong have paid dues, according to law. A circular to collectors of customs was issued 7th February, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, provided that the regular dues were previously paid at some port.

During the fiscal year the sum of \$2,666.13 was expended [for shipwrecked and destitute seamen, under the provisions of the Sick and Distressed Mariners' Act. Of this sum \$1,278.63 were paid to Her Majesty's Imperial Government to reimburse expenses incurred in caring for shipwrecked and distressed Canadian seamen in foreign ports.

The total expenditure by this department on account of sick and disabled seamen, and distressed and shipwrecked seamen amounted to \$38,403.94, and the appropriation

## Marine and Fisheries.

by Parliament for this service was \$38,000. The dues collected amounted to \$49,105.49. It will be seen that the receipts exceeded the expenditure \$10,701.55.

The receipts and expenditure in connection with this service during the preceding 25 fiscal years were as follows :—

	Receipts.	Expenditure.
	\$ cts.	\$ cts.
For the fiscal year ended 30th June, 1869.....	31,353 78	26,987 64
do do 1870.....	31,410 46	27,029 34
do do 1871.....	29,683 41	28,971 22
do do 1872.....	34,911 64	34,947 60
do do 1873.....	37,136 10	41,016 43
do do 1874.....	41,500 16	59,778 90
do do 1875.....	37,801 46	50,684 76
do do 1876.....	41,287 66	48,828 49
do do 1877.....	43,739 21	51,647 94
do do 1878.....	44,665 07	43,780 90
do do 1879.....	37,779 57	42,729 36
do do 1880.....	42,523 20	42,160 91
do do 1881.....	49,779 72	40,667 52
do do 1882.....	45,951 47	39,359 11
do do 1883.....	45,573 42	36,249 65
do do 1884.....	48,667 07	39,553 58
do do 1885.....	39,068 39	44,501 57
do do 1886.....	40,848 05	50,377 62
do do 1887.....	42,334 92	37,447 35
do do 1888.....	41,669 64	36,447 85
do do 1889.....	39,306 29	41,320 59
do do 1890.....	47,881 75	41,729 11
do do 1891.....	43,829 68	35,155 12
do do 1892.....	45,381 92	33,498 83
do do 1893.....	46,190 69	35,052 37
do do 1894.....	49,105 40	38,403 94
Total.....	1,079,380 13	1,051,334 40
Deduct expenditure from receipts.....	1,051,334 40	
Excess of receipts over expenditure.....	28,045 73	

## MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1894, including old and new vessels, sailing vessels, steamers and barges, was 7,245, measuring 869,624 tons, register tonnage, being a decrease in tonnage of 42,915 tons as compared with 1893. The number of steamers on the registry books on the same date was 1,640, with a gross tonnage of 240,906 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$26,088,720.

The number of new vessels built and registered in the Dominion of Canada during the last year was 326, measuring 21,243 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value \$955,935 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion on the 31st December last, along with a comparative statement of the tonnage from 1873 to 1894. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1894, both inclusive.



LIST of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, in 1894.

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham .....	26			440
Dorchester .....				
Moncton .....				
Richibucto .....	1			799
Sackville .....	1			109
St. Andrews .....				
St. John .....	12			1,186
Total .....	40			2,534

## PROVINCE OF NOVA SCOTIA.

Amherst .....	8			906
Annapolis .....	3			300
Arichat .....	2			23
Barrington .....	8			213
Canso .....	1			45
Digby .....	4			108
Guysborough .....				
Halifax .....	13			451
Liverpool .....	6			348
Lunenburg .....	21			1,346
Maitland .....	2			356
Parrsborough .....	10			1,709
Pictou .....	2			29
Port Hawkesbury .....	9			111
Port Medway .....	1			199
Pugwash .....				
Shelburne .....	16			684
Sydney .....	10			1,355
Truro .....				
Weymouth .....	1			17
Windsor .....	3			379
Yarmouth .....	8			142
Total .....	128			8,721

## PROVINCE OF QUEBEC.

Amherst, M. I. ....				
Gaspé .....	2			24
Montreal .....	30			3,694
New Carlisle .....				
Percé .....				
Quebec .....	23			694
Total .....	55			4,412

## PROVINCE OF ONTARIO.

Amherstburg .....				
Belleville .....	2			15
Bowmanville .....				
Brockville .....				
Chatham .....	1			42
Chippewa .....				
Cobourg .....				
Collingwood .....	6			306
Cornwall .....				

## Marine and Fisheries.

List of Ports at which Vessels may be Registered, showing the Number of New Vessels Built and Registered, in 1894—*Continued.*

### PROVINCE OF ONTARIO—*Continued.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Cramahe.....	2			278
Deseronto.....	2			15
Dunnville.....				
Goderich.....	3			32
Hamilton.....	6			58
Kingston.....	6			154
Morrisburg.....				
Napanee.....				
Oakville.....				
Ottawa.....	20			625
Owen Sound.....	1			12
Pictou.....	1			87
Port Arthur.....	1			24
Port Burwell.....				
Port Colborne.....				
Port Dover.....				
Port Hope.....	1			8
Port Rowan.....				
Port Stanley.....	1			540
Prescott.....				
Sarnia.....				
Saugeen.....				
Sault Ste. Marie.....	6			757
St. Catharines.....	5			184
Toronto.....				
Wallaceburg.....				
Whitby.....				
Windsor.....				
<b>Total.....</b>	<b>64</b>			<b>3,137</b>

### PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	3			183
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### PROVINCE OF BRITISH COLUMBIA.

New Westminster.....	9			464
Vancouver.....	4			510
Victoria.....	12			926
<b>Total.....</b>	<b>25</b>			<b>1,900</b>

### PROVINCE OF MANITOBA.

Winnipeg.....	11			356
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### SUMMARY.

New Brunswick.....	40			2,534
Nova Scotia.....	128			8,721
Quebec.....	55			4,412
Ontario.....	64			3,137
Prince Edward Island.....	3			183
British Columbia.....	25			1,900
Manitoba.....	11			356
<b>Total.....</b>	<b>326</b>			<b>21,243</b>

## COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of both

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia .....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec .....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario .....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island .....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia .....	5	276			1	121	2	204	2	45
Manitoba .....							3	48	1	15
	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746			3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany .....					1	480				
Total .....	496	190,756	480	151,012	420	130,901	432	120,928	340	101,536

	1885.		1886.		1887.		1888.		1889.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick .....	34	7,736	34	4,931	18	2,909	32	2,530	50	4,792
Nova Scotia .....	102	24,703	93	20,948	87	12,310	116	12,965	126	19,645
Quebec .....	29	4,556	27	2,683	28	2,888	23	2,669	27	3,759
Ontario .....	45	4,509	52	2,075	66	2,993	62	5,095	45	3,259
Prince Edward Island .....	11	1,707	12	1,318	7	601	12	1,412	12	1,503
British Columbia .....	6	648	8	154	9	376	18	448	12	840
Manitoba .....	13	320	3	98	8	439	1	11	8	548
	240	43,179	229	32,207	224	22,516	264	25,130	280	34,346
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered										
Add new vessels which left Quebec for registration in Germany .....										
Total .....	240	43,179	229	32,207	224	22,516	264	25,130	280	34,346

## Marine and Fisheries.

Canada during the Year ended 31st December, in each year from 1874 to 1894, inclusive.

1879.		1880.		1881.		1882.		1883.		1884.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,250	66	16,820	72	21,103	46	12,888
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189
5	788			2	85	8	1,631	5	849	15	675
		1	100	2	116	1	289	2	125	37	3,366
265	74,227	271	65,441	336	74,060	288	60,113	374	74,090	387	72,411
						1	1,029				
265	74,227	271	65,441	336	74,060	289	61,142	374	74,090	387	72,411
1890.		1891.		1892.		1893.		1894.			
35	5,572	43	6,269	21	1,873	119	2,819	40	2,534		
150	33,907	130	35,528	105	16,446	111	15,089	128	8,721		
25	4,880	46	4,200	34	2,620	53	4,220	55	4,412		
41	4,917	44	2,662	34	3,684	49	4,126	64	3,137		
12	2,008	5	1,000	9	967	3	634	3	183		
15	876	41	2,364	46	2,887	19	944	25	1,900		
7	218	3	122	6	296	8	608	11	356		
285	52,378	312	52,145	255	28,773	362	28,440	326	21,243		
285	52,378	312	52,145	255	28,773	362	28,440	326	21,243		

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1894.

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham .....	320	31	1,454	9,370
Dorchester .....	9			4,921
Moncton .....	16			2,600
Richibucto .....	18	3	129	2,846
Sackville .....	12	2	41	1,218
St. Andrews .....	140	5	108	3,414
St. John .....	488	63	7,437	111,888
Total .....	1,003	104	9,169	136,257

## PROVINCE OF NOVA SCOTIA.

Amherst .....	8			906
Annapolis .....	60	3	85	6,228
Arichat .....	122	1	66	5,110
Barrington .....	57	1	15	2,106
Canso .....	3			151
Digby .....	175	5	254	11,653
Guysborough .....	33			1,561
Halifax .....	795	53	10,792	44,201
Liverpool .....	84	2	137	7,073
Lunenburg .....	335	6	271	27,199
Maitland .....	30			28,015
Pugwash .....	8			634
Parrsborough .....	130	2	201	32,160
Pictou .....	65	17	1,126	13,934
Port Hawkesbury .....	74	2	43	2,616
Port Medway .....	23	1	45	1,902
Sydney .....	119	10	942	5,809
Shelburne .....	106	1	38	6,657
Truro .....	4			1,441
Windsor .....	167	11	2,450	107,959
Weymouth .....	40	2	175	3,727
Yarmouth .....	272	14	4,477	60,390
Total .....	2,710	131	21,117	371,432

## PROVINCE OF QUEBEC.

Amherst, M. I. ....	22			826
Gaspé .....	31	1	708	2,139
Montreal .....	493	160	54,249	84,169
New Carlisle .....	14	3	49	508
Perceé .....				
Quebec .....	867	131	20,398	72,948
Total .....	1,427	295	75,404	160,590

## PROVINCE OF ONTARIO.

Amherstburg .....	3			148
Belleville .....	16	10	520	824
Brockville .....	25	23	317	381
Bowmanville .....	4			752
Collingwood .....	60	58	6,500	4,805
Chippewa .....	3	2	263	153
Cramahe .....	2			278
Chatham .....	29	18	1,184	1,719
Cobourg .....	5	1	23	455

## Marine and Fisheries.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books  
of the Dominion of Canada, on the 31st December, 1894—*Continued.*

### PROVINCE OF ONTARIO—*Continued.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Cornwall				
Dunnville	9	5	6.5	1,031
Deseronto	18	13	1,348	1,804
Goderich	45	96	746	1,912
Hamilton	53	40	8,427	7,238
Kingston	192	73	9,223	25,327
Napanee	3			409
Owen Sound	34	31	4,959	3,733
Ottawa	289	59	13,525	25,121
Oakville	3			157
Prescott	29	15	755	3,906
Port Burwell	14	6	54	1,032
Port Arthur	8	8	3,078	1,991
Port Dover	19	6	170	1,139
Port Colborne	6	2	95	683
Port Hope	64	38	3,302	6,153
Port Rowan	5	1	168	524
Port Stanley	11	9	1,260	1,062
Pictou	32	11	1,383	3,330
Sarnia	27	20	7,364	6,743
Sault Ste. Marie	14	12	477	528
St. Catharines	133	67	9,383	19,942
Saugeen				
Toronto	235	160	16,748	17,327
Wallaceburg	33	18	1,065	2,121
Windsor	54	28	6,120	5,283
Whitby	3			514
<b>Total</b>	<b>1,480</b>	<b>830</b>	<b>99,092</b>	<b>148,525</b>

### PROVINCE OF MANITOBA.

Winnipeg	98	61	6,132	6,715
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### PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	191	23	5,794	19,650
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### PROVINCE OF BRITISH COLUMBIA.

Victoria	218	101	16,461	17,609
New Westminster	75	61	4,769	6,395
Vancouver	43	34	2,968	2,451
<b>Total</b>	<b>336</b>	<b>196</b>	<b>24,198</b>	<b>26,455</b>

### SUMMARY.

New Brunswick	1,003	104	9,169	136,257
Nova Scotia	2,710	131	21,117	371,432
Quebec	1,427	295	75,404	160,590
Ontario	1,480	830	99,092	148,525
Manitoba	98	61	6,132	6,715
Prince Edward Island	191	23	5,794	19,650
British Columbia	336	196	24,198	26,455
<b>Total</b>	<b>7,245</b>	<b>1,640</b>	<b>240,906</b>	<b>869,624</b>

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on  
from 1873 to

Provinces.	1873.		1874.		1875.		1876.		1877.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick . . . . .	1,147	277,850	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457
Nova Scotia . . . . .	2,803	449,701	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579
Quebec . . . . .	1,842	214,083	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399
Ontario . . . . .	681	89,111	815	113,008	825	114,990	889	123,947	926	131,761
P. E. Island . . . . .	280	38,918	312	48,338	335	50,677	338	50,692	342	55,547
British Columbia . . . . .	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479
Manitoba . . . . .					2	178	2	178	6	246
Total . . . . .	6,783	1,073,718	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468
	1884.		1885.		1886.		1887.		1888.	
New Brunswick . . . . .	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia . . . . .	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec . . . . .	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario . . . . .	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island . . . . .	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
British Columbia . . . . .	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba . . . . .	55	5,722	63	5,439	65	5,578	71	5,811	69	5,745
Total . . . . .	7,254	1,253,747	7,315	1,231,856	7,294	1,217,766	7,178	1,130,247	7,142	1,089,642

## Marine and Fisheries.

the Registry Books of the Dominion of Canada, on the 31st December, in each Year, 1894, both inclusive.

1878.		1879.		1880.		1881.		1882.		1883.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
1,676	248,349	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
958	135,440	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
322	54,250	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
51	4,482	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
17	1,161	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
7,469	1,333,015	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,374	1,276,440
1889.		1890.		1891.		1892.		1893.		1894.	
1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086	1,003	136,257
2,855	464,451	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263	2,710	371,432
1,455	168,509	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121	1,427	160,590
1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665	1,480	148,525
224	25,506	231	26,080	195	23,316	196	22,706	188	20,970	191	19,650
176	15,241	196	16,024	246	19,767	298	23,448	315	24,900	336	26,455
77	6,091	79	6,475	78	6,197	81	6,118	89	6,534	98	6,715
7,153	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539	7,245	869,624



## LOAD LINES.

In 1893 the Canadian Parliament passed the following enactment :—

56 VICTORIA, CHAP. 22.

*An Act to amend the Merchant Shipping Act, with respect to Load Lines.*

[Assented to 1st April, 1893.]

Whereas by section 547 of the Act of the Parliament of the United Kingdom known as The Merchant Shipping Act, 1854, it is enacted that the legislative authority of any British possession shall have power by any Act or ordinance confirmed by Her Majesty in Council to repeal, wholly or in part, any provisions of the said Act relating to ships registered in such possession; and whereas by the Act of the said Parliament known as The Merchant Shipping Act, 1876,—which, as is provided by section 2 thereof, is to be construed as one with The Merchant Shipping Act, 1854, and the Acts amending the same,—certain provisions are made in sections 26, 27 and 28 thereof, with respect to the marking of load lines upon British ships; and whereas by sections 1 and 2 of the Act of the said Parliament known as The Merchant Shipping Act, 1890, the provisions of the said sections 26 and 27 are amended in certain particulars; and whereas it is not desirable that the said sections 26 and 27, as so amended, or the regulations which have been or may be made by the Board of Trade thereunder, or the provisions of the said section 28, should apply to ships registered in Canada: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, declares and enacts as follows :—

1. Sections 26, 27 and 28 of The Merchant Shipping Act, 1876, and sections 1 and 2 of The Merchant Shipping Act, 1890, of the United Kingdom, are hereby repealed so far as they relate to or affect ships registered in Canada.

2. This Act shall not come into force until Her Majesty's pleasure thereon has been signified by proclamation in the *Canada Gazette*, nor until a proclamation of the Governor in Council bringing it into effect has also been published in the said *Gazette*.

The Imperial Board of Trade, however, did not consider it advisable to recommend the Secretary of State to advise Her Majesty to confirm the Act referred to. The Board is of opinion that the provisions of any Statute made by Canada under the provisions of the 547th section of the Merchant Shipping Act of 1854 have force only touching the territorial limits of the Dominion, and are inoperative in the United Kingdom, and that the only issue involved was, "do the rules press in any sense unfairly upon Canadian ship owners."

The department, however, submitted that the real issue involved appeared to be: Was the Parliament of Canada acting within its powers when by legislature enactment it repealed the Imperial load line sections so far as they relate to Canadian ships without regard to territorial limitations? The department further submitted that had it been the intention of the Imperial Parliament to establish a territorial limitation when enacting the 547th section of the Imperial Merchant Act of 1854, it would have done so in expressed terms as was done in the Merchant's Shipping Act of 1876, section 44, which reads as follows :—

"Nothing in this Act shall apply to any vessel employed exclusively in trading, or going from place to place, in any river or inland water, of which the whole or part is in any British possession, and the provisions of this Act relating to deck cargo shall not apply to deck cargo carried by a ship while engaged in the coasting trade of any British possession."

The Imperial Act of 1867 known as "The British North America Act," concedes to Canada the regulating of her trade, commerce and shipping. Under this provision and the provisions of section 547 of Merchant's Shipping Act, 1854, any Act or ordinance confirmed by Her Majesty in Council, to repeal wholly or in part any provisions of the

## Marine and Fisheries.

Merchant's Shipping Act of 1854, relating to ships registered in such possession, has due legal effect after such Act or ordinance has received the assent, and has been proclaimed in such possession or until such time thereafter as may be fixed by such Act or ordinance for the purpose.

The Parliament of Canada purporting to act under the power conveyed by the 547th section of the Imperial Merchant Shipping Acts of 1854, and the provisions of the British North America Act repealed certain sections of the Merchant Shipping Acts of 1876 and 1890, so far as they relate to or affect ships registered in Canada.

It is not apparent that the 547th section of the Imperial Merchant Shipping Act of 1854, refers to or creates territorial limitations.

It was further submitted that the provision and power apparently conveyed by the 547th section of the Merchant Shipping Act of 1854 was acted on by the Parliament of Canada which passed an act relating to the registration and classification of shipping, and that enactment it contended repealed whatever general provisions might exist in the Imperial enactments upon this subject and which are inconsistent with the provisions of the Canadian Act.

The repealing clause of that Act is as follows:—

“ And whereas by the 547th section of the Merchant Shipping Act, 1854, it is enacted and provided that the legislative authority of any British possession shall have power by any act or ordinance confirmed by Her Majesty in Council to repeal wholly or in part any provision of the said Act relating to ships registered in such possession so much of the said Act and of any other Act amending the said Act and forming part of the same as is inconsistent with this Act is hereby repealed so far as relates to ships registered in Canada.”

No exception was at that time or since taken to this legislation nor was it contended that the provisions of the Act had effect only within Canadian territorial limits. The interpretation now suggested by the Board of Trade respecting the powers conferred upon the Canadian Parliament by the Merchant Shipping and the British North America Acts respecting ships registered in Canada is new, and a report was made to Council recommending that measures be taken to submit this view of the case to Her Majesty's Government. This recommendation was carried into effect in July last.

To this representation the following despatch was received:—

*“ Colonial Office to the Governor General.*

“ DOWNING STREET, September 22nd, 1894.

“ MY LORD,—I have the honour to acquaint you that I have had under my consideration your despatch No. 218 of the 21st of July, and its inclosures, respecting the Dominion Load Line Act of 1893.

“ The expression used in the paragraph of the letter from the Board of Trade, of 29th December last, to which the Minister of Marine and Fisheries takes exception, may be open to the construction which he has placed upon it, but the object of that letter was not to give a definition of the powers conferred on the Canadian Legislature, under section 547 of the Merchant Shipping Act of 1854, but to point out what, in the opinion of the board, that Legislature was not empowered to do. The point of the paragraph referred to, was that an Act of the Canadian Parliament cannot so run in Great Britain as to control the proceedings of British authorities acting under Imperial Legislation within the United Kingdom.

“ It is no doubt the case that the effect of that section of the British North America Act was to delegate to the Dominion Parliament, with the assent of the Crown, the power of making laws applying to Canadian registered ships, not only when within the limits of the Dominion, but also when on the high seas or within a foreign port, in so

far as the jurisprudence of the foreign country recognizes the law of the ship, when within its jurisdiction.

“It could not, however, have been the intention of Parliament to empower the Dominion Legislature practically to legislate for the United Kingdom by repealing or modifying the provisions of Imperial Legislation, applicable within the territorial jurisdiction of the United Kingdom, and I have no doubt, your Ministers will recognize that as the authorities in this country cannot be bound by any other statute law than that which is found in the statute-book of the United Kingdom, the Load Line Act passed by the Dominion Legislature in 1893, is not one, which Her Majesty can be advised to allow.

The suggestion made by the Board of Trade, for a conference between the experts of that department and an expert of the Dominion Government on the subject of the Lord Line Tables, would seem to furnish the most satisfactory mode of arriving at an agreement on this matter, and I would be glad to learn that your government are willing to take part in such a conference.

I have, &c.,

Governor General,

(Signed)

RIPON.

&c., &c., &c.

To the above despatch the Minister replied in the following report to council:—

“MARINE AND FISHERIES, CANADA, OTTAWA, October 11th, 1894.

“To His Excellency

The Governor General in Council.

“The undersigned has the honour to acknowledge the reference of a despatch from the Most Honourable the Marquis of Ripon to Your Excellency, dated 22nd September, upon the subject of your Excellency’s despatch, No. 218, of the 21st July, and its enclosures respecting the Dominion Load Line Act of 1893.

“Lord Ripon appears to admit that the view taken by the undersigned touching the expression used in the paragraph of the letter from Board of Trade of the 29th December last is correct, but His Lordship goes on to say that while the effect of the section of the British North America Act to which the undersigned refers was to delegate to the Dominion Parliament, with the assent of the Crown, power to legislate for Canadian registered ships, without limitation, (outside of the rules of international law), it could not have been the intention of the British Parliament to empower the Dominion Legislature practically to legislate for the United Kingdom, by repealing or modifying the provisions of Imperial legislation applicable within the territorial jurisdiction of the United Kingdom, and His Lordship expresses the belief that Your Excellency’s Minister will recognize that as the authorities in this country cannot be bound by any other statute-law than that which is found on the statute-book of the United Kingdom, the Load Line Act, by which His Lordship no doubt means the act entitled an act to amend the Merchant Shipping Act with respect to Load Lines, passed by the Dominion Legislature in 1893 is not one which Her Majesty can be advised to allow.

“The preamble of the act in question may be set out here for convenience. It reads as follows:

“Whereas by section five hundred and forty seven of the Act of the Parliament of the United Kingdom known as the Merchant Shipping Act, 1854, it is enacted that the legislative authority of any British possession shall have power by any act or ordinance confirmed by Her Majesty in Council to repeal, wholly or in part, any provisions of the said act relating to ships registered in such possession; and whereas by the act of the said Parliament known as the Merchant Shipping Act 1876, which, as is provided by section two thereof is to be construed as one with the Merchant Shipping Act 1854, and the acts amending the same,—certain provisions are made in sections twenty-six, twenty-seven and twenty-eight thereof, with respect to the marking of load lines upon British ships; and whereas by sections one and two of the Act of the said Parliament known as the Merchant Shipping Act, 1890, the provisions of the said sections twenty-six and twenty-seven, are amended in certain particulars; and whereas it is not desirable that the said sections twenty-six and twenty-seven, as so amended, or the regulations which have been or may be made by the Board of Trade thereunder, or the provisions.

## Marine and Fisheries.

of the said section twenty-eight, should apply to ships registered in Canada : Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, declares and enacts as follows :—

“Owing to the great importance of the question which has been discussed, the undersigned ventures, through Your Excellency, to press for the further consideration of the wishes of the Canadian Parliament.

“Your Excellency’s Ministers when submitting that the British Parliament granted the authority which Lord Ripon admits to have been vested in the Canadian Parliament by the British North America Act, and which was expressly empowered by the Merchant Shipping Act as well, respecting Canadian Shipping, were aware that the exercise of this authority was subject to the approval and the assent of the Crown, and consequently, the second clause of the statute provides that the act shall not come into force until Her Majesty’s pleasure thereon has been signified by Proclamation in the Canada Gazette.

“It is admitted that this statute is within the powers of the Dominion Parliament.

“It remains only to consider whether the legislation is such that Her Majesty should be advised to allow it.

“Lord Ripon is of opinion that it is not such legislation as Her Majesty should be advised to allow.

“He considers it practically legislates for the United Kingdom.

“With great deference the undersigned desires to present the view that the statute in no sense attempts to legislate for the United Kingdom, but seeks, under the recognized authority of Imperial Legislation, to place Canadian vessels, when in British ports, upon no better footing than is already permitted to foreign bottoms, since the provisions of the Imperial Load Line Act do not apply to the latter.

“It seems only reasonable to the undersigned, in view of the provisions of the Merchant Shipping Act, and of the British North America Act, that Canadian shipping should be allowed the same privileges in British ports as are extended to foreign ships.

“On the other hand great injury appears likely to attend British interests should Her Majesty not be advised as Your Excellency’s Ministers have recommended.

“One large owner of wooden ships in St. John, New Brunswick, recently informed the Department of Marine and Fisheries that ‘he was doing his utmost to keep his vessels away from British Territory, as it is shown beyond question how British legislation is being made in the interest of foreigners, who can go there, load as deep as they like, carry what crews suit them, buy what provisions they choose, and no one can interfere, while the poor British craft is subject to their recent unreasonable laws in connection with shipping.’

“He concludes his communication by stating :—

“‘I hold tonnage under four different flags, and I am learning slowly but surely that the British flag is the least desirable of the lot.’

“Another ship owner in St. John, New Brunswick, cites the case of the “Orontes” a barque.

“The owner wrote : ‘The load line put upon her cut down her carrying so much that we had no alternative but to sell her to the Norwegians, under which flag she can carry full cargo.’

“The undersigned cannot resist the impression that the load line legislation was adopted by the Imperial Parliament in the interest of ships and ships’ crews belonging to the United Kingdom.

“It is in its object purely domestic, and no doubt has the support of the people of the United Kingdom.

“That such legislation is not desired by Her Majesty’s subjects in Canada is clear, and the undersigned accordingly has the honour to recommend that under these circumstances the point be considered whether this is not after all one of those cases within the terms and intent of the legislation contained in the Merchant Shipping Act, and the British North America Act.

“The undersigned has further the honour to recommend that a copy of this report, if approved, be forwarded to the Most Honourable the Principal Secretary of State for the Colonies, with a request for his reconsideration of its subject matter.

“Respectfully submitted,

(Signed) “CHARLES HIBBERT TUPPER.”

*Extract from a Report of the Committee of the Honourable the Privy Council by His Excellency on the 12th October, 1894.*

The committee of the Privy Council have had under consideration a despatch hereto attached, dated 22nd September, 1894, from the Marquis of Ripon, with regard to Your Excellency's despatch of the 21st July, 1894, and its inclosures respecting the Dominion Load Line Act of 1893.

The committee have had also under consideration a report, hereto attached, dated 11th October, 1894, from the Minister of Marine and Fisheries to whom the despatch was referred.

The committee concurring in the said report, advise that Your Excellency be moved to forward a certified copy of this minute, if approved, and of its annexes to the Most Honourable the Principal Secretary of State for the Colonies, with a request for his reconsideration of its subject matter.

All which is respectfully submitted for Your Excellency's approval.

(Signed) JOHN J. MCGEE,  
*Clerk of the Privy Council.*

The Honourable the Minister of Marine and Fisheries.

#### GEORGIAN BAY AND NORTH CHANNEL SURVEY.

The report of the chief engineer which forms an appendix to the report contains information relating to the hydrographic surveys in progress under the direction of the department. The report of Mr. W. Bell Dawson, engineer in charge of the tidal survey, will appear as part of the report of the chief engineer. The report also of Mr. W. J. Stewart, who has been in charge of the Georgian Bay and North Channel survey now completed, will form part of the report of the chief engineer. It will be seen that the officers and crew engaged in the survey began their work on the 1st of May last, and ended on the 23rd of October. The expenditure for the past fiscal year amounted to \$16,292.48.

The total expenditure on account of the Georgian Bay and North Channel survey, has been \$215,389.21.

#### LONGITUDE OF MONTREAL.

By reference to previous reports it will be seen that arrangements were made for determining the exact longitude of Montreal. The question is one of importance and is necessary for the construction of reliable hydrographic and other charts. The report of Professor C. H. McLeod, Superintendent of McGill College Observatory, published as Appendix No. 16, p. 122, to the report of 1892, contains information respecting the observations in connection with the work.

## Marine and Fisheries.

The following letter from Professor McLeod furnishes information as to the present stage of the work.

“MCGILL COLLEGE OBSERVATORY,  
“MONTREAL, 30th October, 1893.

“The Honourable  
“Sir CHARLES HIBBERT TUPPER,  
“Minister of Marine and Fisheries, Ottawa.

“SIR,—Replying to your request I have the honour to report that all my observations in connection with the determination of the longitude of Montreal and Canso, made in the summer of 1892, have been reduced and the results forwarded to the Astronomer Royal for combination with the results of the English observers.

“I have received from the Astronomer Royal the following as ‘provisional longitude results’ :—

“Montreal (The pier of the transit instrument in the observatory).....	4h. 54m. 18.7s.
“Canso (Hazel Hill. The pier near the office of the Commercial Cable Company).....	4h. 4m. 9.3s.
“Waterville (The pier near the office of the Commercial Cable Company).....	0h. 40m. 41.3s.

“My final report cannot be made until the Astronomer Royal has forwarded the completed reduction of the work.

“I am, sir, your most obedient servant,  
“C. H. McLEOD.”

“MONTREAL, 31st December, 1894.

“*Longitudes*.—I regret that the Astronomer Royal has not yet announced the final values of the longitudes of Montreal and Hazel Hill resulting from the observations made in 1892. I am, however, authorized to state that the final results will not differ materially from the provisional values given in my report for 1893, and that the determination is eminently satisfactory in the accordance of the work of the English observers and my own, in the several stages.

“I am, sir, your obedient servant,  
“C. H. McLEOD, *Supt.*

### STEAMBOAT INSPECTION AND CERTIFICATES TO ENGINEERS.

The annual report for the year 1893 of the chairman of the board of inspection forms an appendix to this report. The statement showing certificates granted to engineers of steamboat, together with a list of steam vessels inspected and steam vessels not inspected; number of passengers allowed to be carried in each passenger steamboat; steam vessels added to the list, and steamers lost or laid up or rendered unfit for service during the year, will be printed in the supplement.

The amount received during the past fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers was \$24,853.47, of which the sum of \$24,521.35 was for tonnage dues and inspection fees, and \$571 for certificates to engineers. The expenditure for the fiscal year amounted to \$25,961.36, showing an excess of expenditure over receipts of \$1,107.89.

The following is a comparative statement of receipts and expenditure :—

	Receipts.		Expenditures.	
	\$	cts.	\$	cts.
For fiscal year ended 30th June, 1870.....	12,521	29	7,379	18
do do 1871.....	10,369	96	8,321	00
do do 1872.....	11,710	43	8,500	00
do do 1873.....	15,412	75	11,205	54
do do 1874.....	15,603	19	10,291	58
do do 1875.....	15,011	90	12,199	81
do do 1876.....	13,811	24	13,081	86
do do 1877.....	15,858	42	12,073	01
do do 1878.....	12,431	25	13,228	28
do do 1879.....	12,331	16	13,076	46
do do 1880.....	15,424	02	11,854	34
do do 1881.....	16,905	49	12,211	65
do do 1882.....	15,277	78	14,835	97
do do 1883.....	12,577	36	16,209	02
do do 1884.....	15,371	79	21,893	28
do do 1885.....	13,343	66	23,235	04
do do 1886.....	14,087	76	21,775	57
do do 1887.....	12,701	20	22,837	80
do do 1888.....	12,550	14	21,430	45
do do 1889.....	12,576	18	22,313	03
do do 1890.....	19,859	18	20,989	52
do do 1891.....	21,644	72	22,183	76
do do 1892.....	20,994	84	22,736	59
do do 1893.....	25,295	35	24,386	95
do do 1894.....	24,853	47	25,961	36
Deduct receipts from expenditure.....	388,555	53	415,231	05
Balance to debit of fund.....			388,525	53
			26,705	52

The Steamboat Inspection Act was further amended at the last session of Parliament. The details respecting the amendments will be found under "legislation," in this report.

The following list contains the names of the inspectors of boilers and machinery and hulls and equipment of steamboats, viz. :—

Name.	Position.	Address.
Edward Adams.....	Chairman of Board of Steamboat Inspection.....	Ottawa.
M. P. McElhinney.....	Inspector of Hulls and Equipments.....	do
J. J. Olive.....	do do.....	St. John, N. B.
S. R. Hill.....	do do.....	Halifax, N. S.
Vacant.....	do do.....	Toronto, Ont.
Thos. Donnelly.....	do do.....	Kingston, Ont.
P. D. Brunelle.....	do do.....	Quebec, P. Q.
R. Collister.....	do do.....	Victoria, B. C.
John Dodds.....	Inspector of boilers and machinery.....	Toronto, Ont.
J. Johnston.....	do do.....	do do
T. P. Thompson.....	do do.....	Kingston, Ont.
Wm. Laurie.....	do do.....	Montreal, P. Q.
L. Arpin.....	do do.....	do do
J. Samson.....	do do.....	Quebec, do
D. Stevens.....	do do.....	Halifax, N. S.
H. L. Waring.....	do do.....	St. John, N. B.
J. A. Thomson.....	do do.....	Victoria, B. C.
C. E. Robertson.....	do do.....	Winnipeg, Man.

# Marine and Fisheries.

## INSIDE SERVICE.

The following comprises the names of officials and employees engaged in the inside service of the Department of Marine and Fisheries on the 1st July, 1894 :

Name.	Rank.	Salary.
Wm. Smith.....	Deputy Minister.....	\$ 3,600
John Hardie.....	Chief Clerk.....	2,400
S. P. Bauset.....	do.....	2,400
Wm. P. Anderson.....	Chief Engineer, General Supt. Lighthouses and Hydrographic Service.....	2,400
F. Gourdeau.....	Accountant.....	2,200
W. L. Magee.....	Chief Clerk.....	1,850
R. N. Venning.....	First class Clerk.....	1,600
W. H. Alexander.....	do do.....	1,550
W. P. McElhinney.....	do do.....	1,550
A. W. Owen.....	do do.....	1,450
E. Stanton.....	do do.....	1,450
J. S. Webster.....	Second class Clerk.....	1,400
J. B. Kent.....	do do.....	1,400
J. B. Halkett.....	do do.....	1,350
A. H. Belliveau.....	do do.....	1,300
V. C. Nicholson.....	do do.....	1,250
W. W. Stumbles.....	do do.....	1,250
V. H. Steele.....	do do.....	1,250
A. Halkett.....	do do.....	1,150
F. H. Cunningham.....	do do.....	1,150
T. Aumond.....	Third class Clerk.....	1,000
J. A. Murray.....	do do.....	950
J. McClenaghan.....	do do.....	950
D. C. Campbell.....	do do.....	900
R. Roy.....	do do.....	880
B. F. Burnett.....	do do.....	850
W. A. Mackinson.....	do do.....	750
A. H. Guion.....	do do.....	750
J. W. Watson.....	do do.....	550
W. C. Gordon.....	do do.....	500
E. W. Gilbert.....	do do.....	500
M. C. Doyle.....	do do.....	500
C. W. White.....	do do.....	400
John McCharles.....	do do.....	400
J. Morin.....	Messenger.....	500
J. A. Robertson.....	do.....	500

### EXTRA CLERKS.

M. Lamouche.....	\$	2 25	per diem
L. Bance.....		400 00	do annum.
E. McQuarrie.....		25 00	do month
L. Peck.....		15 00	do do

### HYDROGRAPHIC SURVEYS.

W. J. Stewart.....	\$	1,650 00	per annum.
C. F. Cox.....		1,300 00	do
B. H. Fraser.....		800 00	do
F. Anderson.....		700 02	do
L. J. Burpee.....		600 00	do
J. T. Fraser.....		600 00	do



## OUTSIDE SERVICE, MARINE BRANCH,

The number of persons employed in the outside service on the 30th June, 1893, was as follows :—

Superintendent of lights and light-keepers, &c., in Ontario and above Montreal . . . . .	164
Officers of agency in city of Quebec, light keepers, fog-alarm keepers, crews of light-ships, &c., at and near Montreal, in the province of Quebec . . . . .	170
Agent, clerk, messenger, superintendent of lights, light-keepers, fog-alarm keepers, attendants at humane establishments, &c., in Nova Scotia . . . . .	197
Agent, clerk, messenger, light-keepers, fog-alarm keepers, &c., in New Brunswick . . . . .	112
Agent and light-keepers in Prince Edward Island . . . . .	42
Agent and light-keepers in British Columbia . . . . .	16
Officers and crews of Dominion steamers and vessels, including Fisheries and Protection Service . . . . .	245
Coxswains of life-boats . . . . .	20
Inspectors of steamboats . . . . .	18
Examiners of masters and mates, and clerk to chairman of board . . . . .	14
Officers and servants in marine hospitals . . . . .	23
Shipping masters . . . . .	26
Harbour masters . . . . .	184
Officers of observatories, meteorological observers, &c., receiving pay . . . . .	143
Hydrographers and engineers, at Ottawa . . . . .	7
Receivers of wreck . . . . .	36
Wharfingers . . . . .	124
Making a total of . . . . .	1,503

For the previous year the number was 1,536. In addition to the 1,503 mentioned above, there are 70 registrars of shipping, who act under the direction and control of this department, but are, at the same time, collectors of customs at the various ports of registration, and receive no salary, or fees in their capacity of registrars. There are 93 measurers and surveyors of shipping at certain ports throughout the Dominion, who act as officers of this department, and are remunerated from their fees of office, although, in addition to such office, many of them hold a position in the customs service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the chief officer of customs at each port in the provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a shipping master, is to receive the fees, make the half-yearly returns to this department, and act in that capacity under its directions.

From the above statement it will be seen that there are 143 officers of observatories, &c., who receive pay for the performance of their duties; but in addition thereto there is a large number of meteorological observers throughout the Dominion who give their services gratuitously.

## Marine and Fisheries.

### METEOROLOGICAL SERVICE.

The director, Mr. Carpmael, died in England, on the 21st of October last, and the report of the meteorological service, for the fiscal year ended 30th June, 1894, which forms an appendix to this report was prepared by Mr. Stupart, acting director. Mr. Stupart reports that the interest taken by the general public in the information obtained from the data collected is shown by the increased number of inquiries from the legal, municipal and railway corporations, as well as private individuals. These inquiries entail a large amount of extra work, which is daily increasing.

The demand from persons in Toronto, and at a distance, for special forecasts continues to increase, and in all cases predictions have been furnished at once to those asking for them.

Warnings of approaching storms were issued to railways.

The average number of inquiries regarding the weather by telephone at the Toronto office is about six per day. The number of inquiries by telegraph regarding the weather from outside places in direct telegraph communication with the Toronto office is about ten per week.

No charge is made in Canada for inquiries.

The information relating to forecasts is given to the public gratuitously and a display is made in conspicuous and public places in the various cities of the Dominion, of the forecasts.

The same practice exists in the United States. The forecasts are given as wide a dissemination there as possible for the benefit of all interests affected by weather or temperature changes.

When forecasts are requested for the benefit of the public, they are telegraphed at government expense, but when utilized for the benefit of private interests the telegrams are sent at the expense of the recipients.

The Weather Bureau of the United States is connected with the Department of Agriculture at Washington.

The Meteorological Service of Great Britain is under the management of the Meteorological Council with the registered office in England. The council is an association receiving a parliamentary grant for meteorological purposes and the other sources of income.

Forecasts are supplied for subscribers at ten shillings per annum in addition to the cost of transmission, which may be by letter or book post. By daily telegraph the charge is threepence per day and cost of telegraphy.

Forecasts are supplied to clubs in London for a subscription of ten shillings per annum, and forecasts for public use at a fee of 2s. 6d. for a quarter, in addition to cost of telegrams.

Inquiries as to the weather, made personally or by messenger, are attended to on payment of one shilling. Inquiries by letter or telegram are answered on payment of one shilling.

## MAGNETIC OBSERVATORIES.

The annual reports of the director of the Magnetic Observatory at Toronto and the observatories at Quebec, Montreal, Kingston and St. John, are attached to the report on the Meteorological Service. The sum of \$4,968.66 was expended in connection with the Magnetic Observatory at Toronto, and \$500 each for the observatories at Kingston and Montreal. The total amount expended on account of Meteorological and Magnetic Observatory services for the past fiscal year was \$60,472.30.

## COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships; but the Governor in Council may, from time to time, declare that the Act shall not apply to ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place to another in such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act, 32 Vic., chap. 11, intitled: "An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor General on the 23rd October, 1869.

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

## MESSENGER PIGEONS.

A report from Captain D. Mills, Royal Engineers, present superintendent of signals, Halifax, forms an appendix to this report. Changes have been made by removing the birds from the loft at the Marine and Fisheries wharf to the citadel signal station.

The results have not been satisfactory in the past owing to the great difficulties to be overcome. One of these was the loss of birds at the loft formerly occupied through mortality and other causes. It has been considered that the effort to establish the messenger pigeon service should be continued until a fair trial is made of the means now in use. A new system with regard to the compensation of the trainer was adopted. He will be paid for the results of his work and according to the number of messages carried from Sable Island to Halifax.

## Marine and Fisheries.

### REMOVAL OF OBSTRUCTION TO NAVIGATION.

The sum of \$5,000 was appropriated by Parliament for the removal of obstructions to navigation, and the sum of \$202 was expended during the fiscal year.

Tenders were invited to be received up to the 23rd of April last for the removal of the remains of an old wharf obstructing navigation in Partridge Island River near Parrsborough, N. S. The tender of John Smythe being the lowest was accepted and Mr. Smythe removed the wharf, the cost being \$59. Steps have been taken to reimburse the department.

The removal of the remains of the burnt schooner "Price Brothers" at Apple River, N. S., cost the sum of \$25. The work was done by the harbour master before the owner could proceed to remove the wreck, but no blame could be attached to the harbour master as he was under the impression that directions given him by the agent of this department authorized him to take away the remains of the burnt vessel.

The removal of a portion of the Souris Government pier which had become detached by storms cost \$10 and the work was done by Mr. J. D. Gardiner, who tendered for the work.

### INSPECTION OF SHIPMENTS OF LIVE STOCK EXPORTED FROM CANADA.

A report from the inspectors forms an appendix to this report. It will be seen that the total number of cattle shipped in 1894 is greater than for the year 1893, the figures being 86,635 fat cattle for 1894 and 83,322 fat cattle for 1893. The report of the inspectors shows a remarkable increase in the export of sheep and horses. The numbers being 139,780 sheep in 1894 and 3,743 in 1893, while the number of horses shipped in 1894 was 5,623 and in 1893 there were 1,660 shipped.

### LEGISLATION.

The following Acts were past last session of Parliament, viz. :—

An Act to amend the Act respecting Lighthouses, Buoys and Beacons and Sable Island.

An Act further to amend the Act respecting Certificates to Masters and Mates of Ships.

An Act to amend the Seamen's Act.

An Act further to amend the Revised Statutes, Chapter seventy-seven, respecting the safety of ships.

An Act to amend the Inspection of Ships Act.

An Act further to amend the Steamboat Inspection Act.

An Act respecting Public Harbours.

An Act to amend and consolidate the Acts relating to the Harbour Commissioners of Montreal.

An Act further to amend the Acts respecting the Harbour of Pictou in Nova Scotia.

An Act to amend the Harbour Masters' Act.

These Acts were assented to 23rd July, 1894, and form an appendix to this report.

I have the honour to be, sir,

Your most obedient servant,

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*

Department of Marine and Fisheries, Ottawa.



# Marine and Fisheries.

## APPENDIX No. I.

GENERAL SUMMARY of Expenditure for Fiscal Year ended 30th June, 1894.

Service.	Amount.	Total.
	\$    cts.	\$    cts.
<b>Ocean and River Service—</b>		
Maintenance and repairs to Dominion steamers .....	128,183 97	
Purchase of new steamer "Aberdeen" .....	50,000 00	
Examination of masters and mates .....	3,745 33	
Rewards for saving life, &c .....	8,014 67	
Investigations into wrecks .....	350 81	
Registry of Canadian shipping .....	394 00	
Tidal service .....	10,172 61	
Removal of obstructions in navigable rivers .....	202 02	
Winter mail service, Prince Edward Island .....	6,497 03	
Gratuities to Quebec river police .....	3,103 00	
		210,663 44
<b>Lighthouse and Coast Service—</b>		
Salaries and allowances of lighthouse keepers .....	195,026 24	
Agencies, rents and contingencies .....	17,243 93	
Maintenance and repairs to lights, &c .....	230,237 07	
Construction of lighthouses .....	28,041 93	
Signal service .....	4,668 93	
Repairs to wharfs .....	1,007 65	
		476,225 85
<b>Scientific Institutions, &amp;c.—</b>		
Observatory, Toronto .....	4,968 66	
do      Kingston .....	500 00	
do      Montreal .....	500 00	
Meteorological service .....	60,472 30	
Hydrographic surveys .....	31,461 76	
Gratuity to widow of late W. A. Ashe .....	158 32	
		98,061 04
<b>Marine Hospitals, &amp;c.—</b>		
St. Catharines hospital .....	287 10	
Kingston hospital .....	500 00	
Sick and disabled seamen .....	33,990 71	
Shipwrecked and distressed seamen .....	2,666 13	
Gratuities to officers of Marine hospitals, St. John, N.B. ....	960 00	
		38,403 94
Steamboat inspection .....	25,961 26	
Cattle inspection .....	1,350 83	
		27,312 19
<b>Salaries and disbursements of fishery overseers—</b>		
Ontario .....	22,634 37	
Quebec .....	11,692 82	
New Brunswick .....	18,522 94	
Nova Scotia .....	20,420 81	
Prince Edward Island .....	3,078 55	
Manitoba .....	2,187 35	
North-west Territories .....	3,143 94	
British Columbia .....	5,283 21	
		86,963 99
Fishbreeding .....		45,024 67
Fishery Protection Service .....		115,147 59
		1,097,802 71
Brought forward .....		

GENERAL SUMMARY of Expenditure for Fiscal Year ended 30th June, 1894—*Concluded.*

Service.	Amount.	Total.
	s    cts.	s    cts.
Brought forward.....		1,097,802 71
Miscellaneous—		
Building fishways, &c.....	2,148 67	
Legal expenses.....	4,094 29	
Canadian Fishery Exhibit.....	1,217 63	
Distributing fishing bounty.....	4,624 50	
Oyster culture.....	6,161 04	
International Fisheries Commission.....	1,912 69	
Behring Sea.....	12,544 74	20,158 82
do Arbitration.....	46,924 61	
W. B. Deacon.....		59,469 35
Licenses to United States fishing vessels.....		21 00
Blasting rock in Lock Lomond.....		462 13
Blasting rock in Lock Lomond.....		996 65
<i>Modus vivendi</i> licenses.....		670 50
Fishing bounty.....		158,794 54
Civil Government Salaries.....	45,014 54	
do Contingencies.....	10,012 14	
		55,026 68
		1,393,402 40

# Marine and Fisheries.

## APPENDIX No. 2.

STATEMENT of Revenue of Marine Department for the Fiscal Year ended 30th June,  
1894.

Service.	Amount.	
	\$	cts.
Casual Revenue (sale of shipping forms, \$134.75 ; sundries, \$55,351.54) .....	55,486	29
Capes Mail Service .....	187	50
Dominion Steamers .....	14,460	46
Examination of Masters and Mates .....	2,907	54
Fines and Forfeitures .....	1,915	36
Harbours, Piers and Wharfs .....	9,453	84
Lighthouse and Coast Service .....	6,795	00
Steamboat Engineers' Certificates .....	706	50
Steamboat Inspection .....	24,866	33
Sick Mariners' Fund .....	49,090	85
	<b>\$165,869</b>	<b>67</b>



## APPENDIX No. 3.

## ANNUAL REPORT OF THE CHIEF ENGINEER.

OTTAWA, 25th January, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a report of the work done in the technical branch of the Department of Marine and Fisheries during the past year.

This branch comprises all the technical work of the department at headquarters. The Meteorological Service at Toronto is not included. The technical work includes the construction and maintenance of lighthouses, lightships, fog-alarms, buoys and beacons; the supervision of construction and repairs to Dominion steamers; construction and repairs to life boats and life boat stations; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; hydrographic surveys in Canadian waters; construction and repairs to fish hatcheries; engineering points in connection with the maintenance of fish passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and water lots, as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes.

## LIGHTHOUSE WORK.

The work done by this office in connection with the construction and maintenance of Dominion steamers, lighthouses and other aids to navigation is embodied and detailed in the report of the Deputy Minister. The work required in connection with the preparation of plans and specifications was done in the draughting room, at headquarters, under the supervision of Mr. C. F. Cox, Assistant Engineer.

The following table will give some idea of the extent and variety of this part of the work of the Branch:—

Description of Design.	Designed.	Copies.
Fog-alarm buildings	1	
Lighthouse, towers and dwellings	15	40
Pole lights	2	3
Shelter sheds	1	2
Illuminating apparatus	2	1
Repairs and additions to light buildings	3	3
Boathouses	2	7
Concrete pier	1	
Buoys		11
Lighthouse reserve surveys	6	68
Charts to show position of dangers, &c.		66
Charts	1	
Steamships	2	14
Furniture, departmental rooms	2	3
Powder magazine	1	7
Bomb signals, derricks, &c.	3	4
Tide gauges	2	6
Oyster beds		6
Fishways	1	3
Boilers	1	6
Wharfs		2
Schooners (prize competition)		14
Explanatory drawings to accompany reports		2
Charts of world showing comparative routes	2	1
Hospital sites		12
	48	290
Total drawings and tracings		338
Specifications written		34
Charts received and recorded		115
Charts entered in chart books		27
Notices to mariners and hydrographic notices (covering 95 localities)		55

## Marine and Fisheries.

### TIDAL OBSERVATION WORK.

The work of observing tides and currents in the River and Gulf of St. Lawrence and on the Atlantic coast of the Dominion made substantial progress last year under the charge of Mr. Bell Dawson, C.E. I submit herewith (inclosure B) his report upon the year's proceedings.

It is to be regretted that the smallness of the vote available for this service will prevent full results for all our coasts being obtained promptly, but each year substantially increases our knowledge of the currents and tides, even with the present modest vote. Our officers in British Columbia have been instructed to co-operate with Mr. Dawson in obtaining preliminary data, for use when it will be possible to make a systematic observation of the tides and currents of the Pacific coast.

### HYDROGRAPHIC SURVEY OF BAY OF QUINTÉ.

As stated in my report of last year, this survey was completed in the season of 1893, but in consequence of the pressure of other work in the draughting room, it was impossible to complete the chart of the survey as expected.

### HYDROGRAPHIC WORK, PACIFIC COAST.

Capt. J. T. Walbran, master of the Dominion steamer "Quadra," on the British Columbia station, was able during the past season to examine many reported dangers in British Columbia waters, and to make small surveys of parts where the admiralty charts appeared to be inaccurate or lacking in details. The result of these examinations has been embodied in notices to mariners, Nos. 3, 35, 41, 45 and 54 of 1894.

### HYDROGRAPHIC SURVEY OF GEORGIAN BAY.

During the past season Mr. W. J. Stewart, in the steamer "Bayfield," completed the survey of the Georgian Bay, and is now preparing the last sheet to complete the charting of the waters of the Georgian Bay and north channel of Lake Huron.

The total cost of this survey has been \$215,389.21, but against this amount should be credited a proportion of the cost of the surveying steamer "Bayfield," and of all the surveying instruments and other supplies in possession of the department available for surveys in other parts. The expenditure on this survey during the past fiscal year was \$16,292.48.

### HYDROGRAPHIC SURVEY OF THE GREAT LAKES.

The hydrographic survey of the Georgian Bay and North Channel, which was most urgently required, having been completed, it has been decided to continue the work on the remaining Canadian waters of the Great Lakes. The use of deeper draught vessels and the increasing speed of steamers make the demand for reliable charts very urgent. Mr. Stewart was instructed on the completion of the work on Georgian Bay to continue with the coast of Lake Huron, and carried a preliminary triangulation from the gap at Cove Island lighthouse, along the south shore of Manitoulin Island. This work will be required in connection with the survey of the main waters of Lake Huron.

It has, however, been decided to take up the survey of the north shore of Lake Erie next season, both because the quantity of traffic in the lake is important and the coast dangerous, and because the completion of this survey is a preliminary necessity to a correct definition of the international boundary line.

I submit, herewith, "Inclosure A," Mr. Stewart's annual report of work done.

Respectfully submitted.

WM. P. ANDERSON,  
*Chief Engineer.*

## A

## REPORT OF PROGRESS.

## HYDROGRAPHIC SURVEYS OF THE GREAT LAKES.

## HYDROGRAPHICAL SURVEY OFFICE,

OTTAWA, 13th November, 1894.

W. P. ANDERSON, Esq., C.E.,

Chief Engineer, Department of Marine and Fisheries.

SIR,—I have the honour to submit the following report of the work done by the Hydrographical Survey of the Marine and Fisheries Department, during the past season.

On 1st May the "Bayfield," with full complement of officers and crew, left Owen Sound to resume operations in Nottawasaga Bay. Before leaving the Sound, however, the beacons used for "testing ships' compasses" were re-erected, having been blown down during the winter, and the "Bayfield's" compasses carefully corrected.

During May and June the "sounding out" of Nottawasaga Bay was carried on, both from ship and boats, and excellent progress made, in spite of rather wet and stormy weather.

At the beginning of July, in compliance with your orders, I proceeded to Lake Huron, to take advantage of the quiet summer weather, for an extension of the survey from the entrance to Georgian Bay to meet the United States survey at Drummond Island, along the south shore of Grand Manitoulin and Cockburn Islands, a distance of eighty miles. The south shore of Grand Manitoulin was found to be very low, much broken up, and densely wooded almost to the water's edge, trending so nearly in a straight line that an ordinary triangulation was out of the question. I therefore constructed a number of three-cornered platform buoys to support small and light pyramids. These were moored off shore as far as could be conveniently seen from the low shore, and in this way a very satisfactory series of triangles was carried on, connecting Cove Island lighthouse to the Duck Islands, a distance of fifty-four miles. In addition to this important work, a large portion of the distance was coast lined and the necessary beacons erected for boat sounding.

As a preliminary to the proposed erection of range lights, Manitoulin Gulf, or South Bay, an indentation thirteen miles deep in the south shore of Grand Manitoulin Island was also partially surveyed and a plan made for your information of its narrow, and fairly good, entrance.

The survey of this part of the lakes will be rather troublesome, as good shelter from prevailing westerly winds for a small vessel cannot be had between South Bay and Duck Islands. Such long runs in doubtful weather absorb a lot of valuable time.

About the middle of August I returned to Nottawasaga Bay, as fully two months were deemed necessary to complete it. This was done and Owen Sound reached on the night of October 23rd.

During the season 1,210 miles of ship sounding and 670 miles of boat sounding were done, in addition to the work on Lake Huron. A considerable amount of observing had to be done in connection with the shore line, and observations taken for latitude at Cape Rich and the mouth of Nottawasaga River, with a chronometric meridian distance between them. Observations were obtained, too, for the variation of the magnetic needle. Except for the very shallow water lying to the westward and north-westward of Nottawasaga light, no shoals were found in the bay outside, the rather wide shallow bank skirting the shores.

The survey of Georgian Bay is now practically finished, there is only remaining an area of about 1,200 square miles, in the middle of the bay, that has not been systematically sounded. In crossing and recrossing the bay a few lines have been run and as no shoals have ever been reported within this area, it may be left till more important work is done in other lakes.

Eleven seasons have been taken up in the survey of Georgian Bay, and the north channel of Lake Huron, at a cost of about \$215,000.00, but with the possible exception of Lake Superior, none of the other lakes will take anything like that amount of time or money.

## Marine and Fisheries

During the early part of the season very wet weather was experienced and this was followed by a season of unusual dryness, accompanied by very dense smoke, greatly retarding surveying operations for days at a time. In fact no good weather was obtained after July, dense smoke followed the strong breezes too closely.

To all the officers my thanks are due for their attention to the various duties assigned to them.

The winter will be taken up in preparing the past season's work for the engraver, plotting the South shore of Grand Manitoulin Island, for sounding at any time it may have to be taken up, writing sailing directions and preparing various returns of latitude, meridian distance and magnetic observations.

The advance copy of the printed chart draughted last winter has been received, revised and returned to London, England, so that the charts will be on sale in a couple of weeks.

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

WM. J. STEWART.

### B

#### REPORT OF PROGRESS.

##### SURVEY OF TIDES AND CURRENTS IN CANADIAN WATERS.

OTTAWA, 15th December, 1894.

W. P. ANDERSON, Esq., C.E.,

Chief Engineer, Department of Marine and Fisheries.

SIR,—I have the honour to submit the following report on the progress of the Survey of Tides and Currents in Canadian waters.

As the work done falls naturally into two divisions, it may be well to mention first the improvement and extension of the system of tidal stations; and then to describe the survey of the currents as commenced this season, with the results already obtained.

##### TIDAL OBSERVATIONS.

The range of the tides is so varied on our coasts, that the tide gauges or instruments used to record the tides, were originally designed with a special scale to suit each locality. On examining the records made by these instruments, it appeared that an important improvement could be made at some of the stations by giving them a larger scale with greater range. A uniform scale could also be adopted for the stations in the Gulf of St. Lawrence. Accordingly three new recording instruments were ordered to replace some of the present ones, and their scale was altered to make them serve for the new stations to be established this season. These instruments are of Lord Kelvin's design, of which Mr. James White of Glasgow is the maker.

At two of the stations, situated on islands, it had been necessary to make a telegraphic exchange of time once a week, to regulate the driving clock of the recording instrument. To avoid this expense, meridian instruments (named dipleidoscopes) are now employed, which when once set correctly in the meridian, give the exact time of the sun's meridian passage. One of these of a rather primitive type was already in use at Anticosti; and after considerable inquiry, three others of modern construction were obtained from a Paris maker. Two of these were defective when received; but out of the three, two efficient ones were made, which were placed at St. Paul Island and at the new station in the Strait of Belle Isle. The third one, intended for Anticosti, after being repaired, was received too late to place this season.

The tide-gauge at St. John, N. B., had given some trouble from the beginning, although not such as to interfere with the record of the tide. This gauge has a timber column three feet square, forming an open well in which the vertical tide pipes are placed. By this arrangement the pipes are surrounded by an open space which can be heated to prevent them from freezing up in winter. The column requires to be longer than the whole range from lowest to highest tide, which at St. John is over 28 feet.

The pressure of this head of water occasioned leakage, and the column required to be pumped out frequently. It was accordingly taken up in March last, and strengthened with an outside layer of 3 inch planking and extra ribbing inside. A double layer of shipping felt was placed under the new planking; and it was also thoroughly tarred and caulked, to make it watertight. A large outside ballast box had to be added at the foot of the column to keep it from floating up.

The opportunity was also taken to put in the new form of inlet pipe, specially designed to enable it to be cleaned out easily at any time. This is being put in at all the gauges as opportunity offers.

At St. Paul Island a severe gale occurred on January 13th which damaged the tide gauge. This gale was the worst on record since 1875; a lobster factory on the island twenty-five feet above high water, was completely washed away. After persevering efforts during the remainder of January, the gauge could not be put in working order. It was impossible to reach this station till the opening of navigation at the beginning of May. One of the new recording instruments was taken there at the earliest opportunity (May 12th) but it was found on setting it up that its driving clock was defective, and would not work. As the communication with the island is fortnightly, this occasioned the most unfortunate delay. The clock had to be returned to Halifax for repairs; and after much trouble which interfered also with arrangements for other work, it was not until the middle of August that the station was ultimately put in working order.

The other two recording instruments were immediately inspected; and their defects corrected after several weeks of careful examination. It was fortunate that this was done in time; as one of the instruments was intended for Belle Isle, and any defect would probably have caused the loss of a year's observations at so isolated a station.

#### NEW TIDE GAUGES ESTABLISHED.

It was intended to complete during this season the system of principal tide-gauges; but as the survey of the currents was also commenced this year, and the funds for both purposes were limited to the amount granted in former years for tidal observations only, it was necessary to curtail the total amount of work. It was only possible therefore to establish two additional stations for the Gulf of St. Lawrence; and the establishment of stations on the Atlantic coast had to be postponed.

The stations most required for the gulf were in the Strait of Belle Isle and at Father Point. The tide-gauge at Belle Isle is for tidal purposes a companion to the one on St. Paul Island; as these command the two entrances by which the tides of the Gulf and River St. Lawrence enter from the Atlantic. It was also essential to have a tide-gauge in the Strait of Belle Isle this season, to furnish tidal data for the survey of the currents. The deep channel of 100 fathoms which runs into the mouth of the Lower St. Lawrence, ends in the vicinity of Father Point; and from there to Quebec the river is relatively shallow, and the tides are more liable to be affected by the winds. The range of the tide which in the Gulf is less than five feet, increases at Father Point to seventeen feet. It can thus be well observed, as all the fluctuations are so much amplified. This is also a meteorological observatory, as well as the pilot station. It is thus a most important and suitable point for a tidal station.

In the Strait of Belle Isle the tide-gauge was erected on the west side of Forteau Bay. The shelter there is fairly good, as the bay is well within the strait; and it has also the advantage of being at the narrowest part. The chief difficulty is to avoid its destruction by ice in winter. The thickness of the ice along the shores of the strait is only limited by the depth of water in which it will float. Hence if a wharf were to run out into six feet of water, it would be struck by blocks of six feet in thickness, and so on in proportion; and these blocks have often an impetus from a heavy sea to help them in their work of destruction. The fishermen's wharfs do not therefore extend into a greater depth than about three feet at low water; and the tide-gauge was placed on a timber crib filled with stone, set at the end of one of these wharfs.

The inconvenience of the shallow water is that the wave motion is so great, that it records itself on the tide diagram, and thus gives considerable trouble in obtaining

## Marine and Fisheries.

the true tide curve. This difficulty was not anticipated; as according to the best information that could be obtained, a deep water wharf was to be found there. As the materials for the erection of the gauge had to be brought from Nova Scotia, it was not possible to meet this difficulty at the time. The best method of doing so will be to connect a pipe with the inlet by which the water is admitted to the gauge, and lay it out along the bottom into deep water where the wave motion ceases to be felt.

At Father Point the shore between high and low water consists entirely of hard shale rock, running in ridges or reefs parallel with the shore. At the outer side, the reef falls off abruptly to low water mark, and from it a hard clay bottom slopes gradually off into deeper water. There is no shelter, as there is a clear reach of 25 miles in all directions from W.N.W. round by N. to E.; and in north-easterly directions, from which the worst gales come, the reach is from 45 to 60 miles. In winter there is also heavy ice which drifts up and down with the tide, and forms an ice-shove against the reef to a depth of 20 feet.

In these circumstances the best method to adopt was to sink a well at high water mark to the level of the lowest tides, and to excavate a trench across the reef to admit the tide to the well. The best site for the trench had been selected by the late Mr. Carpmael; and he had also sunk the well to part of the depth required. The position chosen is immediately to the east of the lighthouse. The length of the trench from the well to low water is 270 feet.

The trench was excavated this season to the level throughout of low water at ordinary spring tides; and the tide was led to the well by means of piping laid along it. The excavation was done in three sections, the two inner ones being divided off by dams, and the water kept down by a steam-pump. The outer section could only be worked at the most favourable times at low water. The piping used is wooden; made of sound spruce and fir logs nearly 12 inches diameter, with a bore of 3 inches. As it is laid green, and is constantly under water it is more durable than iron, and second only to brass piping, which was considered too expensive to use. It is jointed with sail cloth saturated with white lead.

The trench is 9 to 10 feet deep for most of its length; and it would have been very expensive to have given it an additional depth of three feet to reach extreme low water, chiefly on account of the amount of pumping required.

The plan of syphoning between the levels of ordinary and extreme low water was therefore adopted. An air-tap and a special air-pipe are provided to allow any air which may enter the pipe to escape, and thus to keep it constantly filled with water. In the outer end of the trench, the sea surges in so heavily in rough weather that the water is much mixed with air; and to avoid any trouble from this cause, it was decided to lay an iron pipe out along the bottom for about 100 feet, extending from the end of the main pipe into water which has a depth of about 12 feet at lowest tides. The end of the main pipe is protected by a cement dam which makes the connection between the two pipes accessible; and it is always possible to renew the outer pipe if necessary.

A length of old boiler is placed vertically in the well to form an open shaft for the tide-pipes, in which heating is provided in the usual way to prevent freezing in winter. The boiler is three feet in diameter, and is lined with wood for additional warmth.

The completion of the excavation and pipe laying have been delayed by gales which have been exceptionally severe this autumn; but the tide-gauge will probably be in working order within a week or two of the present date.

At the Anticosti station the recording instrument has been replaced by one of improved scale; and an important alteration has also been made to secure better protection in rough weather. It is not infrequent in heavy gales for the waves to break entirely over the tide-house which contains the instrument.

On account of the importance of St. Paul Island as a tide station, it was thought better to make sufficient expenditure to establish it thoroughly, and to discontinue the observations at the neighbouring station on the Magdalen Islands; as it also had failed to work in January, and some expenditure would have been required there in any case. A complete outfit remains there which can be utilized for the equipment of a new station.

## RECORDS, TIDE TABLES, &amp;C.

During the year, since last December, the record of the tide has been carried forward continuously at Quebec and Anticosti, and also at St. John, N. B., with the exception of six weeks during the alterations to the gauge. The interruption at St. Paul Island reduces the record there to five months. The new gauge in the Strait of Belle Isle has been in operation since August; and it is hoped that the gauge at Father Point will shortly be in working order.

It would have been very desirable had funds permitted to have established a tide gauge at Halifax this season to obtain the Atlantic tides for comparison. It was also ascertained that a record of the Halifax tides had been made during the years 1851 and 1852, and through the kindness of the Admiralty this record was obtained. It should be utilized to extend the basis from which the tide tables for Halifax are calculated, as they now depend on the record taken during two years only, namely, 1860 and 1861. The comparatively small outlay required for this purpose cannot be made at present, however. Since 1891 the tide tables for Halifax have been issued annually by this Department, in the form of a small booklet. Its circulation has not been large, and after correspondence with book-sellers in this country and in Britain, with a view to extending its usefulness, it was eventually decided to supply the tables for publication in two Lower Province almanacs. The tables are accompanied by tidal differences which make them available for the whole Atlantic coast of Nova Scotia.

An attempt was made from the records already obtained, to determine direct tidal differences with long established stations. The tide at Quebec is nearly simultaneous in absolute time with the tide at Dover; and the tide at St. John, N. B., with Brest, which is the best established station in France. Also the tide at Halifax, although earlier than at any of the European ports, is nearly simultaneous with Sandy Hook, at the entrance to New York harbour; which is the best station established by the United States Coast Survey. If such tidal differences could be determined or the law of their variation ascertained, it might save the labour and expense of special calculations for some of our ports. Possibly when a longer record is obtained, this may be done with a better hope of success.

At present the record at Quebec and St. John, N. B., is nearly sufficient for the calculation of preliminary tide tables for these ports. At places where the range of the tide is so great, these tables should show the rise and fall of the tide, as well as the times of high and low water. At Quebec, the rise and fall can be referred to the original low water datum of the Admiralty charts; as the reference bench-mark still exists which was cut on the building of the Department of Marine, at the time the Admiralty surveys were made. At St. John, N. B., there is no bench-mark or other level from which to ascertain with certainty the low water datum adopted in the Admiralty surveys, or in the more recent surveys of the harbour made by the Department of Public Works. It is specially important at St. John, to have a correct low water datum, not only in the interests of navigation, and for such purposes as the construction of slips for repair of vessels, but also because properties are often defined by the low water line. In the absence of any permanent mark to record the results which were before obtained, the only course to take was to commence the work again. A bench-mark was accordingly established on the footing course of the new Custom-house building; and for further security its level was also connected with the foundation course of the Post Office. To this bench-mark the rise and fall of the tide is now referred; and a satisfactory low water datum will thus in time be obtained.

## SURVEY OF THE CURRENTS.

The intention of the Department in making this Survey, is to obtain information in the first place regarding the currents to be found along the main routes taken by steamships and sailing vessels through the Gulf of St. Lawrence and off the Atlantic coast. It is not proposed therefore to follow inshore currents in detail. For these purposes, there is very little in the way of existing information that is of value. The information which fishermen and others living along the shores could furnish, although

## Marine and Fisheries.

valuable to smaller vessels in entering local harbours, is of little service for the main purpose in view; as the currents in the open waters in the offing are usually very different from those with which they are acquainted. The larger sailing vessels and steamships themselves are not in a position to obtain such information with sufficient definiteness; as the effect of any current is complicated with lee-way and other circumstances which cannot be eliminated without special observations which they have not the time to make. The vessels which have most opportunity to obtain information of value, are men-of-war, when they cruise regularly on certain courses, and can afford time for special observations; and steamers employed in repairing cables, while grappling, and placing anchored buoys in open waters; as they have thus a fixed point to work from, in determining the direction of the current.

Information even of a cursory character may be of value in cases where a current is constantly in the same direction, without much fluctuation; but as a rule the currents themselves are affected by the tides and winds and therefore require continuous observation at definite positions to ascertain their nature. The winds and barometer are already observed continuously by the Meteorological Service in connection with this Department; and the tidal stations now established, serve to furnish the tidal data required for the survey of the currents, as well as the record of the tides themselves.

It was considered most important at the outset to ascertain the nature of the currents at the two main entrances to the Gulf of St. Lawrence; namely, in the Strait of Belle Isle, and Cabot Strait between Cape Breton and Newfoundland. The most satisfactory plan would have been to place a surveying vessel in each of these straits; to obtain simultaneous observations over a longer period of time. This could not be arranged for want of means; and the best that could be done was to set apart the ss. "Lansdowne" for three months in which it could be spared with least inconvenience from its other duties. It was accordingly decided to divide this time between the two places; taking the months of July and September for the Strait of Belle Isle, in order to obtain as different conditions as possible; and taking August for Cabot Strait, in the hope of obtaining more settled weather for so exposed a position. On the first trip to Belle Isle, materials were taken for the erection of a tide gauge in that strait.

The party consisted of myself, Mr. H. M. McKay, B. A. Sc., and Captain Douglas, R. N. R. Mr. McKay acted as assistant in the survey of the currents, with the help of Mr. R. McKeen for the night work. He also took the meteorological observations. Captain Douglas had charge of the erection of the tide gauge at Belle Isle; and at other times during the season he superintended the alterations at St. Paul Island and Anticosti, and the construction of the tide gauge at Father Point. Dr. W. E. Deeks accompanied us in July to obtain information for the Department on the reproduction and propagation of fish. The Captain and officers of the vessel also gave their hearty co-operation in facilitating the work.

The general itinerary was as follows:—

June 29.—Left St. John, N.B., calling at Halifax for materials for Belle Isle and at Sydney for coal.

July 6.—Arrived at Forteau Bay, in the Strait of Belle Isle.

July 7 to August 9.—Surveys in the Strait of Belle Isle and vicinity; and erection of tide gauge at Forteau Bay.

August 10 to 12.—Returned to Cabot Strait.

August 13 to 31.—Surveys in Cabot Strait; including also a call at Sydney for coal and supplies.

September 1 to 4.—Second trip to Belle Isle.

September 5 to 25.—Surveys in the Strait of Belle Isle.

September 26 to 29.—Returned from Belle Isle to Pictou; including a call at St. Paul Island, and some work in Cabot Strait.

On the longer trips as much information as possible was obtained. The patent log was first carefully checked against measured runs on the chart, to make sure of its accuracy. It was then used to ascertain the direction of the current by making runs between accurately determined starting and ending points. The actual course steered



was determined from the average of readings taken every 10 or 15 minutes on the binnacle compass, which was one of Sir William Thomson's design. The leeway of the vessel was either eliminated or allowed for.

On arrival at the locality where the definite surveys were to be made, several stations were chosen on the chart as the most advantageous positions for the work, and one or other was taken up according to wind and weather and the shelter to be obtained. The days that were too rough to work at any fixed station, were utilized for temperature work ; which was therefore done with little loss of time available for other purposes.

The data regarding the ss. "Lansdowne" used in the survey are as follows :—

Registered tonnage . . . . .	463 tons.
Gross tonnage . . . . .	680 "
Length of keel . . . . .	180 feet.
Breadth of beam . . . . .	32 "
Ordinary draught . . . . .	13 ft. 6 in.
Horse power . . . . .	80
Maximum speed . . . . .	10 knots.

Area on longitudinal section :—

Above water . . . . .	2,980 sq. feet.
Under water . . . . .	2,160 "

The last items are of importance in connection with the leeway made under given conditions.

#### METHODS AND APPLIANCES.

In a survey of this character it is desirable to avoid complication with the shore currents, which usually extend a mile or two out. The distance from land is therefore seldom less than 3 to 5 miles, and often 10 to 20 miles or more ; and the best method to adopt is to anchor the vessel, and use it as a fixed point from which to determine the velocity and direction of the current. The most favourable opportunities must be taken while at anchor to determine the position of the vessel itself, either by sights to the shore or astronomically ; and these determinations must be repeated as frequently as possible to make sure that no change in position is occurring from dragging of the anchor. The current itself can then be best measured by means of current meters, supplemented by the use of drift buoys and other methods as occasion offers.

The depths in which it was necessary to anchor ranged from 30 to 40 fathoms in the Strait of Belle Isle, and up to 260 fathoms in Cabot Strait. For these greater depths, wire rope hawser was used ; and as the friction of the water itself is usually counted upon to give a considerable grip to such a length of rope, a comparatively small anchor will hold. On this account also, there is little give in rough weather at the inner end next the vessel ; and it is necessary to provide against the sudden strains due to its motion. The anchor rope was therefore led over a large bow pulley with which the "Lansdowne" is provided ; and an accumulator or compressor was introduced between this pulley and the point of attachment to the vessel, which was carried back nearly amidships. This compressor acted in the same way as an ordinary spring balance, and served to take up the motion of the vessel. It was nearly the same in design as the appliance used on the United States surveying steamer "Blake" and described and figured in the report on the "Gulf Stream Investigations" by Lieut. Pillsbury, Appendix No. 10 to report for 1890, United States Coast Survey. It consisted of a series of 60 rubber discs of 5 inches diameter ; making a total length of 12 feet ; the greatest compression in use reduced its length to 8 feet 8 inches.

The chief difficulty in providing suitable anchorage appliances was the want of funds ; as the amount voted for the survey, was little over half of the estimated expense. The endeavour was therefore made to tide over this first season with the lightest and cheapest appliances. The wire hawser for deep anchorage was handled with the ordinary steam winch already on the vessel ; and considerable trouble and anxiety also resulted from the dragging of the anchors used, much of which might have been avoided with better and heavier appliances. As the currents themselves seldom exceeded two miles

## Marine and Fisheries.

an hour, it took very little to hold the vessel in calm weather. But in heavy winds it was difficult to avoid dragging, which even took place against the current, when the wind and tide were in opposite directions, and the vessel lay broadside to the wind.

These difficulties were also increased by the character of the bottom. In the Strait of Belle Isle the bottom appears to be of the smoothest rock, according to all indications ; so much so that it appears plausible to suppose that it has been polished in course of time by the icebergs in the strait. In Cabot Strait the bottom is marked " mud " on the chart ; and heavy fine-prong grapnels with wide palms were accordingly tried as mud anchors. But although there is undoubtedly mud in places, the bottom itself is mostly hard. All indications regarding the character of the bottom were carefully noted ; and any marine forms brought up on the anchors were also preserved.

The current meters with which the velocity and direction of currents can best be determined, are now usually constructed to register electrically, which is a great advantage, especially for tidal currents which are continually varying in velocity. Such a meter can be used to obtain a continuous record, both day and night if desired, without removing it from the water. These meters are made on two different principles ; one kind measures the current by means of a set of small buckets revolving horizontally, on the same principle as an anemometer ; and the other consists of a fan similar to a screw propeller or wind-mill, which revolves in a vertical plane. The meter has in either case a tail which keeps its head to the current ; and its position in the water thus indicates the direction of the flow. For marine purposes, the horizontal meter appeared to be the most suitable for general use ; as it is less affected by the vertical motion of the waves and the rolling of the vessel. The meter on the fan principle is more apt to " head up " and " head down " as the vessel rolls, and so to give an exaggerated record. In this survey, one meter of each of these descriptions was employed.

As a vessel at anchor always lies between wind and tide, and these are seldom in the same direction, it is usually rolling. In the present instance the time in which the " Lansdowne " made a complete double roll in moderate working weather, was from six to seven seconds. In this interval the meter was raised and lowered some two to three feet through the water. When the height of the waves exceeded five to six feet, the rolling was much greater, and the meters could not be depended upon to register correctly. A simple device was eventually adopted to avoid this difficulty ; the meter was suspended over the side by a rope which was carried over a large pulley on a davit arm and attached at the opposite side of the deck. A weight was attached to the horizontal part of this rope which depressed it and allowed sufficient give and take over the pulley to compensate for the rolling of the vessel. The electric wires were led independently to the meter.

As these meters have been used almost exclusively for river work, it may be allowable to mention briefly some special points in connection with the use of electric registration for marine purposes. The principle of the registration is simply that the electric circuit is made and broken with each revolution of the meter ; and the revolutions are registered by a counter actuated by an electromagnet. The meter contains an " air-chamber " in which the contact can take place ; but it was found very difficult to prevent the water from working its way into it. This was overcome by filling the air-chamber with oil, which is sufficiently non conducting to prevent short circuiting, and excludes the water, and should serve also to equalize the pressure at considerable depths. On account of the higher conductivity of sea-water as compared with fresh water, it appears to be essential that there should be no exposed binding posts or other contact with the water on the down circuit. The greatest difficulty was experienced at first from this cause ; and it was found necessary to have the down wire completely insulated and all connections inbedded in rubber cement throughout. These alterations made the horizontal meter work successfully, but the meter with the vertical fan had so large an air-chamber and so many binding posts that none of these means were successful ; and the attempt to make it work electrically had to be abandoned, and a mechanical counter was attached to it in an extemporized way which served the purpose.

For battery power it is usual to employ dry cells ; but for continuous work in tidal currents these are not suitable, as the power decreases too rapidly. This was met by using more cells than were required, and reducing the current by a resistance coil which could be varied from one to ten ohms, to balance the varying tension of the battery. This, however, required constant supervision and manipulation. It is impracticable to use the gravity battery at sea, as the motion would mix the two liquids ; but a form of the ordinary zinc-carbon battery was found entirely satisfactory ; as the current it gives is very steady and constant.

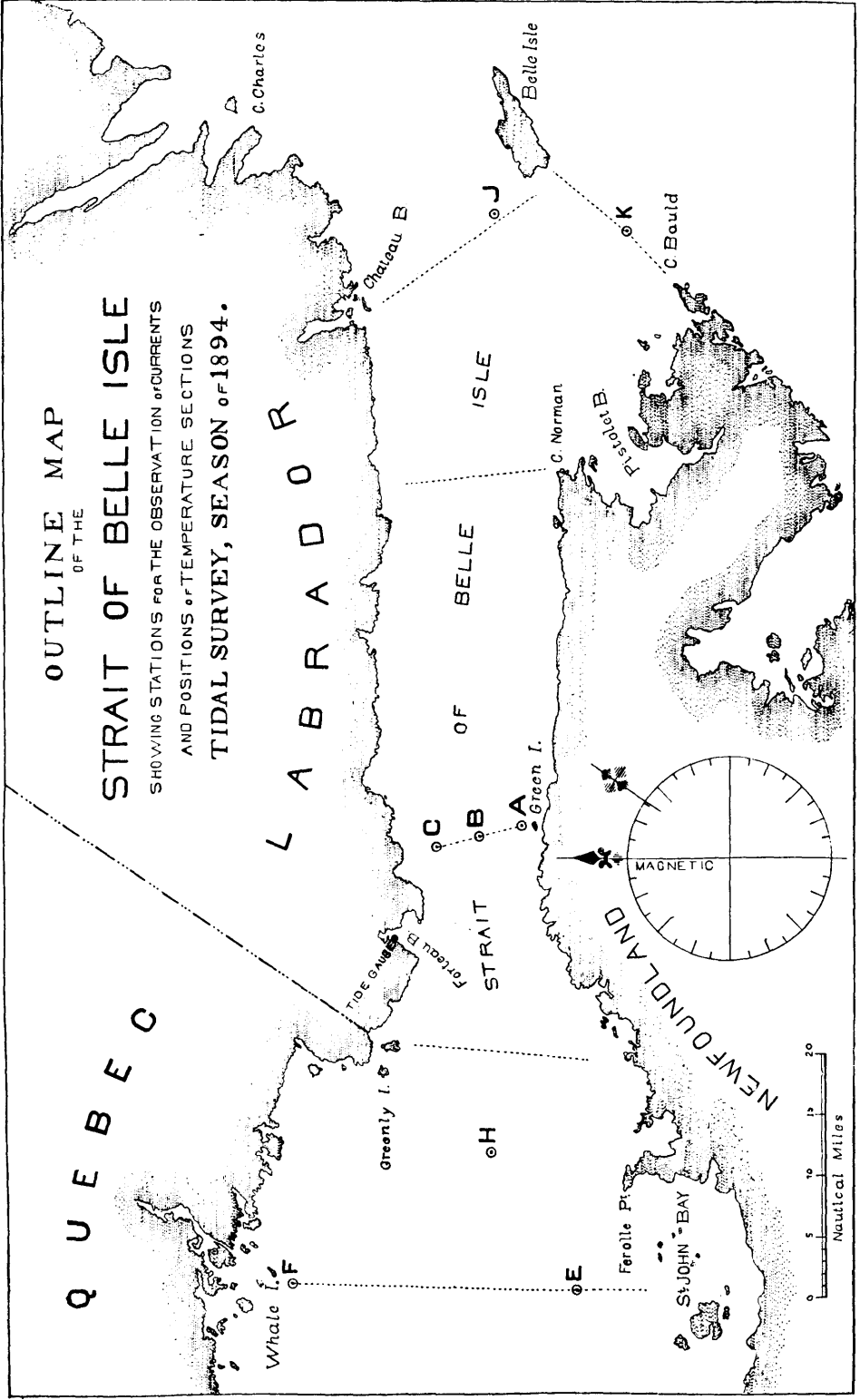
In a survey of currents, the primary object is to determine the velocity and direction of the surface current with reference to its effect upon vessels. It is therefore necessary to take the draught of the vessel into account, as the motion of the water may not be the same at different depths. The correct depth theoretically would be half the draught of an average vessel. It was found necessary however to lower the meter clear of the keel of the steamer used in the survey ; as it usually lay more or less across the current, and the direction of its side might thus influence the direction or velocity of the current. The total depth of water was seldom less than thirty fathoms ; and there was little appreciable difference in the strength of the current down to five fathoms from the surface. The draught of the "Lansdowne" was 13 ft. 6 in., and it was therefore decided to adopt a uniform depth of 18 feet (or three fathoms) for the observations of the surface current. At this depth, the meter itself could almost always be seen distinctly, and the direction of the current was shown by its position in the water. This was often at right angles to the position of the steamer, especially when the current was slack about the time of turn, and the steamer was heading to the wind. The direction was also obtained by means of an open triangle of wood weighted along one edge to keep it vertical, and with gauze stretched upon it to give it a hold in the water. This was used as an attached float, and was specially useful to show the direction of the current at night when the meter could not be seen.

The meter which revolved horizontally with the electrical connection for continuous record, was used throughout for the determination of the surface current. It was furnished by Messrs. W. & L. E. Gurley, of Troy, N.Y. The meter with the vertical fan was of German manufacture ; and was used for the determination of the undercurrents. The method found most satisfactory was to obtain the speed of the undercurrent as a percentage of the surface velocity, as this could be done without depending on any ratio between the two meters themselves. The meter was allowed to run for half an hour at the standard depth of 18 feet ; then lowered to any desired depth for one hour ; and then again for half an hour at 18 feet. The readings were taken after each of these runs ; and in this way a mean value for the surface velocity was obtained, with which the speed of the undercurrent could be directly compared. The direction of the undercurrent was obtained from the inclination of the line supporting the meter ; or by means of a deep fan, as described further on.

The most important advantage in the use of meters was the opportunity to work in all weathers so long as it was not too rough to hold on at anchor. Some of the best results of the season were obtained on wet days, or in dense fog.

A method much used for currents in rivers, is to place a small buoy or float in the water and follow its course by means of sights or bearings to points on shore. In this survey the shores were usually too distant to make this possible except in the clearest weather. The best adaptation of the method was to start the buoy from the steamer while it lay at anchor, and to determine its path by bearings and distances relatively to the steamer itself. In determining undercurrents, two similar floating buoys were used ; and from one of them a fan was suspended which presented a large surface to the water, and could be lowered to any required depth. The two buoys were started together ; and the difference in motion gave a measure of the amount and direction of the undercurrent. The buoys for this purpose were cylindrical in shape, made of galvanized iron, about the size of two lengths of ordinary stovepipe, and weighted to stand vertical in the water. The object of this form was to avoid undue vertical motion from the waves. Each buoy carried an upright staff with two horizontal discs set exactly five feet apart, which enabled the distance of the buoy to be determined at any moment and

OUTLINE MAP  
OF THE  
STRAIT OF BELLE ISLE  
SHOWING STATIONS FOR THE OBSERVATION OF CURRENTS  
AND POSITIONS OF TEMPERATURE SECTIONS  
TIDAL SURVEY, SEASON OF 1894.



0 5 10 15 20  
Nautical Miles

## Marine and Fisheries.

from any point of observation by means of a Rochon micrometer telescope. The deep fan consisted of two sheets of galvanized iron passing through each other at right angles, and supported by a light wood frame; the whole being just heavy enough to sink. It was suspended from its buoy by deep sea sounding wire to diminish the resistance of the intermediate water through which it passed. The depths at which it was mostly used were from 30 to 40 fathoms.

These drift buoys and the deep fan were used considerably in the Strait of Belle Isle. The practical difficulty in their use was that a boat was required to place and follow them; and it was usually too rough to use instruments in a boat, except on foggy days when good sights could not be obtained. Some good determinations were made however by this means. The deep fan was also used from the steamer, and the inclination of the line gave a good determination of the relation of surface and undercurrents, especially about the time of the turn of the tide.

During the season, the icebergs in the Strait of Belle Isle were fairly numerous; and every endeavour was made to take advantage of them as "current floats", especially to obtain simultaneous comparisons in different parts of the strait. A large proportion of this work was lost however; as a distant berg might drift further away instead of nearer, or fog might come on to obscure it. The berg might prove to be aground; or it might touch bottom from time to time, and thus be retarded and give a false indication. Also when many bergs were in sight at once, their movements changed their apparent forms, and their identity was lost unless they were very closely observed. These points are mentioned to show the discretion that is needed in estimating the value of reports as to the nature of currents, which are based on the movements of icebergs viewed from a single standpoint and without instrumental measurements.

To obtain complete information from an iceberg, some means had to be found to obtain its actual height in feet. The apparent height was then measured with a sextant or a micrometer telescope, and simultaneous bearings taken, at equal intervals of time; and in this way the path of the berg could be laid down on a plan or chart; and the direction and speed of its motion found. Without the actual height, the observations gave relative results only, with regard to the direction of the current, which were sometimes useful. Any unusual change in velocity, especially when occurring in shallower water as shown on the chart, was taken to mean that it touched bottom or was aground for a time; and these suspected parts of its journey were left out of the comparisons made. The effect of the wind on the movement of an iceberg is scarcely appreciable; as so large a proportion of its bulk is below water. This was not therefore taken into account.

The temperatures of the water were taken with registering thermometers of the Miller-Casella pattern to depths of 40 or 50 fathoms. In greater depths the reversing thermometers of Messrs. Negretti & Zambra were used for reasons that will be explained.

Densities were taken by means of hydrometers with a special range for the purpose. These were chiefly intended to detect any admixture of fresh water in regions where the water was brackish or in the neighbourhood of icebergs.

Meteorological observations were taken continuously while the survey was in progress.

### STRAIT OF BELLE ISLE.

To appreciate the importance of this strait as a highway for ocean traffic, an approximate measure of its amount can be obtained from the traffic on the Lower St. Lawrence. The record kept at Father Point shows that during the present season there passed in each direction on the average 98 steamships per month, with an aggregate tonnage of 156,650 tons (registered), representing an actual carrying capacity of fully 50 per cent more than this. The traffic per month through the Strait of Belle Isle is nearly equal to this, as nearly all these steamships pass also through the strait during the months it is open; and the figures do not include any sailing vessels, which pass almost always south of Newfoundland.

The strait itself has a width of 10 to 12 miles for 35 miles of its length ; and is entirely free from any rock or shoal throughout. It lies east and west (magnetic.) The north shore is bold and the water off it is deep ; the south shore is low, but dips off rapidly into about 30 fathoms. Foggy weather is not infrequent, even in the summer time ; and it may be of service to note some points regarding its character, based on observations during July and September. The fog never lifts, but always clings closely to the water. This appears to be due to the low temperature of the water itself. The invariable way in which it clears, is by drifting off before winds from good directions. The best clearing wind is from the north (magnetic) and the statement in the Sailing Directions that all winds with northing in them are clearing winds, may be taken to represent the probabilities in the case. As the northern side of the strait is thus the first to clear, vessels will obtain any advantage there is to be had by keeping to that side.

There is a wide-spread impression that the current in the Strait of Belle Isle runs constantly inwards ; and on some physical maps, and also on the weather charts issued by the meteorological department, this is definitely represented. A branch from the Arctic current which runs southward along the outer coast of Labrador, is shown to run in at Belle Isle and to find its way out again through Cabot Strait to the Atlantic. On the other hand the fishermen along the coast seem to believe that the current is usually in the same direction as the prevailing wind at the time. The remark on the Admiralty chart is as follows :—“The movements of the water in Belle Isle Strait are made up of a general westerly set affected by tidal streams and winds. The resulting set may be in either direction.” This remark gives little countenance to the theory of a constant inward flow ; and it is in itself sufficiently non-committal to cover almost any conditions.

The idea of a constant inward flow appears to be based on the drift of icebergs ; and as they are most usually seen drifting inwards it has been inferred that this is the constant direction of the current. The converse of this is however much nearer the truth ; and it may be stated in general, that when icebergs are numerous at the outer end of the strait around Belle Isle, and are also found within the strait, this indicates that the direction of the current has been predominantly inwards from the eastward during the few days previous ; while the absence of icebergs indicates a current predominantly outwards from the westward. This refers to the presence or absence in the strait of floating bergs, and not to the presence of bergs which may be aground near either shore. It is also to be noted that only a very small percentage of the bergs off the outer end of the strait ever enter it. Captain Vaughan, who resided four years on Belle Isle, states in a pamphlet on the subject that for ten icebergs which enter the strait there are fifty that pass the mouth and go southward. In doing so they follow the general drift of the Arctic current which passes Belle Isle ; and the larger bergs also ground at the entrance to the strait. A section of the strait on a line north from Cape Norman shows no depth exceeding 50 fathoms. The largest berg which was seen this season at the outer end of the strait was aground in 59 fathoms of water off Chateau Bay. Its dimensions above water were as follows :—Length, 790 feet ; width, 290 feet ; height, 105 feet. This may therefore be taken as beyond the limiting size of bergs which can enter the strait.

It may be stated in general terms that the current in the Strait of Belle Isle was found to be fundamentally a tidal one. The best comparisons of the current with the tides showed a complete correspondence between the two, especially during the prevalence of moderate westerly winds. On some occasions there were several days during which the current ran east and west for an equal length of time in each direction and turned regularly in correspondence with the rise and fall of the tide. This may therefore be considered as the normal condition of the current. With a heavy and long continued wind the current would first run for a longer time with it and a shorter time against it ; and eventually would run continuously in the same direction as the wind, with a fluctuation in velocity corresponding to the tide. This continuous current might be in either direction according to the direction of the wind.

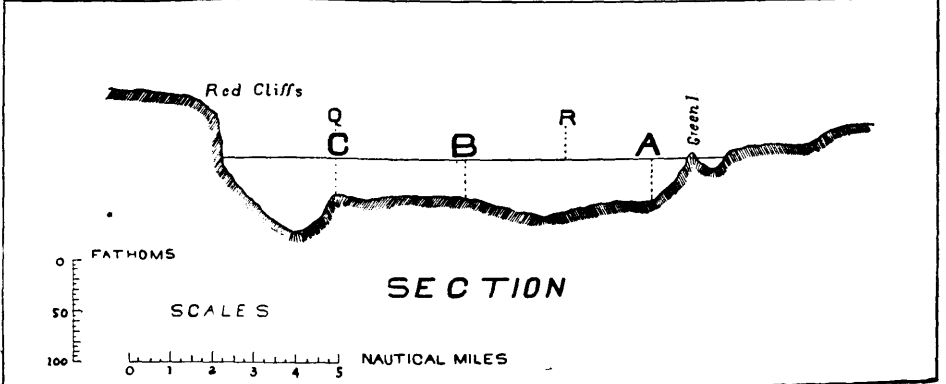
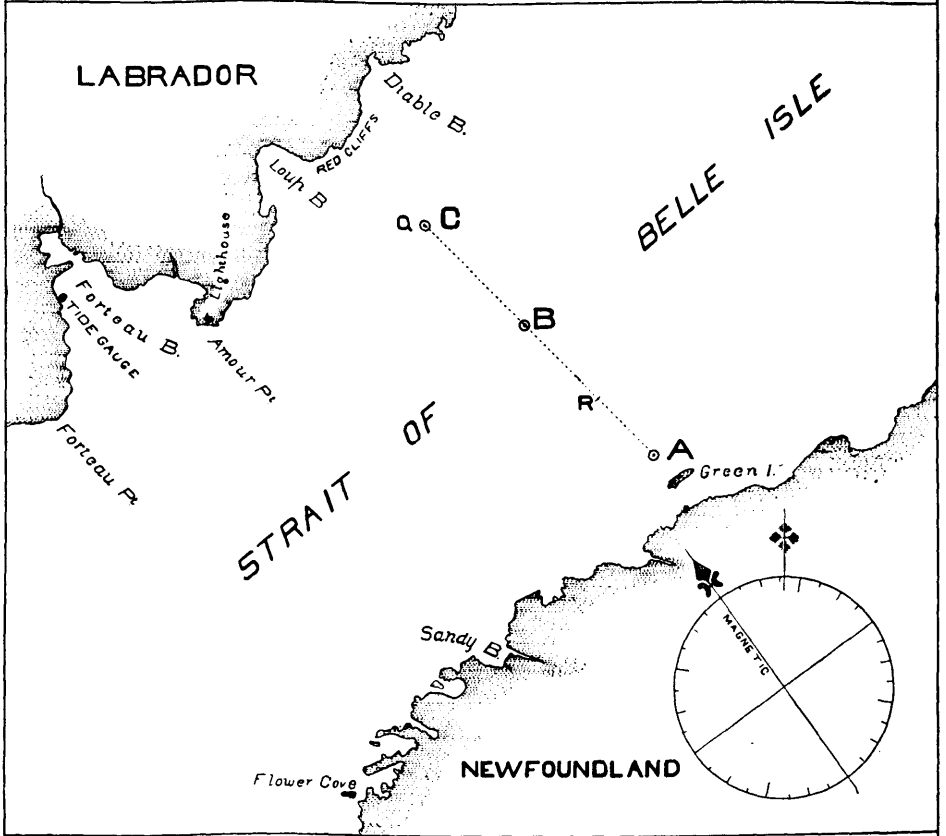
The direct effect of the wind in raising the waves appears also to be unusually great in this strait. The best example observed is briefly as follows :—September 14, morning,

NORTH - EASTERN ENTRANCE TO THE GULF OF ST LAWRENCE

STRAIT OF BELLE ISLE

SHOWING STATIONS OCCUPIED IN SURVEY OF CURRENTS

SEASON OF 1894.



## Marine and Fisheries.

calm, clear and smooth; barometer, 30.34 and nearly steady. During forenoon, wind sprang up from the south-west and increased by 2 p.m., to 35 miles per hour. At 4 p.m. waves were 6 to 7 feet high and 90 feet crest to crest. The total mileage of wind which produced these waves was 182 miles or an average of 30 miles an hour during six hours. Depth of water 40 fathoms. The disturbance due to waves of this height would probably not extend to more than a fourth part of this depth.

In this strait also, where the range of the tide is only about four feet, and the current seldom exceeds two knots per hour, the effect of the wind upon the current is all the more marked in proportion.

It must not be too hastily assumed however that the wind alone is the cause of the movement of the water in the same direction; as it appears probable that the tendency of the current to flow in the same direction as the wind, is due to the combined influence of the wind itself, and to difference in barometric pressure over wide areas. When the pressure is exceptionally high or low over a large area like the Gulf of St. Lawrence, the effect should be all the more noticeable, as the corresponding flow has to take place through comparatively narrow entrances or straits. It is also to be expected that the direct effect of the wind itself would be to produce primarily a surface drift; while difference of pressure would cause a more even flow throughout the whole depth. Hence to distinguish between the effect of the wind and barometer, it would be necessary to investigate fully the relation between the surface velocity and the undercurrent throughout the whole range of varying conditions.

### CURRENTS IN THE STRAIT AS OBSERVED.

The current in the Strait of Belle Isle was examined in both July and September at its narrowest part near Amour Point. To avoid the tide rips which occur off this point, a section was chosen a little to the eastward, on a line from Green Island at the south side, to the red cliffs on the north shore which lie immediately east of Loup Bay. The width of the strait is there  $11\frac{1}{2}$  miles; and three stations were chosen on the section, station A at one mile off Green Island; station B in the centre; and station C three miles from Red Cliff. The position of these stations and the section of the strait are shown on the plan herewith. The usual depth is 30 to 40 fathoms; but the water is much deeper near the north shore. The bottom appears to be bare rock running in ridges parallel with the direction of the strait. The steamer was anchored at these stations for one or two days at a time; and was moved from one to another to ascertain any difference in the current at the two sides of the strait while the same conditions of wind and weather prevailed. The tides were observed simultaneously at Forteau Bay, within 12 miles of these stations. In July the times of high and low water only were noted; but in September after the tide gauge was erected there, a continuous record day and night was obtained for both tides and currents; although the latter was much interrupted by bad weather. In September only two stations were taken up; one (station Q) being coincident with C; and the other (station R) intermediate between A and B.

Comparisons of the current on the north and south sides of the strait were made by the best means available, to detect any difference between them. The best simultaneous observation of the currents on the two sides was obtained on 15th September, at station R, three miles off Green Island, while an iceberg was drifting up and down with the tide four miles from the north shore. At that time the current was running east and west in fair harmony with the tides; and complete data were obtained from the iceberg, as its height was measured immediately afterwards. The results were as follows:—

(Morning: current inward from the East.)

Turn of current at Station R at 11.15.

Turn as shown by iceberg at 12.15.

(Afternoon: current outward from the West.)

Turn of current at Station R at 16.45.

Turn as shown by iceberg at 16.15.

(Evening: current inward from the East.)



The current on the north side of the strait thus ran inwards from the east for a longer time than on the south side; and outwards from the west for a shorter time. Also, on the north side, the current from the east as shown by the path of the iceberg, was stronger than the current from the west, while on the south side the currents were practically equal in the two directions. Also, during a period of persistent current from the east (8th September), observations at station C, at the north side, compared with the speed of icebergs near the south shore, showed that the current was practically equal at the two sides of the strait.

From these observations, and also from a comparison of the current as measured successively at the different stations, it appears that there is on the whole a tendency on the south side to greater tidal regularity, and on the north side to greater persistency of flow in one direction or the other. This is probably due to the greater depth on the north side, and consequently the greater momentum of the water there, as compared with the frictional resistance.

With this explanation regarding the amount of difference in the current on the two sides of the strait, we may proceed to a closer comparison of the relation between the tides and currents, based upon observations during such times as the current ran in harmony with the tides, and turned in regular correspondence with them. Also, the best instances that were observed of a persistent or predominant current for several days, from the east or west respectively, and the conditions under which this took place.

The tide itself, as recorded at Forteau Bay, has a range which does not exceed four feet. The difference between the spring and neap tides is not usually noticeable; while on the other hand, when the moon's declination is great, the diurnal inequality in the tides is quite distinct. The currents in the strait show the same characteristics; there is no distinct difference in the velocity at spring and neap tides, as the currents are much more disturbed by the winds than any such difference would amount to. But the diurnal inequality in the current is well marked when this inequality occurs in the tide itself. The greatest velocity of the current in either direction under ordinary conditions does not exceed two knots per hour.

The dates during which the currents followed the tides with the greatest regularity, and the conditions of weather then prevailing, are given below. The directions of the wind are magnetic, as these correspond best with the direction of the strait itself. The magnetic variation is  $35^{\circ}$  W.

Monday, July 9 to Friday, July 13. Wind moderate; from the west or variable in direction. During the four days there were 60 hours westerly wind, averaging 9 miles per hour.

Thursday, July 26 to Saturday July 28.—During two days previous (July 24 to 26) there were 36 hours of westerly winds averaging 15 miles per hour; and 12 hours of easterly and variable winds averaging 14 miles per hour. From July 26 to 29, winds from N. W. to S. W. for 54 hours, averaging 15 miles per hour.

Monday, September 17 to Friday, September 21.—Including the two days previous, or in all from September 15 to 21, there were 72 hours of westerly winds, averaging 15 miles per hour; and 72 hours of easterly winds averaging 8 miles per hour.

The following summaries show the velocity of the current in the two directions, which in these periods is nearly equal; and also the relation between the times of high and low water at Forteau Bay, and the turn of the current in the strait, as observed at stations on the line ABC.

*Velocity of the Current.*

July 9 to 11 at Station A.

July 12 and 13 at Station B.

Current from east, maximum : 1.16 to 1.98 knots per hour.

Current from west, maximum : 1.30 knots per hour.

July 26 to 28 at Station B.

Current from east, maximum : 1.80 to 1.98 knots per hour.

Current from west, maximum : 1.08 to 1.26 do

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September 17 to 21 at Station C.

Current from east, maximum : 1.02 to 2.04 knots per hour.

Current from west, maximum : 0.92 to 1.81 do

The inequalities of the current in the last instance correspond with the diurnal inequality in the tides themselves.

### *Comparison of Currents with Tides.*

During the periods of the greatest regularity as above. (The time is standard time for 60th meridian. In July, the time of H. W. and L. W. is from observation only. In September it is taken from the self-registering tide-gauge.)

Date.	Tide.	Direction and Turn of Current.
	H. M.	
July 9	H. W. at 14.15	Current ran from the E. for 1.45 after H. W.
do 10	L. W. at 8.30	do W. do 2.30 do L. W.
do 10	H. W. at 17.00	do E. do 0.00 (at H. W.)
do 11	L. W. at 10.05	do W. do 2.35 after L. W.
do 11	H. W. at 17.35	do E. do 1.55 do H. W.
do 12	L. W. at 11.20	do W. do 2.55 do L. W.
do 12	H. W. at 19.20	do E. do 0.40 do H. W.
do 13	L. W. at 12.15	do W. do 2.15 do L. W.
July 26	H. W. at 15.30	do E. do 2.30 do H. W.
do 27	L. W. at 10.50	do W. do 0.40 do L. W.
do 27	H. W. at 16.45	do E. do 2.30 do H. W.
do 28	H. W. at 5.15	do E. do 0.15 do H. W.
do 28	L. W. at 11.45	do W. do 1.15 do L. W.
do 28	H. W. at 17.35	do E. do 2.55 do H. W.
do 29	H. W. at 7.00	do E. do 0.00 (at H. W.)
Sept. 17	H. W. at 11.00	do E. do 1.30 after H. W.
do 17	L. W. at 16.50	do W. do 2.30 do L. W.
do 17	H. W. at 23.00	do E. do 1.30 do H. W.
do 18	L. W. at 5.45	do W. do 1.15 do L. W.
do 18	H. W. at 12.00	do E. do 2.30 do H. W.
do 19	H. W. at 12.50	do E. do 1.40 do H. W.
do 19	L. W. at 18.45	do W. do 1.30 do L. W.
do 19	H. W. at 23.55	do E. do 2.35 do H. W.
do 20	L. W. at 6.55	do W. do 1.05 do L. W.
do 20	H. W. at 13.15	do E. do 2.15 do H. W.
do 20	L. W. at 19.55	do W. do 2.05 do L. W.
do 21	H. W. at 1.15	do E. do 2.15 do H. W.
do 21	L. W. at 7.30	do W. do 1.00 do L. W.

FURTHER COMPARISON of Currents with Tides during the same periods of greatest regularity. Direct comparisons with time of moon's transit; in Standard time for the 60th meridian.

Date. 1894.	Tide after Moon's Transit.		Turn of Current after Moon's Transit.	
	H. W.	L. W.	From E. to W.	From W. to E.
July 9	8.47		10.32	
do 10		14.40		17.10
do 10	10.47		10.47	
do 11		15.29		18.04
do 11	10.36		12.31	
do 12		15.58		18.53
do 12	11.35		12.15	
do 13		16.06		18.21
July 26	9.19		11.49	
do 27		16.14		16.54
do 27	9.42		12.12	
do 28	9.43		9.58	
do 28		16.13		17.28
do 28	9.34		12.29	
do 29	10.27		10.27	
Sept. 17	9.40		11.10	
do 17		15.30		18.00
do 17	9.18		10.48	
do 18		16.03		17.18
do 18	9.55		12.25	
do 19	9.56		11.36	
do 19		15.51		17.21
do 19	8.36		11.11	
do 20		15.36		16.41
do 20	9.29		11.44	
do 20		16.09		18.14
do 21	9.00		11.15	
do 21		15.15		16.15
Means.....	9.47	15.45	11.27	17.33
Mean interval after High Water.....			1.40	
do do Low Water.....				1.48

At other times the current was often much more persistent in one direction or the other. The most marked example of a persistent current running out of the Strait from the westward was as follows:—

Monday, July 16th to Thursday, July 19th. During these three days the current as observed at station C, ran in from the east for only 5 hours and out from the west for 19 hours each day. The maximum velocity of the current from the east was 1.38 knots per hour; and from the west 2.44 knots per hour. The long run from the west was stronger at the beginning and end of the time, with an interval of weaker flow between the two. The times of high water corresponded with this minimum in the current from the west, and with the maximum current from the east. This condition of the current may therefore be considered as consisting of two components; a steady flow from the west, together with the usual tidal current in the two directions. As the moon's declination was at its maximum at the time, the diurnal inequality would largely account for the difference between the actual current from the east at the one tide, and the minimum of the current from the west at the other.

The best example of a persistent current running in through the strait from the eastward occurred from Wednesday, September 5th to Saturday, September 8th. All the indications concurred in showing that the current ran continuously in the one direction during these days; although the observations were much interrupted by bad

## Marine and Fisheries.

weather. There were also about a dozen icebergs seen in the strait during this time; and their motion agreed with the regular observations, in showing that the current ran continuously inward from the east. The current as observed at station C, varied from a minimum of 0.54 knots per hour to a maximum of 3.15, in the one direction. The tides themselves were anomalous; as the low water for five successive tides scarcely fell below mean sea level, and the whole rise was less than two feet, or about half the usual amount.

In stating the conditions of wind and barometer during these periods of predominant flow, it may be well to recall that a difference of barometric pressure should tend to produce flow from the higher towards the lower pressure, just as in the case of the wind.

At the time of the predominant flow from the westward, (July 16th, to 19th), the wind ranged from N. W. to S W. For three days previously, from July 13th to 16th the average for 72 hours was 16 miles per hour; and from July 16th to 18th, the average for 60 hours was 14 miles per hour from the same direction. This was succeeded by easterly winds and broken weather. Also, from the morning of the 14th the difference of barometric pressure gave a barometric gradient which was inwards at Cabot Strait and outwards at the Strait of Belle Isle. This continued till the evening of the 17th when the pressure equalized itself; and by the morning of the 19th a low pressure area developed over the gulf which gave inward gradients at both straits and thus reversed the conditions for Belle Isle. The effects of both wind and barometer are thus in general accord with the direction of the current from the westward. It will also be noted that the total mileage of westerly wind in the case of this predominant current, is nearly double of its greatest amount during the periods when the current ran in harmony with the tides.

During the continuous flow from the east (Sept. 5 to 8) the conditions of wind and barometer were disturbed and complicated, as a storm centre was passing over the northern part of Newfoundland at the time. The low pressure area of this storm centre was over the gulf during the 5th and was nearest to the strait on the morning of the 6th, on its way eastward to the Atlantic. From the morning of the 5th till the evening of the 8th there were 60 hours of N. N. W. wind averaging 25 miles per hour, and rising at times to 45 miles. During the remainder of the time the winds were light and variable. The relation of wind and barometer to the current at this time is not clear; beyond the general fact of the occurrence of a severe disturbance at the time of this continuous current.

The features of the current in their relation to the winds and the tides might be illustrated by diagrams were there time to prepare these for this report.

*Under-currents.*—The under-currents in the Strait of Belle Isle were carefully observed at a depth of 25 to 30 fathoms by the methods already described, and also by obtaining the speed of icebergs, which served as "deep floats" for comparison with the surface velocity. The undercurrent would have had much greater importance if the current through the strait had proved to be a continuous one, for which an actual gauging of volume was required.

During the times that the current ran in fair correspondence with the tides, when the conditions may be considered as normal, the undercurrent was usually stronger than the surface current when the flow was from the east, and it was always weaker than the surface current when the flow was from the west. From the best ratios obtained while the current ran steadily, and omitting observations near the turn of the tide, the following percentages have been obtained:—

Current from the east. Undercurrent 5 per cent stronger than the surface current.

Current from the west. Undercurrent 70 per cent of the velocity of the surface current.

During the period of predominant current from the westward (July 16-19) the undercurrent ran with much greater regularity in the two directions than the surface current. This indicates that the surface current itself was of the nature of a "wind drift," and that the time was not sufficiently prolonged for the wind to influence the current to the bottom.

During the period of persistent flow from the eastward (Sept. 5 to 8) the under-current was decidedly stronger than the surface current, amounting on the average to nearly 20 per cent more. This result was obtained chiefly from the motion of icebergs.

TEMPERATURES.—The temperature of the water was taken to ascertain its relation to the direction of the current through the strait; as the water at the Atlantic end of the strait is colder than the water at the western end towards the Gulf of St. Lawrence. It was therefore to be expected that the current running in from the east would be the colder of the two; and the temperature of the water might thus furnish an indication to vessels of the probable direction of the current. The temperature sections as tabulated below, were taken across the strait from surface to bottom, from Belle Isle itself to nearly as far west as Rich Point. The columns represent a series of points at equal intervals across the width of the strait from north to south. The temperatures are Fahrenheit.

*Temperature Sections, at outer end of Strait of Belle Isle. On a line running S.E. (magnetic) from Chateau Bay to Belle Isle, August 7th, 1894. Current at the time from N.N.E. (magnetic) velocity at Station J, 1.00 knot per hour. Icebergs numerous at the time.*

## CHATEAU BAY TO BELLE ISLE.

Surface .....	37°	—°	39°	39°	43°	41°
10 fathoms .....	35	38	38	38	41	35
20 do .....	31	33	32	33	32	32
25 do .....	—	—	—	31	31	—
30 do .....	—	31	31	—	—	30
35 do .....	—	—	—	30	—	—
40 do .....	—	30	30	—	—	—
Total depth .....	25 F.	55 F.	90 F.	41 F.	30 F.	40 F.

Section on a line running S.W. (magnetic) from Belle Isle to Cape Bauld, August 9th, 1894. Current at the time N.N.W. (magnetic) velocity at station K, 1.15 knots per hour. Icebergs numerous near Belle Isle.

## BELLE ISLE TO CAPE BAULD.

Surface .....	37°	42°	40°	42°	52°
10 fathoms .....	35	35	35	42	51
20 do .....	31	32	32	35	44
30 do .....	30	30	31	32	36
40 do .....	—	30	30	31	33
Total depth .....	41 F.	43 F.	60 F.	54 F.	50 F.

Temperature section across Strait of Belle Isle, on a line running magnetic south from Wreck Bay to Cape Norman, August 6th, 1894. Current at the time probably running in from the eastward.

## WRECK BAY TO CAPE NORMAN.

Surface .....	37°	41°	41°	49°	53°
10 fathoms .....	37	41	41	42	52
20 do .....	32	30	31	42	44
25 do .....	30	—	31	—	—
30 do .....	—	30	—	35	—
Total depth .....	35 F.	38 F.	42 F.	38 F.	22 F.

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Temperature section at the west end of the Strait of Belle Isle, on a line running magnetic south from Blanc Sablon Bay to Ste. Geneviève Bay, August 3rd and 4th, 1894. Current from the west.

### BLANC SABLON TO STE. GENEVIEVE BAY.

Surface.....	52°	54°	53°	53°	54°
10 fathoms.....	41	49	53	53	53
20 do .....	39	43	47	52	53
30 do .....	38	39	42	49	52
40 do .....	38		39	46	
Total depth.....	48 F.	38 F.	56 F.	52 F.	38 F.

Same section as above; repeated September 13th. Current at the time probably from the eastward.

Surface.....	40°	41°	44°	47°	49°
10 fathoms.....	39	40	43	46	48
20 do .....	38	38	37	44	46
30 do .....	37	36	36	37	

Temperatures west of the Strait of Belle Isle. Section on a line running magnetic south from Whale Island (Esquimaux Islands) to St. John Bay, between stations E and F, August 1st, 1894. Surface current from the west.

### WHALE ISLAND TO ST. JOHN BAY.

Surface.....	53°	50°	51°	52°
10 fathoms.....	51	49	43	51
20 do .....	41	41	36	38
30 do .....	39	38	33	34
40 do .....			32	33
50 do .....	36	32		
85 do .....	35	30		
Total depth.....	110 F.	100 F.	55 F.	40 F.

Same section as above; repeated September 25th. Current slight; direction not ascertained.

Surface.....	51°	45°	47°	49°
10 fathoms.....	50	44	45	46
20 do .....	41	35	38	40
30 do .....	37	33	34	35
40 do .....	33	33	33	33
50 do .....		32	32	

Temperatures at Station G, 19 miles N.W. of Rich Point, and 24 miles west of above section. August 2nd, 1894. Surface current from the west.

Surface.....	52°	10 fathoms.....	38°
5 fathoms.....	51	20 do .....	32
7 do .....	44	28 do .....	31
8 do .....	40	Total depth = 33 F.....	

The following temperatures at the middle of the strait at station B, may be given for comparison with these temperature sections. They give a good average, being at the centre of the strait ; and they were taken as nearly as possible at the same dates as given above. The lower temperatures in September are probably due to the continuous current from the eastward, shortly before that date, and also to the presence of icebergs.

Station B.	July 28.	Sept. 12.
Surface.....	53°	39°
10 fathoms.....	52	39
20 do.....	40	37
30 do.....	37	37

These temperature sections show that the water at the eastern end of the Strait is distinctly colder than at its western end towards the gulf. It is therefore to be expected that the current from the east should be the colder of the two. It will be seen from the following examples that the difference is appreciable although very slight. These examples are selected from the numerous observations taken in the central part of the strait (Stations A, B, C), and show the greatest differences observed during periods when the current was running regularly with the tides. The temperatures were taken at slack water after the flow from the east or the west respectively.

Station A, July 11.	After current from the E.	After current from the W.
Surface.....	46°	48°
10 fathoms.....	45	45
20 do.....	37	41
30 do.....	33	36

Station B, July 25 and 26.	After current from the E.	After current from the W.
Surface.....	46°	51°
10 fathoms.....	45	51
20 do.....	40	45
30 do.....	35	37

The difference is naturally more marked during the periods of predominant flow in one direction, already mentioned. After the period of predominant flow from the west, the temperatures were higher for the average of the whole depth than at any other time:—

Station A July 21	Surface.....	50°	20 fathoms.....	44°
	10 Fath.....	47	30 do.....	41

The lowest temperature was found on September 8th, after three days of continuous flow from the east. The surface temperature at Station C was then 37°.

These observations show that there is little appreciable difference in the temperature of the currents in the two directions so long as the current maintains its tidal character. The difference between the temperatures to the west of the Strait, at the dates given in August and September deserves, however, a few words of explanation, as it appears probable in the circumstances that the difference is as great as would ever occur in the summer season.

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From July 24 to 31 there were in all 124 hours of westerly wind averaging 20 miles per hour, and only 48 hours of easterly wind averaging 19 miles per hour; or in all 2,530 miles westerly wind, and 890 miles easterly wind. The westerly winds also continued during August 1 and 2. The stations E, F, and G, were occupied between July 31 and Aug. 3 immediately after these prolonged westerly winds; and the current was found to be from the west at all three stations, with a velocity of somewhat over one knot per hour at E and F, and three-quarters of a knot at G, as observed in the early part of the afternoon on three successive days. It was also found that the thickness of the layer of water which was in motion from the west corresponded closely with the surface layer of higher temperature, which ranged from 5 to 10 fathoms in thickness at these stations.

These conditions explain the higher temperature of the water at the time; and it is also probable after so much westerly wind, that the current at E and F had as high a velocity as it is ever likely to attain from a westerly direction. The clear width here between the mouth of St. John Bay and Esquimaux Islands is 32 miles.

The low temperatures of Sept. 13 on the section at Blanc Sablon must be attributed to the current which ran predominantly from the east for some time previous to that date. We thus have an example of the cold water occupying the whole Strait to its western end.

It is thus clear that during periods of predominant flow in one direction, the difference in temperature is well marked; and it might perhaps be possible to ascertain from extended observations the amount of the difference to be expected under such conditions, above or below the normal temperature for the season. But at best, the temperature could only be taken to indicate the predominant direction of the current during the few days previous, and could not be relied upon to show its actual direction at the time.

The temperature of the water has a more important relation to the presence of ice in the Strait. When the predominant direction of the current is inward from the east for a few successive tides, it will undoubtedly carry icebergs into the strait if there are any at its outer end at the time. The current from the east is thus not only cold in itself, but also brings in ice with it which further chills the water in the strait. The cold water, the current from the east, and the presence of icebergs within the strait are thus concomitants of each other.

It is not to be inferred however that warm water in the Strait is an indication that ice will not be met with; because the water in the Strait itself may be relatively warm, notwithstanding that icebergs are numerous at its mouth around Belle Isle, and possibly as far in as the vicinity of Cape Norman. It is possible for this ice to be moving southward with the general Arctic current on both sides of Belle Isle, past the mouth of the strait, without affecting either the direction of the current or the temperature of the strait to any great distance inwards.

The following statement with regard to the current in the Strait of Belle Isle at other seasons of the year, is based on information furnished by Mr. T. M. Wyatt, who has been light-keeper at Amour Point for 15 years; and by Mr. Charles Davis, a resident of Forteau Bay. In the spring of the year, the prevailing winds are easterly, and the current also runs in continuously from the eastward, and only slacks with the tide without turning. The duration of this easterly current varies from year to year, but usually continues for one or two months in the interval between the beginning of April and the end of June. A strong west or north-west wind however, will make the current run from the westward. In summer, the currents are less strong and not so persistent, and are more under the influence of the tides. In the autumn, the winds are often easterly in the latter part of September and October; but perhaps more often westerly; and in either case, the current is influenced by their direction. Later in the autumn, north-west winds occur with colder weather. These winds continue to be prevalent during the winter months, and give the current a set from the westward.

This statement must be qualified by the usual uncertainties attributable to the weather; and it is also to be noted that the currents are more persistent on the north shore where these observations were made. The residents on the south shore would convey the impression that the currents were much more regular in their tidal character



but their statements appear to be based upon the currents in the shallow water inshore, which may be different from those in the open strait.

Mr. Davis has records and notes kept at Forteau Bay, and extending back to the time of his grandfather in 1835; which he hopes to be able to prepare for publication.

#### SUMMARY.

In the following summary, the general characteristics of the current in the Strait of Belle Isle are given as correctly as they can be deduced from its behaviour during the time the observations were made. The velocities given were measured at the standard depth of 18 feet.

1. The current is fundamentally tidal in its nature; and under normal conditions, it runs east and west with velocities which are nearly equal. It attains at times a velocity of two knots per hour in each direction.

2. The conditions are normal in moderate weather, and during the prevalence of moderate westerly winds.

3. During heavy winds, especially when easterly or westerly in direction, the current which runs with the wind becomes stronger than the current against it; and eventually, the current may come to be continuous in the same direction as the wind.

4. The greatest velocities of the current which were observed during heavy winds (in the months of July and September) were as follows: from the east 3.15 knots; and from the west 2.50 knots per hour.

5. The presence of ice in the strait, and the temperature of the water, have also a relation to the predominant direction of the current; but they do not afford a reliable indication of its actual direction at the time.

6. Under normal conditions, and when both surface current and under-current in the two directions are taken into account, the difference on the average is in favour of a greater inward flow from the east.

7. The actual flow throughout the year, when the influence of the wind is included, appears also on the whole to be greater in the inward direction from the east, than outward from the west.

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CURRENT in the narrow part of the gulf immediately west of the Strait of Belle Isle. Note from observations taken at stations E, F, and G.

On one occasion after prolonged and heavy westerly winds, the surface current here ran from the westward (magnetic) at the centre and on both sides. The velocity amounted to 0.79 knots per hour at the centre, and 1.19 to 1.37 knots at the sides. This in the circumstances is likely to be as great a velocity from the westward as ever occurs.

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#### CURRENT ON THE WEST COAST OF NEWFOUNDLAND.

In going and returning to Belle Isle some measurements of this current were obtained by comparing the distance run as shown by the patent log, and the actual distance measured on the chart, according to the method already described.

The two best determinations were as follows:—

Aug. 11. Rich Point to Bonne Bay. Current 0.37 knot per hour from W. S. W. (mag).

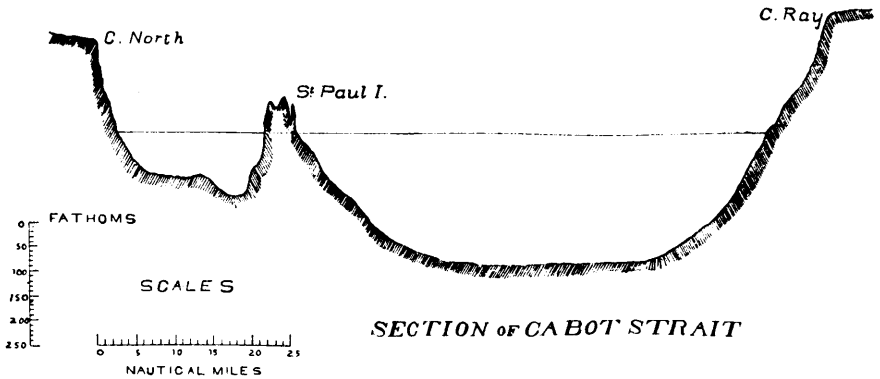
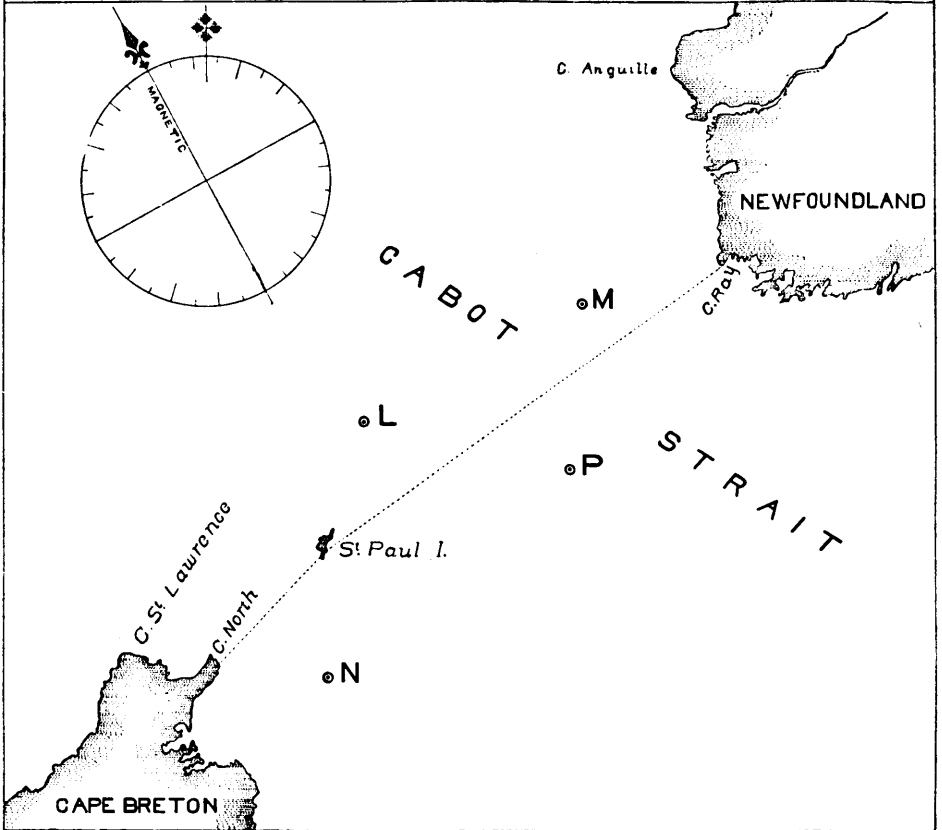
Sept. 25 and 26, Rich Point to Cape St. George. Current 0.67 knot per hour from W. S. W. (mag.)

On Sept. 4, however, the current between Bonne Bay and Rich Point appeared to have a slight set in the contrary direction; but the weather was then rough and the observation complicated with lee-way.

Lieut. Betty, navigating lieutenant of H. M. S. "Pelican" who has spent more than one season in cruising here, states that there is an almost constant current from the S.W. along the coast of Newfoundland between Cape Gregory and Rich Point; which is only intercepted by the ebb and flood tides running in and out of the larger bays on the coast.

SOUTH-EASTERN ENTRANCE TO THE GULF OF ST<sup>L</sup> LAWRENCE  
**CABOT STRAIT**

SHOWING STATIONS OCCUPIED IN SURVEY OF CURRENTS  
 SEASON OF 1894.



## Marine and Fisheries.

### CABOT STRAIT,

or the south-eastern entrance to the Gulf of St. Lawrence between Cape Breton and Newfoundland.

This entrance to the gulf forms a portion of the deep channel or gully which runs in from the Atlantic between the St. Pierre Bank on the Newfoundland side and Banquereau and Misaine Bank on the Nova Scotia side, and thence traverses the entire width of the gulf, passes between Gaspé and Anticosti and into the mouth of the Lower St. Lawrence. This channel from the Atlantic inwards, has a width of 40 miles between the Banks on each side, and a continuous depth of over 200 fathoms. In passing through Cabot Strait, it is not contracted in width or diminished in depth except by the occurrence of St. Paul Island which lies near the western side of the deep water. This island rises abruptly from the bottom, and if left dry would probably present the appearance of one of the "Sugar-loaf" mountains of the adjacent coast. Allowing for the encroachment of this island on the western side of the channel, there is still left between it and Cape Ray a width of 32 miles in which the depth exceeds 200 fathoms; and for the greater part of this width it averages 250 fathoms.

The width of the strait lies east and west (magnetic) and the channel above described runs through it from south to north (magnetic), which makes the magnetic directions the most convenient for reference. The magnetic variation is  $28^{\circ}$  W. The currents were examined in August, between the 13th and the 31st with the interruption of the trip to North Sydney for supplies; and although the time was so short, much work was done by taking advantage of the calm weather for current measurement, and the rough days for temperature work. The record of the current was also taken continuously day and night. The stations at which the steamer was anchored, were kept to the north and south of the straight line joining Cape North and Cape Ray, to avoid the telephone and telegraph cables which lie along that line. The positions of the stations are shown on the accompanying map. The two principal stations were chosen near to the two sides of the deep channel; one of them (Station L) in 220 fathoms at 10 miles N. E. of St. Paul Island, and the other (Station M) in 230 fathoms at 13 miles W. of Cape Ray. They are thus symmetrical in position with respect to the deep channel itself; and each station was occupied twice to check any variation in the conditions.

The current, speaking generally, was found to run out of the gulf from the northward (magnetic) at Station L on the West side, and into the gulf from the south-east (magnetic) at Station M on the east side. On this account a third station P was selected where still water might be expected between these two currents; and a favourable opportunity found to ascertain whether the deep water at the bottom of the strait was in motion. The steamer was anchored at this station at the centre of the strait in 250 fathoms. The surface current was there found to be very variable in direction and at times very weak. On August 29, at a time when the surface current was almost inappreciable, the deep fan, weighted with an ordinary deep-sea lead, was lowered to a depth of 200 fathoms. This fan presented a surface of four square feet to the water, which was sufficient to indicate the slightest current, by the inclination of the line to which it was attached. This line showed an inclination of about  $15^{\circ}$  from the vertical as far down as 30 fathoms; between 30 and 50 fathoms it came within  $5^{\circ}$  of the vertical; and from 50 to 200 fathoms it remained perfectly plumb. The same indications were given again in raising it. Also on the following day, at a time when the surface current had a velocity of a little less than one knot an hour, the deep fan showed in a similar way that there was no motion below 20 fathoms. The layer of water in motion had thus a thickness of only about 20 to 40 fathoms from the surface, and below this the water was perfectly still. The relation of this thickness to the temperature at different depths will be referred to further on. This also shows that there is no constant bottom current of any appreciable velocity.

Station L, on the west side was occupied from August 13th to 15th. There was some trouble from dragging of the anchor at first; but a continuous record of the current for 32 hours was obtained. The velocity of the surface current measured at the standard depth of 18 feet, varied from 0.74 to 1.56 knots per hour, and the direction veered

gradually from N. W. to N. E. and back again to N. W. The regularity of this change in direction makes it probable that it is tidal in its nature; but the observations were not continued long enough to establish any definite relation between the two. On August 31st the station was again occupied for a few hours, and the direction and velocity were found in correspondence with the previous observations. The average direction is thus as nearly as possible from the north (magnetic) with an average velocity of very little more than one knot per hour.

While the current ran from the N. E. the undercurrent was stronger than the surface current as far down as 50 fathoms. Two measurements at 30 and 40 fathoms (made August 14th and 31st) showed the velocity at that depth to be 38 to 40 per cent stronger than at the surface.

On the other hand, while the current ran from directions west of north, two measurements of the undercurrent at 40 fathoms (made August 15th) showed the velocity to be only 50 per cent of the surface current, and its direction to be 20° more westerly.

The total thickness of the current at this station was not ascertained. This thickness might have been ascertained here and at the other stations much more definitely, if the meter which was intended for the purpose, had not failed to work electrically.

Station M, on the east side of the strait was occupied on August 22nd and again from August 27th to 29th when a continuous record of the current for 41 hours was obtained. The velocity of the surface current varied from 0.50 to 1.40 knots per hour; and the direction veered from E. to S. (mag.) the dominant direction being from the S. E. The change in direction was much less regular than at station L, and no relation can be seen between the variations in direction and velocity and the tides as recorded by the gauge on St. Paul Island.

On August 27th, at a time when the surface current had an average velocity and its usual direction from the S. E., the indication of the deep fan showed that the undercurrent extended to a depth of 50 fathoms and possibly to 100 fathoms; and that it ran from S. by E., or from a direction about 30° more southerly than the surface current. The velocity of the undercurrent at 30 and 40 fathoms ranged from 44 per cent of the surface velocity, to an equality with it; but was never greater.

On the western side of the strait, between Cape North and St. Paul Island, one station was selected at N, in 60 fathoms on the edge of the shallow water extending from Cape North. This station was occupied from August 23rd to 25th; and the current was found to run from the N. W. During the period of 48 hours immediately previous to the occupation of this station on the 23rd, the wind had ranged from N. to N. W., with an average velocity of 24 miles per hour, making a total of 1,122 miles of wind in that time. It is therefore probable that the velocity of the current as then found, was as great as it ever is. A continuous record of the current for 46 hours was obtained; and the velocity ranged from 1.39 to 2.25 knots per hour, the average being nearly 1.80 knots. In direction, the extreme variation was from N. to N.W. (mag.) the dominant direction being nearly from the N.W. There is no relation discernable between the variation in direction and the tide; but the greater velocity of the current seems to occur during the fall of the tide.

The undercurrent at 40 fathoms has only about one-third the strength of the surface current; but it appears probable that the water was in motion throughout the whole depth of 60 fathoms.

*Temperatures.*—The water was found to be a little warmer between Cape North and St. Paul Island than across the main opening of the Strait between that island and Cape Ray. The surface temperature there ranged from 55° to 60°; and from the surface, the temperature fell gradually with the depth till it reached 32° at about 50 fathoms. At greater depths, from 100 to 200 fathoms, the temperature was again higher and averaged about 40°. This result appeared so anomalous that the matter was carefully investigated, and every precaution taken to insure accuracy.

The temperatures, so long as they fell regularly with the depth, were taken with registering thermometers of the Miller-Casella pattern. But where there are layers of

## Marine and Fisheries.

unequal temperature, such a thermometer will only register the temperature of the coldest layer, irrespective of its depth. For this reason, the temperatures below 50 fathoms were taken with Negretti and Zambra's deep-sea reversing thermometer, which gives the actual temperature at the depth to which it is lowered. This thermometer has to be used with some care, as in very rough weather the release, which is mechanical, is apt to take place prematurely. Also, if there is much current, the steamer should be free and not anchored, as there is then so much stray line that great depths cannot be correctly measured. It is thus necessary to use time in good weather, specially for this purpose. In the present instance, two thermometers were used, which were kept in perfect working order. The thermometers were checked against each other by duplicate readings at the same depth, and were also compared directly with a standard thermometer. Any readings which there was reason to suspect of inaccuracy are omitted from the results given. In the temperature sections, the columns represent points at equal intervals apart, across the width of the strait. The temperatures are Fahrenheit.

### CAPE NORTH TO ST. PAUL ISLAND.

Temperature Section, August 17th, 1894.

Surface.....	65	65	58	58
10 Fathoms.....	64	60	40	43
20 do.....	41	41	36	36
30 do.....	35	35	35	35
40 do.....	33	33	32	34
Total depth..	83 F.	90 F.	120 F.	140 F.

Same section as above, repeated September 27th. Current from N. W., (the usual direction).

Surface.....	51	52	52	50
5 Fathoms.....	49	47	47	45
10 do.....	49	47	42	41
15 do.....	49	45	38	35
20 do.....	49	45	36	35
30 do.....	38	38	35	35
40 do.....	34	35	34	34

### ST. PAUL ISLAND TO CAPE RAY.

Temperature section, August 16th, 1894.

Surface.....	59	60	60	59	59	55
10 Fathoms.....	42	40	44	44	41	46
20 do.....	34	38	37	38	36	37
30 do.....	32	36	35	34	33	35
40 do.....	31	33	33	33	33	34
50 do.....	31	—	33	—	—	—
100 do.....	37½	—	38½	40	—	—
150 do.....	40½	—	40½	—	40½	—
200 do.....	39½	—	—	—	—	—

On account of the rapid fall of temperature from the surface to 30 fathoms, the following additional temperatures were taken, at the points mentioned.

	Off Cape North Aug. 17.	Station L. Aug. 13.	At centre of Strait Aug. 16.	Station P. Aug. 20.
Surface.....	65	59	60	63
5 Fathoms.....	64	56	54	57
8 do.....	—	43	—	—
10 do.....	64	40	44	39
12 do.....	—	37	—	—
15 do.....	60	34	38	36
20 do.....	41	34	37	34
30 do.....	35	33	35	32
40 do.....	33	32	33	32

*Deep Temperatures* from 50 to 200 fathoms, between St. Paul Island and Cape Ray. Taken with deep-sea reversing thermometers, left down for 5 to 15 minutes.

I. Temperatures on August 16th as already given.

II. At Station M, August 22nd; surface current running 1.25 knots from the S.E.

III. At Station M, August 28th; surface current running one knot from the S.S.E.

IV. At Station P, at centre of Strait, August 30th. Surface current less than one knot per hour; thermometers left down for 10 to 12 minutes.

V. On a line running North (mag.) along the centre of the Strait. Temperatures at three points seven miles apart, September 27th.

Depth.	50 Fathoms.	100 Fathoms.	150 Fathoms.	200 Fathoms.
I.....	65	40	40½	39
II.....	—	38½	40½	39½
III.....	—	37½	40½	—
IV.....	—	39	—	40
V.....	32½	40	40½	39½
	35	41	40	39½
	32½	37	38	40
	32½	—	40½	39½
	32½	39	40½	39½
Mean.....	33.0	39.0	40.1	39.6

For comparison with this strait where warmer water occurs near the bottom, the temperatures were taken in the deep water in Bonne Bay. This bay is cut off from the sea by a line of comparatively shallow water not exceeding 30 fathoms; and the East Arm is again separated from the rest of the bay by a bar on which there is only 7 fathoms, while the depth in the Arm itself exceeds 100 fathoms. This deep water in so isolated a situation would naturally take the order of density according to depth. The temperatures down to 100 fathoms were as follows:—

Surface.....	54	40 Faths.....	32
10 Faths.....	48	50 do.....	32
20 do.....	39	80 do.....	31
30 do.....	34	100 do.....	30½

The decrease is thus regular, and in conformity with the density of sea-water which unlike fresh water, increases continuously in density as the temperature falls.

# Marine and Fisheries.

## SUMMARY FOR CABOT STRAIT.

We thus find in Cabot Strait a current running out of the gulf on the western side, and into the gulf on the eastern side; while in the middle the current is weak and uncertain in direction. The temperature of the water is practically the same in both cases, except within eight miles of Cape North, where it is appreciably warmer. The depth of water in motion appears to be greater on the western side, while on the eastern side the width of the flow is greater and the under-current weaker in proportion. From a comparison of the under-current with the temperatures at various depths, it is to be inferred that the movement of the water does not extend to a greater depth than perhaps 60 or 80 fathoms at the most; and below that depth the water appears to be perfectly quiescent. The volume of water leaving the gulf on one side is thus balanced by the volume entering on the other; and as the temperatures are nearly the same, the loss or gain of heat to the gulf is much less marked than it would be if the balance of volume lay between a surface and a bottom current. The actual balance however, is on the side of loss of heat; as it is the outflowing water near the western side which has the highest temperature.

As to causes, it is not possible to speak very definitively from observations so limited in time and extent. It is more than likely that the layer of very cold water between 20 and 50 fathoms is the result of the chilling of the water during the winter; and that the warmer water at the surface is due to rise in temperature with the progress of the season. But the reason that the coldest water does not sink to the bottom is by no means clear. If fresh water were in question, the temperature of 39° or 40° would then correspond with maximum density; but the density of sea water increases uniformly as the temperature falls. The increase however is exceedingly slight for the range from 41° to 32° which we have here to deal with; and this allows a possible explanation to be suggested. It would require the admixture of less than 1½ per cent of fresh water with sea water at 32° to give it the same density as unmixed sea water at 41°. The cold water might thus be prevented from sinking if it were chilled by fresh water ice from the river, which is not unlikely in the circumstances. The bottom water may enter direct from the unmixed water of the Atlantic; as a depth of over 200 fathoms extends uninterruptedly from this strait to the ocean.

It is clear in any case that there is no cold under-current running out along the bottom of the strait, as might be expected in accordance with the theory of continuous inflow of cold water at the Strait of Belle Isle.

The water in the greater part of this strait is as clear as average sea water, the colour having a slightly milky tinge. From St. Paul Island westward, however, a brownish tinge appears, which becomes more pronounced towards Cape North, where the water is nearly as brown as in the Ottawa river. The colour at station N. was sufficient to stain the gauze netting of the attached float used to show the direction of the current. This suggested the possibility that the presence of St. Lawrence water might here be detected; but the difference in density was too slight to be indicated by the hydrometers used. A number of bottled samples have been taken from the surface and from the cold layer at 40 fathoms, in order to determine the density with greater accuracy.

The determinations of the density were made at the laboratory of the Inland Revenue Department, with the following results, reduced to 60° Fahrenheit:—

### *Cape Ray to St. Paul Island.*

Average of surface water, from a mixture of a number of samples (27 Aug., '94).....	1.0242
At Station P. at centre of Strait, surface water (30 Aug., '94)	1.0241
do do at 40 fathoms (30 Aug., '94)	1.0253

*St. Paul Island to Cape North.*

Average of surface water (17 Aug., '94).....	1·0227
At Station N, 8 miles off Cape North :—Surface water, (23 Aug., '94).....	1·0218
Surface water (25 Aug., '94).....	1·0221
At 40 fathoms (25 Aug., '94).....	1·0249

The lesser density of the surface water between St. Paul Island and Cape North is evident ; while at 40 fathoms its density is nearly equal to the average in the wider part of the Strait, where the density of 1·0242 is the average for both the outgoing and incoming water. In comparison with this, the mean density of 1·0220 at Station N., between Cape North and St. Paul Island, would indicate an admixture of 9 per cent. of fresh water. Although this result is based upon a few observations it affords an indication of importance, as it points to the presence of river water, and therefore a possible connection between the Gaspé current and the current flowing outwards at Cape North ; and thus furnishes a clue which should be followed up and further investigated.

## GENERAL REMARKS.

One of the aims in this season's work, was to ascertain the nature of the currents in the two entrances to the Gulf of St. Lawrence as a basis for the examination of the currents throughout its area. From this point of view a few general remarks may now be made.

In the Strait of Belle Isle, while the current maintains its tidal character, there is only a difference in favour of inward flow from the east ; and during the summer months the actual balance of flow does not probably give more than a moderate percentage in favour of the inward direction. The influence therefore on the Gulf as a whole cannot be very great. During times however when the current runs predominantly in one direction for several days, with a velocity which may attain a maximum of three knots, the effect upon the gulf must be more marked, and the distance to which its influence extends may be considerable.

A predominant current running inwards through the strait in the early spring, may not have a very marked influence so far as temperature is concerned ; because at that season the water in the north-eastern end of the gulf must be nearly as cold as the water entering through the strait. This incoming volume of water may help however to account for the increased velocity which the outward current on the west side of Cabot Strait is reported to have in the spring. Even if the water itself does not reach Cabot Strait, it may still act by displacement, as the total volume of the gulf must remain nearly the same. This is much more probable than the explanation often made that this increased velocity is due to the spring floods in the tributaries of the St. Lawrence River. The influence of the St. Lawrence upon the currents in the gulf is usually much exaggerated. It may therefore be well to mention that a current of only half a knot per hour through the Strait of Belle Isle, would admit a volume of water 40 times greater than the discharge of the St. Lawrence as measured between Montreal and Lake St. Peter.

The two main currents at the two sides of Cabot Strait are the most important with reference to the interior of the gulf. It is possible that the current on the western side may have some relation to the current running outward along the Gaspé coast, and the reported direction of the current near the Magdalen Islands seems to make this the less improbable. The current along the west coast of Newfoundland might possibly prove to be a continuation of the inward current on the eastern side of Cabot Strait. Further to the north-east, in the narrower part of the gulf towards the Strait of Belle Isle, the current was also found on one occasion to be running from the westward at both sides simultaneously ; but the circumstances appear then to have been exceptional, as already pointed out.



## Marine and Fisheries.

These suggestions are made to show that the currents in Cabot Strait require to be further traced; and this should be done both within and without the strait; and the facts already ascertained will be helpful as a basis in doing so. It may also prove of importance to follow the progressive change of temperature in these currents from the early spring throughout the summer; as this should give light as to the nature of these currents, and would also help in tracing their direction and influence.

There is thus an ample choice in deciding upon the best direction in which to carry forward the survey of the currents from the basis already obtained. It will also be possible to speak with greater certainty regarding these currents, when they have been more extensively followed and investigated.

I have, sir, the honour to remain,

Your obedient servant,

W. BELL DAWSON,  
*Engineer in charge of Tidal-Survey.*

## APPENDIX No. 4.

## METEOROLOGICAL OFFICE,

TORONTO, 25th September, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—In compliance with the request contained in your letter of the 20th instant I have the honour to inclose herewith the Annual Report of the Meteorological Service and Magnetic Observatory for the fiscal year ended 30th June last.

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

R. F. STUPART,  
*Acting Director.*

## METEOROLOGICAL SERVICE.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith the twenty-third report of the Meteorological Service; this report being for the period July 1st, 1893, to June 30th, 1894, with appendices A, B, and C, inspectors' reports and reports on Quebec and St. John Observatories.

During the year the following stations were added to the number reporting :—

## ONTARIO.

Class I.—	Stratford (from Class II.) . . . . .	W. Dick.
Class II.—	Thorold . . . . .	Z. W. Durkee.
	Haileybury . . . . .	P. A. Cobbold.
	Virgil . . . . .	W. H. Harrison.
	Courtright . . . . .	C. M. Sinclair.
	Trenton . . . . .	Rev. F. W. Armstrong.
Class III.—	Merritton . . . . .	T. J. Stevensen.
	Sutton West . . . . .	W. D. Townley.
	Waterford . . . . .	Sylvanus Phillips.

## MANITOBA.

Class I.—	Stony Mountain . . . . .	A. G. Irvine.
Class II.—	Pipestone . . . . .	A. G. Rattray.

# Marine and Fisheries.

## NORTH-WEST TERRITORIES.

### Class II.—

Pincher Creek .....	G. W. Gill.
Alameda .....	R. L. Gibson.
Pheasant Forks .....	L. Franks.
Moose Jaw .....	C. A. W. Stunt.

### Class III.—

Pense .....	B. Spring Rice.
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## BRITISH COLUMBIA.

### Class II.—

Enderby .....	G. R. Lawes.
Pilot Bay .....	J. D. Marsden.
Rivers Inlet .....	G. S. McTavish.
Stuarts Lake .....	A. C. Murray.
Alberni .....	A. E. Reeve.
Canobie .....	Lieut. Col. G. H. Elliott.
New Westminster .....	Joseph H. Edwards.
Kaslo .....	J. W. Cockle.
Keeper Island .....	Rev. R. J. Roberts.

### Class III.—

Union Mines .....	R. Lawrence, M.D.
Duncan's Station .....	Mallcott Richardson.
Langley .....	A. H. Hawkins.
Beaver Creek .....	Stanley R. S. Bayne.
Gold Stream .....	William H. Ralph.

During the year the following stations ceased to observe :—

### *British Columbia.*

#### Class II—

Vernon.—Death of observer.

### *Ontario.*

#### Class I—

Alexandria.—J. Smith, M.A., removed from station.

#### Class II—

Niagara Falls.—E. Norden, resigned.

Egremont.—J. G. McCullough, deceased.

In December last Mr. W. A. Ashe, the director of the Quebec Observatory, died after but a brief illness ; the position has since been filled by the appointment of Mr. Arthur Smith, P. L. S.

Mr. J. McLean, who for many years performed the duties of observer at Owen Sound satisfactorily, was forced by increasing age to resign the work, but he obtained the service of Mr. D. McKenzie, who continues the duties at that station.

Mr. Mellor, of Birnan, who resigned and left the station from ill health, has returned to that place and resumed observing.

Of the two clergymen mentioned in the preceding report as stationed in the Mackenzie River District, Mr. Stringer continues to report from Fort McPherson ; Mr. Marsh has forwarded observations from Fort Liard, but has been moved to Hay River in the same district and continues to observe there.

In the case of the observations made by officials of the Canadian Pacific Railway considerable interest has been shown in the work by the divisional superintendents and I anticipate increased regularity in the work from that and from the recent visits of the inspectors of this service.

The observers in Ontario and Manitoba under the Department of Agriculture have continued to discharge their duties with commendable zeal. The Minister of Agriculture of Manitoba has expressed a desire to aid this office in obtaining stations in parts of the province in which stations are not located.

The large increase in the number of observing stations in British Columbia, necessitated by the individual peculiarities of different localities, is mainly due to the careful and zealous cooperation of the Minister of Agriculture and of Mr. J. R. Anderson, of that department.

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STORM SIGNAL SERVICE.

During the past year the storm warnings have been most satisfactory. During August and the autumn months several particularly severe storms passed over both the Lake Region and Maritime Provinces; notable among these were, a West India hurricane, which swept over Nova Scotia during the night of August 21st, causing much loss of shipping and destruction of property generally; another West India hurricane, which entered the United States in South Carolina, moved north to New York State and thence down the St. Lawrence Valley, giving a fresh gale on Lake Ontario, the St. Lawrence and the Maritime Provinces; and a third West India hurricane, which entered America on October 13th, moved rapidly to the Lake Region, there causing a disastrous gale, and thence down the St. Lawrence Valley causing a storm of lesser violence in the Gulf and Maritime Provinces. All these storms were well warned, and doubtless much property and many lives were thereby saved.

There has been a marked improvement as regards the time taken in the telegraphic transmission of storm warnings, the telegraph companies having obviously used their best endeavours to facilitate our work.

The following table shows the total number of storm warnings issued and the percentage verified:—

Year.	Total number.	Number verified.	Percentage.
1877.....	743	510	68·6
1878.....	860	673	78·3
1879.....	712	591	83·0
1880.....	889	736	82·8
1881.....	854	727	85·1
1882.....	841	658	78·2
1883.....	1,085	858	79·1
1884.....	798	663	83·2
1885.....	8·0	741	89·3
1886.....	906	799	88·2
1887.....	1,093	972	88·9
1888.....	897	758	84·5
1889.....	1,126	926	81·3
1890.....	1,199	987	82·3
1891.....	1,017	826	81·2
1892.....	1,161	888	80·7
1893.....	1,317	1,118	84·9
1894, six months, 1st January to 30th June.....	245	223	91·0

## Marine and Fisheries.

### WEATHER FORECASTS.

Weather forecasts have been issued regularly throughout the period comprised in this report, they have been published daily by most of the leading newspapers of the Dominion besides being posted at about 1,500 telegraph offices in Manitoba, Ontario, Quebec, and the Maritime Provinces.

The demand from persons in Toronto and at a distance for special forecasts continues to increase and in all cases predictions have been furnished at once to those asking for them.

Warnings of approaching storms, as heretofore, were issued to the railways and have apparently been much valued.

Train signals as usual were displayed during the summer on the morning trains in the older provinces.

The percentage of verification of the forecasts for the year has been well up to that of the past few years, although the abnormal and erratic movements of storm centres during the latter part of May and early June caused many failures in the predictions issued during that period.

The following table (No. 2) shews the predictions and the percentage of fulfilment in each district, in each month, and in the whole period :—

## NUMBER of Predictions and percentage of fulfilment in each

MONTH.	MANITOBA.					LOWER LAKE REGION.					UPPER ST. LAWRENCE.				
	Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1893.															
July.....	91	69	13	9	83.0	114	92	17	5	88.2	95	74	14	7	85.3
August.....	94	71	13	10	82.4	120	85	16	19	77.5	105	82	15	8	85.2
September.....	87	63	15	9	81.0	109	81	17	11	82.1	95	70	13	12	80.5
October.....	93	71	12	10	82.8	119	87	14	18	79.0	107	78	14	15	79.4
November.....	101	73	12	16	78.2	121	93	15	13	83.1	112	88	15	9	85.3
December.....	101	63	23	15	73.8	119	87	16	16	79.8	115	87	21	7	84.8
1894.															
January.....	89	78	8	3	94.4	100	70	22	8	81.0	100	70	22	8	81.0
February.....	88	69	7	12	82.4	103	83	10	10	85.4	92	72	8	12	82.6
March.....	90	57	15	18	71.7	105	75	19	11	80.5	96	68	14	14	78.1
April.....	91	75	11	5	88.5	98	80	13	5	88.3	90	77	7	6	89.4
May.....	88	62	14	12	78.4	98	72	13	13	80.1	88	67	11	10	82.4
June.....	84	66	8	10	83.3	104	82	13	9	85.1	85	58	10	17	74.1
Total.....	1,097	817	151	129	81.4	1,310	987	185	138	82.4	1,180	891	164	125	82.5

NOTE.—The percentage of verification is obtained by taking the sum of those fully verified and half

## Marine and Fisheries.

District in each Month, and in the Year, July, 1893, to June, 1894.

LOWER ST. LAWRENCE.					GULF.					MARITIME.					TOTAL.				
Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.			
	Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
97	73	13	11	82.0	100	80	8	12	84.0	102	81	13	8	85.8	599	469	78	52	84.8
100	73	14	13	80.0	97	77	4	16	81.4	100	74	17	9	82.5	616	462	79	75	81.4
93	66	15	12	79.0	97	72	12	13	80.4	95	58	23	14	73.2	576	410	95	71	79.4
108	85	14	9	85.2	109	85	16	8	85.3	105	79	18	8	83.8	641	485	88	68	82.5
102	75	14	13	80.4	94	69	13	12	80.3	100	70	20	10	80.0	630	468	89	73	81.3
111	89	11	11	85.1	106	85	12	9	85.8	113	79	20	14	78.8	665	490	103	72	81.4
102	80	12	10	84.3	101	74	12	15	79.2	101	70	16	15	77.2	593	442	92	59	82.3
86	67	10	9	83.7	86	73	7	6	89.0	90	64	15	11	79.4	545	428	57	60	83.8
95	73	13	9	83.7	91	71	10	10	83.5	101	67	21	13	76.7	578	411	92	75	79.1
88	76	7	5	90.3	83	72	5	6	89.8	96	66	27	3	82.8	546	446	70	30	88.1
91	76	12	3	90.1	92	64	16	12	78.3	83	56	18	9	78.3	540	397	84	59	81.3
85	63	11	11	80.6	86	57	19	10	77.3	95	72	11	12	81.6	539	398	72	69	80.5
1,158	896	146	116	83.7	1,142	879	134	129	82.8	1,181	836	219	126	80.1	7,068	5,306	999	763	82.1

the sum of those partly verified and dividing by the whole number.

## CENTRAL OFFICE.

Since August, 1893, Mr. Charles Ross has been employed as telegraph operator in place of Mr. R. Cummings resigned, and in June last Mr. F. N. Denison was appointed to fill the vacancy caused by the resignation of Mr. F. G. Drewitt. These are the only changes that have occurred in the staff of the office.

The unavoidable absence of the director owing to illness, and the supplying of meteorological data to the Tidal Survey has entailed a considerable amount of extra work which has however been cheerfully performed by the various members of the staff.

The fire proof vault in which to store the many years valuable meteorological and magnetical records of the service was built in May last. All important books and papers have been placed in it, thus assuring them from loss in case of fire.

## TIME SERVICE.

The method of performing this work, together with a table showing the discordance at the different observatories, will be found in the report on the Magnetic Observatory.

The report on Quebec Observatory forms Appendix B.

The report on St. John Observatory forms Appendix C.

## VOLUNTARY OBSERVERS.

To the many volunteer observers reporting to the central office, the country is indebted for a great part of the data necessary for a study of its varied climate, and the thanks of the department and of this service are due these men who year after year go on observing and in return for the valuable information they supply receive little beyond the bare acknowledgement of their abstracts.

## PUBLICATIONS.

Applications are frequently made by persons and institutions in different parts of the world for the publications of this office. Nearly 710 annual reports and over 800 copies of the monthly Weather Review are distributed immediately upon their being printed.

## LIBRARY.

The number of publications received during the year was 270, being for the most part annual reports, pamphlets, and periodicals, from the principal astronomical, meteorological and magnetical institutions of the world.

## INSPECTION OF STATIONS.

There were 67 stations inspected during the period covered by this report. Of these 4 were inspected by Mr. Stupart, 30 by Mr. Payne and 33 by Mr. Webber.

These reports form Appendix A, and give the state and condition of the various places visited, and shew the absolute necessity of regular and systematic inspection.

All of which is respectfully submitted.

R. F. STUPART, *Acting Director.*

## INSPECTORS' REPORTS.

## INSPECTOR R. F. STUPART.

Stratford, Ont., 22nd November, 1893.—Mr. William Dick, the observer at this place is enthusiastic in his work, he furnishes a daily weather report to the local paper and also a monthly summary. He has a barometer and a full set of thermometers, all of which are carefully read and looked after.



## Marine and Fisheries.

Sarnia, Ont., 24th November, 1893.—Everything at this place is in good order. Mr. McAdams attends to his work well.

Courtright, Ont., 24th and 25th November, 1893.—Mr. C. M. Sinclair who has volunteered to take observations at Courtright, resides within one hundred and fifty yards of St. Clair River. I left with him a barometer, a full set of thermometers, and a rain-gauge, and all necessary tables and instructions. Mr. Sinclair appeared to understand the work and it is quite likely that this may prove a very useful station.

London, Ont., 27th November, 1893.—Everything all right here, except that both maximum and minimum thermometers were hung too much on the slant.

### INSPECTOR H. V. PAYNE.

Port Arthur, Ont., 20th July, 1893.—Electrical windmill vane nearly worn out, new one will be required. Minimum thermometer was reading 2° too low. Storm signals and mast in good repair. Other instruments in good order.

Fort William, Ont., 21st July, 1893.—The storm signal mast and shed which had been erected by the town were not first class. The mast although of good size was not straight and the signal shed a rough affair. Instructed agent in duties. To insure quick delivery of warnings and economy, it would be advisable to run a telephone to his house, in connection with the agent at Port Arthur.

Winnipeg, Man., 24th July, 1893.—Tested all the instruments and found them in good order. Pointed out errors in rainfall observations and omissions of observations which generally occurred in the morning.

Qu'Appelle, N.W.T., 27th July, 1893.—Anemometer not working properly, down shafts loose and gearing much worn. Wind vane dial rusted and not working. These were put in order. Rain-gauge required two new receivers. Errors in entering rainfall pointed out. Barometer and thermometers were tested and showed satisfactory results.

Swift Current, N.W.T., 28th July, 1893.—Barometer cistern so dirty it was impossible to set correctly. This was put in good order. I found an error in barometric correction table for reduction to sea level. Anemometer and anemograph in good order, but the tower required more rigid supports. Pointed out omissions in sending morning telegraphic reports. Barometer and thermometers tested and reading correctly.

Medicine Hat, N.W.T., 29th July, 1893.—There are two barometers here which, on comparing with a standard, read correctly. This will not account for the continued discrepancy in barometric readings from this station, and it can only be assumed that the Canadian Pacific Railway level used in reducing the observations is wrong. Other instruments were in good order but their position is not as good as it should be. Delay in sending returns was owing to illness of observer.

Calgary, N.W.T., 31st July, 1893.—The barometer cistern was leaking but the barometer was still reading correctly; the mercury also required cleaning. Put in a new cistern and cleaned the mercury. All thermometers tested—two minimum thermometers were found out of order and were properly adjusted. There are no wind gauges here, but I think it would be advisable to supply this station with them, although the exposure is not very good.

Glacier, B.C., 2nd August, 1893.—Thermometers and rain-gauge in good order, measuring glass broken. Temperature observations seem too uniform to be correct.

Vernon, B.C., 4th August, 1893.—Instruments well placed and on testing found to be all in good order. Observations are well taken here and the observer will add report of crops, &c., to other observations.

Mission Valley, B.C., 7th August, 1893.—Thermometers in good order excepting one minimum broken. Observer takes much interest in the work and would, if another minimum were supplied, take another set of observations on the bench lands up the mountain. It is found that many fruits, vegetables, &c., will grow higher up the hills which will not nature in the valley. Position of thermometers changed.

Mable Lake, B.C., 7th August, 1893.—Instruments for this station were still at Vernon, observer will start observing in October.

Spence's Bridge, B.C., 9th August, 1893.—The barometer required cleaning and is now all right. Thermometers were tested and left in good order. Records are well kept.

Vancouver, B.C., 12th August, 1893.—The observer has left the town, I could not find any trace of the rain-gauge he had.

Hazlemere, B.C., 16th August, 1893.—This station is in a new and developing good agricultural district near the west end of the international boundary. Observer takes much interest in the work. Thermometer shed required to be properly placed. Rain-gauge was moved to better exposure. Wind record useless, as station is surrounded by high trees. Thermometer tested and found in good order—returns well kept.

Abbotsford, B.C., 18th August, 1893.—Is seven miles from Mission City, and in view of observer not taking observations at Mission City, will be a serviceable station. Returns are well kept. Thermometers and rain-gauge in good order. Rain-gauge moved to a better exposure. Observer will make extra notes of crops, &c.

Mission City, B.C., 19th August, 1893.—The observer declined to continue observations excepting rain-fall. Instruments, excepting rain-gauge, were therefore taken away and distributed at other places.

Agassiz, B.C. 21st August, 1893.—Experimental farm. One ordinary thermometer found broken; other thermometers were in good order. Rain-gauge and sunshine recorder properly exposed. Returns well kept.

Loch Erroch, B.C., 22nd August, 1893.—Mercury in maximum thermometer will not unite, making reading continually 1° too high. This will be allowed for. Other instruments are in good order. Records well kept.

Kamloops, B.C., 24th August, 1893.—All instruments in good order. Rain-gauge required levelling. Observer has little time to take observations, but will try to continue them.

Donald, B.C., 26th August, 1893.—Thermometers and rain-gauge all in good order, and observations well taken. Observer declines to take rainfall observations.

Glenbow Ranch, N.W.T., 29th August, 1893.—Thermometers and rain-gauge all in good order, but an inner and outer thermometer shed is required. Rain-gauge well exposed. Observer would take barometric observations if barometer were supplied. Records well kept.

Fort McLeod, N.W.T., 31st August, 1893.—The observer away and house shut up. Anemometer cups unshipped and thermometer shed on the ground. Met observer at Pincher Creek later; he informed me that one minimum thermometer was broken, and one ordinary thermometer stolen. He promised to resume observations shortly on his return.

Pincher Creek, N.W.T., 31st August, 1893.—Near the Crow's Nest Pass and well situated for observations, excepting for wind, for which the exposure is not good. Wind instruments are placed on a well constructed erection and are in good order. Thermometers and rain-gauge are properly exposed. Records well kept.

Virden, Man., 5th September, 1893.—No observations had been taken here for some time. Observer promised to resume observing, having just returned from England. Maximum thermometer has bleb in the column which cannot be shaken out. Observer will allow for this. Thermometers very well placed. All instruments excepting the maximum thermometer were in good order. Observer will take wind observations if anemometer is supplied him.

Brandon, Man., 6th September, 1893.—Station at experimental farm. Thermometers, sunshine recorder and rain-gauge are all well placed in position some height above low land, and, with the exception of the minimum thermometer which was broken, were all in good order.

Sourisford, Man., 8th September, 1893.—Instruments were in a disgraceful condition, thermometer shed, rain-gauge, ordinary thermometer and maximum thermometer were broken and useless. The other instruments I took away and sent to Alameda.

Cobourg, Ont., 17th October, 1893.—The arm had been wrenched off the mast which is not a good one and not strong enough to hold the signals. Temporary arrangements were made to hoist the signals until the end of the season. A new and stronger mast will be required which should be placed further on the wharf.

Trenton, Ont., 29th May, 1894.—Mast required painting and setting up straight. Signals were rotting on the wharf as owners will not allow a shed to be built as they

## Marine and Fisheries.

are no longer agents for the service. The present position is a good one but situated as it is the duties cannot be carried on satisfactorily.

Picton, Ont., 30th May, 1894.—Mast required painting and new shelter built.

Prinyer, Ont., 31st May, 1894.—New mast and shelter look well, but mast required wire stays and new halyards; signals were all in good order.

### INSPECTOR B. C. WEBBER.

Warton, Ont., visited 25th July, 1893.—The rain gauge is well exposed in a large open space; it required, however, one big and two small receivers. Every reliance can be placed on returns from this station.

Owen Sound, Ont., visited 26 July, 1893.—Some trouble has been experienced in keeping one of the lamps burning, and it was necessary to have the blocks changed, as they caused the halyards to jam. Captain Simpson has not taken down the old mast on the elevator as per agreement.

Parry Sound, Ont., visited 27th July, 1893.—The telegraph line between Parry Sound and Rosseau was in a wretched condition, hence probable cause of signals often missing. I brought this matter before the proper authorities. The anemometer tower was sadly in need of paint to preserve it from utter destruction, and it ultimately received two coats. The signal mast is in good order, and the necessary repairs have been made to the drum house. The anemometer was much worn and has been replaced by a new one.

Beatrice, Ont., visited 26th August, 1893.—The observer in attempting to clean the barometer had placed the mercury in a metal receiver, result amalgamated mercury and useless barometer. Replaced it by Green 3271, and cautioned observer not to try to clean barometer another time. The minimum thermometer reads  $1^{\circ}5$  too low, no detached spirit at the end of the tube.

North Bay, Ont., visited 9th October, 1893.—The readings of the thermometers proved that they had not been set for some time, they were also very dirty. The rain gauge was badly dented and much rusted. The Canadian Pacific Railway authorities who directed their agent at this place to attend to the duties, were notified of the carelessness displayed.

Mattawa, Ont., visited 10th October, 1893.—The instruments are in good order at this station, and the work is well attended to by the observer, the Canadian Pacific Railway agent.

Eau Claire, Ont., visited 11th October, 1893.—Mr. Gale, the observer at this station, lives in the township of Calvin, 21 miles west of Mattawa. The instruments are well exposed, and the observations should be of value.

Rockliffe, Ont., visited 12th October, 1893.—A large amount of mercury had leaked out of the barometer 3289, and it could only be set as high as 2,990 inches, it also contained air to the amount of  $\cdot 025$  inches. The same barometer had leaked in a similar way before, so considered it better to replace it by No. 3280 I had with me. Mr. McIntyre says he is still assured that no one meddles with it. The minimum thermometer continues to read  $1^{\circ}$  too low, a correction for this amount will in future be applied. The thermometer shed will need re-painting in the spring.

Pembroke, Ont., visited 15th October, 1893.—Closed this office as no observations had been taken for several years.

Renfrew, Ont., visited 16th October, 1893.—The spirit in minimum thermometer No. 830 failed to keep united, so changed it for No. 69149, which I had collected from Pembroke. Much care is still given to the observations at this station.

Port Stanley, Ont., visited 7th March, 1893.—The anemograph after its eighteen years' service was returned to the central office for cleaning and repairing. The barometer correction remains as heretofore. All thermometer scales were re-marked. The derrick recently constructed to carry the anemometer is rather a flimsy affair and not painted. The anemometer was much rusted, owing to insufficient care together with the loss of top binding screw, its contact makers also required some adjustment.

Woodstock, Ont., visited 8th March, 1894.—The barometer and battery were again in a very dirty condition, the former owing to continued use of sulphur matches instead

of a lamp or candle, and the latter owing to want of attention. The anemometer through want of oil was rusted, to its socket, and its screw cap was missing. The stand for the rain gauge was broken, and the thermometer shed and fence quite worn out. The observations themselves had been most carelessly taken. As representations were made that a radical change for the better would ensue here, it was decided by the director to thoroughly re-equip this station, and on the 17th of April I revisited Woodstock and placed everything in order, the anemograph was removed to a more suitable position, and the two small old thermometers were replaced by the large ones now generally used.

Port Arthur, Ont., visited 25th May, 1894.—A careful set of comparisons proved the Adie barometer at this station to be reading—019 inches. The barometer had been removed from the inner to the outer shop some time between 1892 and 1893, but the observer had not the date.

The proposed new site for the instruments at the government building is not suitable in any way for them. The roof is not available for an anemometer, and were it so the exposure would be no better than the one now in use, and as the grounds are not inclosed, it would be unsafe to put out the thermometers and rain gauge. The anemometer was placed on a thin scantling and rocked very much, I arranged that a good strong platform be erected to carry the instruments, and on my return trip this had been built, but it was found necessary to have it further stayed. The storm signal mast required repainting, and this was contracted for and accomplished.

Fort William, Ont., visited 25th May, 1894.—The mast is a good and high pole. The agent said it was impossible for him to hoist signals without the aid of a windlass so permission was granted him to have one erected at a small cost.

Winnipeg, Man., visited 28th May, 1894.—The authorities there were plainly told that it was imperative that no observations be missed and I was assured that we should not have to complain again in this matter. The instruments were all in very good order. On representations of the observers I interviewed the manager of the Great Northwestern Telegraph Company *re* incivility and inattention of his boys when receiving the signals by telephone. I again respectfully urge that it be made essential that the Winnipeg observer be able to telegraph. The manager of the telegraph company is willing to run a loop into the college as soon as there is any one there who understands telegraphy. Green barometer no. 2740 with case, which I found stored away and leaking, I thoroughly renovated and left in position reading correctly, as a spare instrument.

Minnedosa, Man., visited 29th May, 1894.—The barometer here was excessively dirty with a good bit of air in it; it was barely readable. It received the necessary renovation and the new mercury was used. The thermometers are now placed on top of the hill; the fence was rickety and I had it made firmer.

Portage la Prairie, Man., visited 30th May, 1894.—The instruments are well exposed at the Home for Incurables, and in good order. The warden, Mr. Young, has undertaken the duties of observer.

Elkhorn, Man., visited 31st May, 1894.—Found that barometer had been broken in transit from Virden. M. Mowat is very anxious to be furnished with another one. I instructed him how to read a barometer and also the method of obtaining the humidity. The exposure of the anemometer is of no value and the readings will not be taken.

Qu'Appelle, N. W. T., visited 2nd June, 1894.—The barometer here was cleaned the new mercury being used, it was found to be reading correctly. The catches on both the maximum and wet bulb thermometers were broken permitting the tubes to slide on the scales, these were made rigid. Mrs. Gordon was cautioned to give great care to the work of observing.

Regina, N.W.T., visited 4th June, 1894.—A new thermometer shed, complete, was needed at this station, the one in use being very dilapidated. More shafting was also supplied for the anemometer, to enable the dials to be placed more conveniently. The authorities are desirous of being furnished with a barometer. The work is seemingly carefully attended to.

## Marine and Fisheries.

Saskatoon, N. W. T., visited 6th June, 1894.—The instruments are well exposed at this station: they are in good order and the work is done with great care.

Henrietta, N. W. T., visited 7th June, 1894.—The same report applies here as at Saskatoon.

Duck Lake, N. W. T.—Inspector Strickland, North-west Mounted Police, applied for a set of instruments at this station, assuring me that the work would be attended to properly. As this is a desirable point for maximum and minimum temperatures and precipitation observations I respectfully recommend that these instruments be furnished him.

Battleford, N. W. T., visited 7th June, 1894.—Cleaned the barometer at this station using the new mercury, it was not opaque however, although not touched for three years. The connecting cog of the anemometer was reversed as it was much worn. All other instruments in very good order.

Prince Albert, N. W. T., visited 9th June, 1894.—The barometer was leaking badly owing to loosening of binding of bag and it could barely be set; it was renovated thoroughly. The townspeople here are anxious to have the observing station placed on the hill at the back of the town as they suppose a higher mean winter temperature can there be obtained. Mr. Davison, if appointed sole observer, is quite willing to move to this higher ground, and to run up the telegraph wire to lessen chances of delay in transmission of signals. The anemometer was not tightly fastened to the platform, neither was it level.

Swift Current, N.W.T., visited 15th June, 1894.—The barometer here had air in it amounting to .028, it was renovated thoroughly and new mercury substituted. The anemograph was not working; in the first place, there was no battery, and secondly, the outside connecting wires were broken. Great carelessness is evidently displayed over the work here, and Mr. Knight is apparently away from Swift Current oftener than he is there.

Medicine Hat, N.W.T., visited 16th June, 1894.—The spare barometer No. 2682 with cracked cistern, I renovated, using the requisite pieces from the broken barometer brought from Elkhorn, so there are now two good barometers at this station reading correctly. The thermometers were in good order and fairly well exposed as was also the rain-gauge.

Calgary, N.W.T., visited 18th June, 1894.—Both barometers were leaking here, the Negretti and Zambra owing to defective washers, and the Green to loosening of binding of bag. These leaks were rectified, but the barometers are both still in error, the Negretti zero point has been changed, and the ivory point of the Green broken, adjustment of the latter's scale still left it faulty. A new barometer is needed here. Mr. O'Brien has the instruments at the Lougheed Block; the roof of this building would give a good wind exposure, permission can be obtained to erect a platform thereon, this latter could be built at a nominal cost, as the tenders I procured prove, and I strongly urge that this be done, and that Mr. O'Brien be allowed the emolument given at most of the telegraph stations, in consideration of the extra work that would be entailed by the addition of an electrical anemometer.

Edmonton, N.W.T., visited 20th June, 1894.—The barometer was quite opaque and received the requisite cleaning, the new mercury being used. The anemometer, owing to the want of oiling, had become so much rusted, that it required a stiff breeze to revolve the cups, it was also not firm on the platform owing to some needed repairs to the latter. I thoroughly renovated the instrument, and had the platform made rigid. Mr. Taylor was informed that greater care must be given to the anemometer in future, and he promised that this would be done. The catch of the maximum thermometer was broken, this was attended to. Mr. Taylor reports that the wire to Calgary is often out of order, and is desirous of having a loop from the Government line run to his office.

Banff, N.W.T., visited 27th June, 1894.—I found Mr. MacLeod, the observer, laid up in the hospital, and Miss Stewart was kindly taking the observations, the instruments having been removed to Mr. Stewart's house. The barometer was leaking badly through the binding collar, and it also contained considerable air. I cleaned and reno-

vated it, using the new mercury, and feel assured that it is now reading correctly, but could not test it, as owing to the altitude of this place, the barometer was reading 25.300 inches, and the standard instrument in my possession did not read so low. Mr. MacLeod hoped to shortly resume the work, and when a permanent position for the barometer is selected, its height above sea level will be ascertained.

Donald, B.C., visited 29th June, 1894.—The thermometer shed remains in the old position. The rain-gauge had not been used, it is however now put in a good place, and the amount of the rainfall will be taken. The barometer in use is a small aneroid, it was reading about .120, I corrected it. I should judge that Mr. Blythe is a careful and conscientious observer.

Glacier, B.C., visited 30th June, 1894.—The instruments are all in good order and well placed.

Griffin, B.C., visited 30th June, 1894.—The same report applies here as at the Glacier.

Spence's Bridge, BC., visited 30th June, 1894.—Cleaned the barometer at this station. The instruments are all in good order. Mr. Murray led me to understand that the Sunday observations would be taken in the future.

Before closing my report, I would respectfully ask you to take into your consideration the establishment of a well equipped meteorological observing station at the Glacier, B.C. The snow fall at this place is annually very great, and last winter it is reported to have been at least twelve feet more than usual. It is probable that the snow here gives a fair idea of the general fall over the Selkirk range, and the approximate amount once arrived at, taken in conjunction with early spring temperatures, should make it possible to issue a pretty accurate forecast of the amount of rise in British Columbia rivers that might be expected.

#### MAGNETIC OBSERVATORY.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith the report on this observatory for the fiscal year ended 30th June, 1894.

During the above period the six daily magnetic and meteorological eye observations taken at 6.00 and 8.00 a.m., 2.00, 4.00 and 10 p.m., and midnight, have been continued as in former years. On Sundays the hours of observations are 8.00 a.m. and 2.00 p.m. together with the 8.00 p.m. observation for the meteorological service.

The self-recording magnetographs have been kept in operation and also the barograph and thermograph. Hourly measurements of the photographic curves have been made, the results abstracted, and the daily and hourly means then struck.

Absolute determinations of the magnetic elements have been made with regularity, but it has been found necessary to make them on Sundays, as the electric currents carried by the wires of the street railway are a disturbing influence, which although not materially affecting the accuracy of the results as shown by the photographic traces is yet sufficiently noticeable to make it impossible to satisfactorily determine zero values while the cars are running.

On the Sundays in June, absolute determination of the zero values of the various magnetic instruments were also made by means of a portable magnetometer in the centre of the university lawn, distant from all local attraction, in order to test to what extent the values had been affected by the erection and equipment of the School of Practical Science. It was found that all the instruments are affected, but that things have apparently already assumed what is likely to be a tolerably permanent condition unless other buildings be erected near by. It will take much time and labour to reduce the observations of the past four years owing to the difficulty of separating true magnetic changes from changes due to other disturbing influences.

The most important magnetic storms registered at the observatory occurred August 6th and 7th, October 1st and 2nd, January 3rd and 4th, February 21st, 22nd, 23rd and

## Marine and Fisheries.

25th, March 30th, June 9th and 10th. Blue prints of the photographic traces of these disturbances have been made and forwarded to Greenwich for comparison with those obtained in other observatories.

### TIME SERVICE.

During the year 10 solar transits and observations of stars in the meridian for time on 94 days were taken at the Toronto Observatory, in which 513 stars have been observed. The positions of the stars as given in the "Berliner Jahrbuch" have, as formerly, been used in the reductions.

Determinations of the collimation error of the transit instrument have been frequently made, chiefly by micrometrical measurements on the cross wires in the collimating telescope.

The exchanges of time between the observatories at Montreal, Quebec, St. John, and the Toronto Observatory have taken place as usual, the comparisons being registered on the chronograph.

The errors of the clock at Toronto and the different time pieces used by the observers being computed from the latest observations.

The clock and chronometer comparisons and transit observations for time sent in from the Quebec and St. John observatories have been examined.

The following table shows the difference between the time by "Standard Observer" and that given at the various exchanges. The sign + indicates that the time as sent from the various observatories is faster than that by the "Standard Observer."

—	Toronto.	Montreal.	Quebec.	St. John.
1893.	Seconds.	Seconds.	Seconds.	Seconds.
July 18.....	+0·22	-0·22	+0·06	+0·16
do 31.....	+0·14	-0·14	+2·81	.....
August 8.....	+0·25	-0·25	-0·74	+1·55
do 25.....	+0·70	-0·70	-0·40	-0·83
September 19.....	.....	.....	-0·60	.....
do 26.....	+0·36	-0·36	.....	+0·46
October 18.....	.....	.....	-0·27	.....
do 27.....	.....	.....	+2·06	+0·42
November 20.....	+0·32	-0·32	.....	.....
do 30.....	.....	.....	+3·79	-0·09
December 15.....	-0·27	+0·27	+3·20	.....
1894.				
January 10.....	-0·07	+0·07	*	+0·60
do 29.....	.....	.....	.....	-2·93
February 16.....	+0·50	-0·50	.....	-0·21
March 12.....	-0·02	-0·02	.....	+1·12
do 28.....	+0·26	-5·26	+36·24	-0·68
April 12.....	+0·49	-0·49	-0·92	-2·48
do 27.....	+0·40	-0·40	+0·46	+1·80
May 11.....	+0·09	-0·09	+0·08	-3·14
do 29.....	+0·31	-0·31	+1·01	+2·33
June 15.....	.....	.....	+0·51	-1·51
do 29.....	+0·17	-0·17	-0·46	.....

\*Owing to the death of Mr. Ashe, the director of the Quebec Observatory, no exchanges were made from 15th December, 1893, to 28th March, 1894. Time has regularly been given to Halifax on the nights of the exchanges of time with the other observatories.

All of which is respectfully submitted.

R. F. STUPART,  
*Acting Director.*

## QUEBEC OBSERVATORY.

QUEBEC, QUE., 17th September, 1894.

The Director  
Meteorological Service,  
Toronto.

SIR,—I have the honour to transmit the following report of the Quebec Observatory for the fiscal year ending 30th June, 1894.

During the first six months of this year I replaced Mr. W. A. Ashe, my predecessor, at the Quebec Observatory, specially during the four months which preceded his death.

In the fall of this year, the exterior of all the buildings were repaired and painted. The transit instrument was placed in another part of the building with the sidereal clock, which is now nearer to the mean time one.

After the decease of Mr. Ashe, I continued as acting director, up to the first of March last, date of my appointment.

In the month of April the electric machine on the citadel, for transmitting the signals for the gun and ball, was put in order. These signals were given regularly each day by telegraph, and if any irregularity occurred in this service formerly it was altogether beyond my control or responsibility.

Towards the end of June, I received the visit of Mr. F. L. Blake sent from your office to inspect and cause necessary changes to be made at this station, and this gentleman left instructions accordingly.

All the observations at the observatory have been made as formerly, and the bi-hourly temperatures have been continued at the citadel since April last.

I have the honour to be, sir,

Your obedient servant,

ARTHUR SMITH,

*Director.*



## Marine and Fisheries.

### ST. JOHN OBSERVATORY.

St. JOHN, N.B., 24th September, 1894.

R. F. STUPART, Esq.,  
Acting Director, Meteorological Service,  
Toronto.

SIR,—I have the honour of presenting herewith the report on the St. John Observatory for the year ending the 30th. June, 1894. The chief station routine of meteorological observations have continued as heretofore.

The time service has been very much handicapped owing to the non-arrival of new transit instruments. As previously stated in my report of the 31st October, 1892, the transit instrument was destroyed by fire in the Customs building 19th March, 1892. After fitting up a temporary transit house on the Pugsley building an old Troughton and Sims instrument was loaned me for temporary use, this old instrument is still being used, it is very much worn and inaccurate. I find it impossible to obtain satisfactory observations for time. On the 31st March last, the observatory was removed from temporary quarters in Pugsley Building to the rooms formerly occupied in the Customs building, the arrangements are decidedly better than previous to the fire. The transit house has been considerably enlarged and means of access are better, the transit pier is exactly in same position as formerly.

The sidereal and mean time clocks are inclosed in felt lined vaults, where it is expected the range of temperature will be extremely small.

The time ball apparatus occupies the same position and is similar to apparatus destroyed by fire, with the exception that it will be dropped by electricity direct from office.

After completion of time ball apparatus the daily time signal has been given from northern tower of customs building, and the temporary staff erected on the post office for time ball and storm signals was abandoned.

The storm signals will as formerly be displayed from signal station on the southern tower of customs building.

Anemometer and wind vane have been placed in their old position on time ball tower and connections made with anemograph in office.

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

D. L. HUTCHINSON  
*Director.*

## MCGILL COLLEGE OBSERVATORY,

MONTREAL, 31st December, 1894.

To the Honourable

The Minister of Marine and Fisheries.

SIR,—I have the honour to present the report on this observatory for the year now closed.

*Meteorology.*—The “chief station” observations of the pressure, temperature and hygrometric conditions of the air; the velocity and direction of the wind; the percentage of bright sunshine and of cloudiness; the character and amount of precipitation; and the general weather conditions, have been made at every fourth hour (beginning at 3<sup>h</sup>) throughout the year. The series of bi-hourly temperatures, commenced in 1884, and being supplementary to the above, has also been carried forward without interruption. While the primary object of these observations is to obtain some knowledge of the laws of the diurnal and annual variations of the meteorological elements for this district, they are also of great commercial importance as a record of climate to which authentic reference may be made, as for instance, in connection with loss or damage to property, or as to the varying seasonal effects of climate as regards agriculture. The complete investigation of the climatology of the station can, however, only be properly carried out by means of continuously self-recording instruments, a full equipment of which should be procured, in order that so important a work may be commenced without delay. The telegraphic observations forming a part of the Canadian series of observations, upon which the general weather predictions are based, have been regularly despatched at the hours 8, 15 and 20 to the Meteorological Office, Toronto. Appended hereto is a summary of the meteorological observations of the year. The daily and monthly results have been published in the *Montreal Gazette* and the monthly summaries in the *Canadian Record of Science*.

There has of late years been a very persistent and increasing demand on the part of the public of Montreal and vicinity for special weather forecasts, which under the existing arrangements of the meteorological service I am unable to furnish. The plan of establishing local forecast offices has been adopted with great success in the United States. It is scarcely necessary to point out that in Montreal there are many large and important industries in connection with the prosecution of which a knowledge of the special local weather probabilities is of the highest importance. Facilities for the issuing of local forecasts here, under the direction of the Meteorological Office, would be of very great value to the commercial interests of the city, and would be highly appreciated by the citizens of Montreal.

*Time Service.*—Determinations of clock errors have been made by the observation of 756 star transits on 134 nights. A determination of the clock errors is made in the following manner:—A comparison of the sidereal clock, and the mean-time clock is obtained on the chronograph. The transits of six stars (one polar star and two equatorial stars, in each of the reverse positions of the instruments) are then observed and recorded on the chronograph. The inclination of the axis is measured before and after the observations of the stars in each position. The observations being completed, the clocks are again compared. The chronograph sheet is then read and the observations recorded, the instrumental errors deduced, and finally the clock errors are obtained. The error of the sidereal clock is allowed to accumulate, whereas the marking of the mean-time clock is made to correspond to the local meantime on the 75th meridian known as Eastern standard time. All the signals issuing from the observatory correspond with the marking of this clock.

The noon time-ball, for the use of shipping, has been dropped on every week-day during the season of navigation. Special signals have also been transmitted daily to the Montreal fire alarm office for the noon stroke on the alarm bells.

By means of the automatic system of clock signals, which has been in use here for several years, a knowledge of standard time has been widely distributed through the corporations and institutions named below:—

## Marine and Fisheries.

The Canadian Pacific Railway Co., transmitting it daily to all stations along their lines to the Pacific coast.

The Grand Trunk Railway Co., through the Great North-western Telegraph Company, for all their lines east of Kingston.

The Great North-western Telegraph Co., transmitting it daily to all the telegraph stations in eastern Ontario and the province of Quebec.

The Harbour Commissioners at Montreal.

The time signals of this observatory are also transmitted through the Great North-western Telegraph Company to Ottawa, for the firing of the noon gun at the Parliament buildings. I regret again to have to state that the imperfect arrangements at Ottawa in connection with this service are such as to make the noon signal quite unreliable as a time standard for Ottawa.

I had the honour, under date Jan. 12th, 1889, to report, making recommendations for the improvement of this service. The proposed changes were approved, but certain difficulties arose which prevented the completion of the work at the time. I understand that the difficulties referred to, do not exist, and would respectfully urge that the service be at once remodeled after the plan proposed in the report above mentioned.

Exchanges of clock signals with the Toronto Observatory were made on 19 days. The average of the differences obtained between the mean-time clocks of the observatories is 0m. 25sec., and the greatest difference on any one day was 0m. 68sec. The comparisons for the year show that the probable error of the time as given by one observatory at any time as compared with that given by the other, is 0m. 20sec.

*Soil Temperatures.*—The soil temperature observations, commenced in October, 1888, and taken by means of metallic couples in the galvanometer circuit as described in my report for 1888, were discontinued in July, 1892, and have not been resumed. The results obtained by this method, although reliable within a somewhat large range, were never entirely satisfactory. A similar series of observations with thoroughly accurate instruments was commenced on November 1st last, in co-operation with Professor H. L. Callendar of this university, under whose direction the apparatus has been constructed and set up. Platinum thermometers as devised by Professor Callendar are used and are arranged so that one minute on the scale corresponds to one-tenth of a degree. Eight thermometers in all are employed—one to give air temperatures—one on the surface of the ground, and six in the earth at depths as follows:—4-in., 10-in., 20-in., 40-in., 66-in., 103-in. The apparatus forms part of the equipment of the MacDonald Physics building of the university.

## METEOROLOGICAL ABSTRACT

OBSERVATIONS made at McGill College Observatory, Montreal, Canada,—Height  
C. H. McLEOD,

Number.	MONTH.	THERMOMETER.					*BAROMETER.			
		Mean.	† Devia- tion from 20 years means.	Maximum	Minimum.	Meandaily range.	Mean.	Maximum.	Minimum.	Meandaily range.
1	January . . . . .	12·99	+1·21	41·2	-12·7	19·72	30·1271	30·776	29·273	·362
2	February . . . . .	12·65	-2·78	38·7	-19·5	16·88	30·1033	30·833	29·462	·299
3	March . . . . .	31·59	+7·20	57·0	5·0	12·34	29·9939	30·419	29·396	·293
4	April . . . . .	44·89	+4·95	69·5	15·0	18·52	30·0177	30·386	29·623	·183
5	May . . . . .	56·04	+1·62	79·0	37·7	18·01	29·9135	30·372	29·436	·197
6	June . . . . .	65·83	+1·03	85·2	44·8	17·16	29·8805	30·213	29·377	·113
7	July . . . . .	68·73	-0·09	89·8	52·0	17·82	29·9214	30·292	29·587	·134
8	August . . . . .	62·82	-3·93	80·6	44·8	16·86	29·9591	30·213	29·666	·129
9	September . . . . .	59·65	+1·13	78·5	35·0	16·22	30·0608	30·626	29·532	·192
10	October . . . . .	48·62	+3·06	65·5	34·1	13·07	29·8942	30·299	29·174	·256
11	November . . . . .	30·23	-2·09	53·6	6·4	12·27	30·0008	30·763	29·387	·272
12	December . . . . .	22·72	+3·94	30·5	11·6	15·93	30·0802	30·535	29·406	·282
13	Sums for 1894 . . . . .						29·9960			
14	Means for 1894 . . . . .	43·06	+1·27			16·24	29·9790			·226
15	Means for 20 years end- ing Dec. 31 1894 . . . . .	41·79								

\* Barometer readings reduced to 32° Fahr. and to sea level. + Inches of mercury † Saturation 100. than the average for 20 years inclusive of 1894. The monthly means are derived from readings taken every summit of Mount Royal, 57 feet above the ground, and 810 feet above sea level. \*\* For eight years only.

The greatest heat was 89·8 on July 2; greatest cold—19·5 on February 10; Extreme range of temper- range was 5·2 on March 22. The warmest day was 28 July, when the mean temperature was 80·18. The reading was 30·833 on February 24, the lowest was 29·174 on October 17 giving a range of 1·659 for the hour was 69 on January 30, and the greatest velocity in gusts was at the rate of 84 m. p. h. on January 30. and resultant mileage 50,870. Auroras were observed on 19 nights. Fog on 14 days. Thunderstorms on the winter closed in the city on March 25. The first appreciable snowfall of the autumn was on Novem-

# Marine and Fisheries.

FOR THE YEAR 1894.

above sea level 187 feet. Latitude N. 45° 30' 17". Longitude 4<sup>h</sup> 54<sup>m</sup> 18<sup>s</sup> 55 W.—  
*Superintendent.*

+ Mean pressure of vapour.	++ Mean relative humidity.	Mean dew point.	WIND.		Sky clouded per cent.	Per cent possible bright sunshine.	Inches of rain.	Number of days on which rain fell.	Inches of snow.	Number of days on which snow fell.	Inches of rain and snow melted.	No. of days on which rain and snow fell.	No. of days on which rain or snow fell.	Number.
			Resultant direction.	Mean velocity in miles per hour.										
.0766	85.6	9.6	S. 78° W.	17.2	54.	45.	0.90	7	19.2	15	2.81	2	20	1
.0740	81.8	8.1	S. 50° W.	17.8	55.	47.	0.12	1	9.1	11	1.03	1	11	2
.1385	74.5	24.4	S. 49° W.	16.5	59.	46.	1.45	11	7.4	9	2.19	3	17	3
.1840	58.6	30.1	N. 26° W.	16.2	53.	55.	0.59	8	1.2	1	0.71	1	8	4
.3030	67.0	44.2	S. 50° W.	14.7	62.	51.	3.73	17	.....	.....	3.73	.....	17	5
.4991	76.2	57.5	S. 62° W.	14.4	58.	30.	4.02	17	.....	.....	4.02	.....	17	6
.5136	73.2	59.2	S. 58° W.	13.0	53.	56.	2.82	19	.....	.....	2.82	.....	19	7
.4146	71.7	53.0	S. 63° W.	13.7	57.	47.	1.80	16	.....	.....	1.80	.....	16	8
.4141	79.6	52.9	S. 31° W.	12.7	54.	34.	2.73	14	.....	.....	2.73	.....	14	9
.2801	80.7	42.6	S. 62° W.	11.8	70.	21.	4.03	22	Map.	2	4.03	1	23	10
.1446	80.1	24.7	S. 68° W.	15.9	75.	27.	1.47	5	11.0	12	2.10	.....	17	11
.1144	81.4	17.8	S. 79° W.	16.5	63.	34.	0.55	5	23.0	16	2.79	.....	21	12
.2630	75.9	35.3	.....	15.01	59.4	41.1	24.21	142	70.9	66	30.76	8	200	13
.2507	74.5	.....	.....	**15.18	67.2	\$45.4	.....	.....	.....	.....	2.57	.....	17	14
.....	.....	.....	.....	.....	.....	.....	17.98	133	120.0	81	39.67	16	200	15

§ For 13 years only. “+” indicates that temperature has been higher; “-” that it has been lower 4 hours, beginning with 3-hour on. Eastern Standard time. The anemometer and wind vane are on the rature was therefore 109.3. Greatest range of the thermometer in one day was 39.5 on January 25; least coldest day was February 24 when the mean temperature was 12.58 below zero. The highest barometer year. The lowest relative humidity was 17 on April 14. The greatest mileage of wind recorded in one The total mileage of wind was 131,482. The resultant direction of the wind for the year is S. 62° W., 20 days and lightning without thunder on 7 days, lunar halos or coronas on 14 nights. The sleighing of ber 5. The first permanent sleighing of the winter was on December 27.

## REPORT OF KINGSTON OBSERVATORY.

KINGSTON, 4th January, 1895.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries.

SIR,—I have the honour to submit for the information of the Minister of Marine and Fisheries the following report of the Kingston Observatory.

Since last report a ring micrometer for the equatorial, and a new diagonal eyepiece for the transit together with a spare web, have been received from Fauth & Co., Washington. The lenses of the object glass of the equatorial also have been repolished at the establishment of Messrs. Alvan Clark & Sons, their original makers, and their performance is now excellent and still better than before. Considerable expense has necessarily been incurred in connection with these additions and improvements, and has been defrayed by the director.

It is but just here to say, that the sidereal clock received a few years ago from Messrs Fauth & Co., and constructed by them, has proved to be not inferior in accuracy and regularity of time keeping to the sidereal clocks of the most thoroughly equipped observatories in Europe and the United States, and is a great aid to accuracy in our observations here.

The time has been regularly given throughout the year to the city and shipping. The hot water coil introduced from an adjoining building into the observer's room, where the compensated mean time clock is placed, worked well, and any necessary repairs have been made to the observatory building from time to time. All which is respectfully submitted by.

JAS. WILLIAMSON,  
*Director, Kingston Observatory.*

# Marine and Fisheries.

## APPENDIX No. 5.

### REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTORS.

OTTAWA, November, 1894.

Sir CHARLES HIBBERT TUPPER,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to submit herewith the annual report for the year ending 30th June, 1894.

The report contains the total number of steamboats in the Dominion as known to the inspectors. Form No. 1 showing the steamboats which were inspected, and form No. 2, showing the steamboats not inspected; form No. 4, shows the number of steamboats added to the Dominion, and form No. 5, the number of steamboats lost, broken up, or otherwise put out of service.

Tables A, B and C show the total number of steamboats in the Dominion and their gross tonnage, the amount of dues and fees collected and the number of steamboats added to the Dominion with their gross and registered tonnage.

A.—NUMBER of steam vessels inspected and not inspected reported by the Inspectors of Steamboats in the Dominion and their gross tonnage during the year ending 30th June, 1894 :—

DIVISION.	Number of Vessels.	Gross Tonnage.
West Ontario, Huron and Superior.....	349	71,642 00
Kingston.....	167	25,491 54
Mon:real.....	110	13,165 00
Quebec.....	183	44,031 00
Maritime Province, Nova Scotia.....	99	27,902 39
do New Brunswick and Charlottetown.....	135	17,412 26
British Columbia.....	142	20,545 78
Manitoba, Keewatin and North-west Territories.....	77	9,730 72
Total.....	1,262	229,920 69

B.—DUES and fees collected on account of Steamboat Inspection during the year ended 30th June, 1894 :—

DIVISION.	Amount.
	\$ cts.
West Ontario, Huron and Superior.....	7,117 60
Kingston.....	2,830 57
Montreal.....	1,342 22
Quebec.....	4,164 60
Maritime Province, N.S.....	2,468 56
do N.B., and Charlottetown.....	1,944 37
British Columbia.....	2,326 60
Manitoba, Keewatin and North-west Territories.....	479 32
Inspecting passenger tow barges.....	180 00
Engineers' Certificates.....	571 00
Total.....	23,424 84

C.—NUMBER of steam vessels added to the Dominion during the year ending 30th June, 1894 :—

DIVISION.	Number of Vessels.	Gross Tonnage.	Register Tonnage.
West Ontario, Huron and Superior . . . . .	23	2,591 00	1,481 00
Kingston . . . . .	6	1,977 79	1,145 86
Montreal . . . . .	3	137 00	109 00
Quebec . . . . .	19	2,054 00	1,224 40
Maritime Provinces, N.S. . . . .	5	1,302 05	805 73
do N.B., and Charlottetown . . . . .	10	1,039 60	659 10
British Columbia . . . . .	17	1,749 16	4,047 17
Manitoba, Keewatin and North-west Territories. . . . .	9	447 80	349 18
Total . . . . .	92	11,298 40	6,821 44

#### BOARD MEETINGS.

A meeting of the Board of Steamboat Inspection was held at Ottawa from 9th to 19th January inclusive, composed of the inspectors from Toronto, Kingston, Montréal, Quebec, St. John and Halifax.

The meeting was for the purpose of examining draft of new bill prior to the consolidation of the present Acts, whereby the law may be made more workable and comprehensive. The meeting was also a great advantage to the service and the inspectors, giving them an opportunity to discuss and exchange views in connection with their experience, and the requirements in their separate divisions: the result of this will be a more uniform working of the Act and mode of inspection.

March 27th.—A quorum of the board met at Kingston. The members present were Mr. John Dodds, J. Johnston, E. Adams and W. J. Meneilley, Chairman, for the purpose of considering the question of increasing the working pressure to be allowed on boilers, as built under part 1 of the rules, bringing them into uniformity with rules used in Great Britain. Rules were formulated and recommended, which were approved by His Excellency the Governor in Council on the 9th April, 1894.

June 8th.—A quorum of the board met at Montreal, the members present were Mr. Wm. Laurie, J. Samson, E. Adams and W. J. Meneilley, Chairman, for the purpose of examining Mr. James Ray and Louis Arpin, candidates for the position of steamboat inspectors, and examining and approving of the examination papers of candidates for engineers' certificates.

#### AMENDMENTS TO THE ACT.

Section 4 of the Act 49 Vic., chap. 78, as amended by section 2 of chap. 26 of the Statutes of 1888, also section 55 of the Act, were repealed, and substituted by the Act 57-58 Vic., chap. 46.

#### INSPECTORS APPOINTED.

During the year changes have taken place in the personnel of the staff, Mr. C. R. Coker, hull inspector for Maritime Provinces was retired from the service on account of age and failing health. The district being so large and to accomplish the work more satisfactory to the public, it became necessary to divide it between Nova Scotia and New Brunswick, appointing by Order in Council, 28th April, 1894, Mr. S. R. Hill, at Halifax, as hull inspector for the Nova Scotia Division, at a salary of \$1,000 per annum, commencing his duties 30th April, and Mr. I. J. Olive, at St. John, as hull inspector for the New Brunswick and Charlottetown Division, at a salary of \$1,000 per annum commencing his duties 25th April, 1894.

Mr. G. T. Clift, boiler inspector for Montreal, was retired from the service. Mr. Wm. Laurie, who passed a satisfactory examination 14th May, 1892, for the position of



## Marine and Fisheries.

boiler inspector, was appointed inspector for that district by Order in Council, 28th April, 1894, at a salary of \$1,200 per annum, commencing his duties 30th April.

The amount of work entailed on the Montreal district, and the inspection of ships' hoisting gear and tackle being added to the steamboat inspector's duties, it was found necessary to appoint an assistant, and Mr. Louis Arpin, who passed a satisfactory examination 8th June, was appointed to the position by Order in Council, 25th July, 1894, at a salary of \$1000 per annum, commencing his duties 14th August, 1894.

Owing to physical inability, Mr. W. J. Meneilley, chairman, was retired from the service, 30th June, 1894, by Order in Council, on a superannuation allowance of \$769.28 per annum.

### CASUALTIES.

I regret having to report the loss of fifty-seven lives; twenty-two from fire, one of the most dreaded accidents that can befall a steamboat; thirty-one from vessels foundering from stress of weather, two from an accident to str. "Rustler" by striking the dock and breaking the steam pipe and two from the collision of str. "Ocean," with American barge "Kent."

The steamboats lost and casualties are as follows:

#### *West Ontario and Huron Division.*

July 7th, 1893.—Str. "Rosedale," of Toronto, en route from Fort William to Duluth, stranded at Knife River, Lake Superior, during a fog; was afterwards released and repaired; cost, \$5,000.

August 10th, 1893.—Str. "Pacific," of Owen Sound, broke her crank shaft, a new steel shaft was put in, cause of breakage, flaw in after crank pin.

September 13th, 1893.—Str. "Byron Terrace," of Wallaceburg, while lying wind-bound at Leamington on Lake Erie, took fire and was burned; total loss; cause of fire unknown. Three lives were lost.

October 15th, 1893.—SS. "Monarch," of Sarnia, en route from Sarnia to Duluth, encountered a heavy gale of wind on Lake Huron and her rudder post broke she drifted across the lake and was brought up by her anchors off Port Elgin, temporary repairs were made to enable her to return to Sarnia.

November 14th, 1893.—SS. "Athabasca," of Montreal, en route to Fort William, collided with str. "Colgate," in Sault Ste. Marie River, her bow was stove in, she proceeded to Fort William and discharged her cargo and returned to Detroit, Michigan, where the damage was repaired; cost of repairs \$4,000.

November 17th, 1893.—The tug "George Douglas," of St. Catharines, en route from Lions Head to Owen Sound, took fire opposite Griffiths Island, Georgian Bay; and was totally destroyed, the crew escaped in the yawl boat, cause of fire unknown.

December 4th, 1893.—SS. "Myles," of Hamilton, lost her rudder and shoe in a heavy gale and snowstorm on Georgian Bay; after drifting about the bay for several hours, she was picked up by the government cruiser "Petrel" and towed to Owen Sound where the necessary repairs were made.

April 18th, 1894.—SS. "Excelsior," of Toronto, lying at the wharf at Huntsville, was burned; total loss; cause of fire from the burning of buildings on wharf.

May 1st, 1894.—Str. "Truant," of Toronto, while ashore on "Burnt Island Reef," Georgian Bay, took fire and was a total loss; cause of fire supposed to be from around the boiler.

June 7th, 1894.—SS. "Ocean," of St. Catharines, en route from Montreal to Hamilton, collided with the American barge "Kent" near the Sister Light, River St. Lawrence, and sank; she was raised and repaired at Deseronto, two lives lost; cost of repairs \$7,500.

#### *East Ontario Division.*

August 31st, 1893.—SS. "Dominion," of Port Hope, was destroyed by fire while lying at the dock, becoming a total loss. Cause of fire supposed to be from cook stove.

September 4th, 1893.—Str. "North King," of Kingston, while proceeding up Bay of Quinté, struck a rock shoal near Belleville, breaking her steam pipe, and damaging bottom of hull, was docked at Kingston and repaired, no loss or injury to life.

June 1, 1894.—SS. "Magnet," of Montreal, bound down the River St. Lawrence with passengers, stranded in the Coteau Rapids, was afterwards released and docked at Montreal, no loss or injury to life.

July 27, 1893.—Str. "James Swift," of Kingston, broke her crank shaft at after bearing, causing the breaking of bed plate and cylinder cover. Cause, from flaw in the iron.

*Montreal Division.*

No report of accidents.

*Quebec Division.*

August 10, 1893.—SS. "Otter," while on a voyage from Quebec to Natashqua broke her crank shaft, being the size required by the rules, was caused by defect in the forging.

September 6, 1893.—SS. "Beaver," ran ashore during a fog at Chloridormes on Gaspé coast, and became a total loss. No loss or injury to life.

July, 1893.—Tug "Activity" took fire while lying at the Government wharf at Lévis, was burned to the water's edge. Cause unknown, amount of damage \$1,000.

November 7, 1893.—Str. "John Fraser," of Ottawa, while towing on Lake Nipissing, took fire, was totally burned and sank, causing a loss of nineteen lives.

*Maritime Provinces.*

July 5, 1893.—Str. "St. Lawrence" while en route from Charlottetown, P. E. I., to Pictou, N.S., broke her starboard crank shaft, was towed back to Charlottetown, where both port and starboard shafts were renewed. Cause of accident unknown.

September 5, 1893.—Str. "Rustler" ran into wharf at Keers' Mills, Miramichi River, a timber of which passed through cabin, breaking main steam pipe, causing the loss of two lives, and scalding several others. An investigation was held as to the cause of accident, by Mr. Meneilley, chairman, whose opinion was that the accident "was caused by non-compliance with the law in regard to the lights and rules."

August 21, 1893.—SS. "Dorcas," with the barge "Etta Stewart" in tow, went ashore on Shuter Island, Halifax County, during a very heavy gale, the crew of both steamer and barge, twenty-four in all, were drowned. An inquiry into cause of disaster was held by Captain Smith, R.N.R., whose decision was that no blame could be attached to any person.

*British Columbia Division.*

October 21, 1893.—SS. "Burt," during a dense fog, ran into a boom of logs, damaging hull, bilge and propeller shaft, was towed to Victoria, hauled out and repaired.

August 15, 1893.—Str. "Mascotte," while at anchor in Pachena Bay, during the night, took fire, and was destroyed. Cause unknown.

November 24, 1893.—SS. "Phantom," while on passage from Victoria to Nanaimo, got ashore in a gale of wind, and became a total loss. No loss or injury to life.

February 4, 1894.—SS. "Estelle," on a voyage from Nanaimo to Discovery Passage, touched on reef off Cape Mudge, in a heavy gale of wind, and foundered. All hands were lost.

June 11, 1894.—Str. "City of Nanaimo" broke her starboard propeller shaft when going into Nanaimo harbour, returned to Vancouver with port engine, where a new shaft was made and fitted.

## Marine and Fisheries.

June 28, 1894.—Str. "R. P. Rithet" broke paddle shaft, was towed to Victoria, and the paddle shaft was replaced.

June 28, 1894.—Str. "Wm. Irving," while towing the "R. P. Rithet" from Hall's Landing to New Westminster, was carried by the current against a bluff, sinking in shallow water. Hull was wrecked.

### *Manitoba, Keewatin and North-west Territories.*

June 17th, 1894.—SS. "Millie Howell," of Selkirk, broke her cross-head causing cylinder head to be knocked out, was taken to Winnipeg for repairs.

July 7th, 1893.—Tug "Anglin" broke after coupling on propeller "Shaft." Temporary repairs were made until a new one was provided.

July 24th, 1893.—SS. "Kennina." Boiler was scorched under a strange engineer when it became leaky in crown sheet and upper tubes, was afterwards caulked and tubes expanded; examined by Mr. Robertson, boiler inspector, who reports little damage done.

August 10, 1894.—SS. "Sultana," of Selkirk, when about twenty miles north of Reindeer Island, the main steam pipe drew out of the elbow, there being only two threads holding it; temporary repairs were made to bring her to port, when it was properly secured. No damage, nor loss or injury to life.

### PROSECUTIONS FOR VIOLATION OF THE STEAMBOAT INSPECTION ACT.

#### *Proceedings ordered and results in each case.*

Sept. 22nd, 1893.—Str. "Erastus Wiman." Proceedings were ordered to be taken for the carrying of passengers, and at the same time towing a scow having passengers on board, neither vessel having a certificate of inspection. The case was tried at Bracebridge, Ont., 29th November, 1893, and following fines imposed:—

Capt. Denton, as owner of tug.....	\$20
" " of scow.....	50
Capt. McKenney as master.....	20

Sept. 19th, 1893.—Str. "Harvey Neelon." Proceedings were ordered for the prosecution of the owner and master for running without a certificated master. October 24th.—Owner made settlement by paying the penalty provided by the Act.

1st. For employing a master not having a certificate. ....	\$100
2nd. For master himself not having a certificate .....	100

By Order in Council of the 16th November, 1893, the fines were remitted, less the costs, as evidence had been furnished showing that the permanent master had taken ill and his place was filled by a temporary master, who, on being informed that he could not legally take charge without a certificate, went up for examination and obtained a master's certificate of competency.

October 2nd, 1893.—SS. "Miramichi, B. C." Proceedings were ordered against the owner, summons was served on Mr. Holman, master, for neglecting to cause an inspection to be made. The master pleaded guilty, the justice inflicted the penalty prescribed by section 10 of the act, viz., \$400 with costs, the penalty was not paid. The steamer was sold to pay fine 22nd September, 1894, at the City of Vernon B. C.

Proceeds of sale.....	\$180
Less expense.....	30
Net proceeds.....	<u>\$150</u>

September 5th, 1893.—Strs. "R. Stoker," "Wm Paul," "C. W. Dennis," and "Tim Doyle." Proceedings ordered to be taken against them for running without

certificates of inspection. Cases were heard 22d and 23rd October, 1893, before His Honour Judge Desnoyers at Montreal. His decision was given on the 28th February, 1894, imposing a penalty of \$25 and costs in each case. Sect. 10 of chap. 78-49 Vic. provides that penalty shall be \$400.

The several fines imposed were deposited to the credit of the Receiver General, 12th April, 1894. Total \$100.

October 19, 1893.—Strs. "Pert" and "Gwendoline," B.C. Proceedings were ordered to be taken against the owners for running without a certificate of inspection. Owners willingly submitted to pay minimum fine, under section 16 of the Act as amended by chap. 39 of the Acts of 1891, which is \$50 in each case. The sum of \$100 was deposited to the credit of the Receiver General, April 14th, 1894.

Sept. 18th, 1893.—Str. "Saskatchewan," of Winnipeg. Proceedings were ordered to be taken against owner, master and engineer for carrying passengers without having a certificate of inspection or a certificated engineer. The case of Mr. J. A. Walker who was acting as engineer was tried before the police magistrate at Winnipeg. He was fined \$100.

The case of Mr. Peter McArthur, owner, for employing an uncertificated engineer, and carrying passengers without a certificate of inspection, was tried before county court judge at Portage la Prairie, defendant admitted the charges, was fined for employing uncertificated engineer, \$100 and costs \$3.50.

For carrying passengers without having a certificate \$50 and costs \$1.25. The fines were deposited to the credit of the Receiver General 12th January, 1894.

Sept. 8th, 1893.—Str. "Caledonia," B.C. Proceedings were taken against the owners for not having certificated engineer employed. The case was tried before H. A. Miller and Benjamin Duglus, J. P., Vancouver, B.C., 12th October, 1893. Case dismissed with costs \$33.80.

Magistrates dismissed the case on the grounds that the occasion was an extraordinary one and the company was within the provision of the 43rd section of the Act.

October 17th, 1893.—Str. "Golden City," of Peterboro'. Proceedings were taken against owner :

- 1st For running without a certificated engineer previous to 8th July, 1893.
- 2nd Carrying more passengers than certified for.
- 3rd Running at different times without a certificated master in charge.

The case was brought before the magistrate at Peterboro' 5th December, 1893, when defendant pleaded guilty to hiring an engineer not having a certificate, for which he was fined \$100 and costs. The magistrate being in doubt as to his power to dispose of charge No. 3 it was enlarged until 22nd January, 1894, when the defendant was fined \$100 and costs \$5.75. Charge No. 2, not tried, evidence not warranting it.

March 22nd, 1894.—Information laid by Thomas Donnelly, hull inspector, before G. Edmsson, police magistrate county of Peterboro, that S. Reynolds, owner of steamer "Golden City," employed an engineer without a certificate 6th July, 1893. The defendant appearing and pleading guilty was fined \$100 and costs. Total fines \$300.

The question of the charge for running in violation of the Act before the 8th of July, 1893, was reconsidered by the department. It was found that the "Golden City" did not carry passengers previous to the 8th of July, and a certificated engineer would not be required, but for some reason the owner pleaded guilty to having run his steamer illegally after the 8th of July. This was found to be an error as he had an engineer duly qualified after that date and consequently did not violate the law. The fines in both cases were remitted and the costs retained, by Order in Council 24th July, 1894.

December 29th, 1893.—SS. "Georgia Blake," "Frank Reid," "Eagle" and "Maggie May." Proceedings were taken for violation of the Steamboat Inspection Act on following charges. The cases were tried before the magistrate at Little Current, 6th June, 1894. Tug "Maggie May," carrying passengers without necessary certificate of inspection, fined \$50.

Employing person as engineer having no certificate while carrying passengers, fine \$100, "Frank Reid". Same charges as above steamer both charges were sustained and fine of \$50 and \$100 respectively were paid.

## Marine and Fisheries.

Tug "Eagle." Charges same as above case. At the trial a certificate of inspection was produced when the first charge was dismissed. In the second charge, the owner pleaded guilty and was fined \$100.

In the case of the "Georgia Blake" the facts did not bear out the charges. A petition was received from the inhabitants of the locality for remission of the fine, for the reason that it had been the practice for twenty years, in cases of emergency and when there was no other accommodation, to run the steamers, and they were not aware that they were violating the law, and in future will comply with the requirements of the Act. The Hon. Minister of Marine and Fisheries recommended that the penalties be remitted and the offences condoned, provided that all costs should be paid by owners. By Order, in Council 3rd November, 1894, the fines were remitted.

December 22nd, 1893.—Tug "Grace Darling." Proceedings were taken for violation of the Steamboat Inspection Act and the Masters and Mates Act. The case came before the police magistrate for Algoma, at Massey, 13th March, 1894. The defendant pleaded guilty to the three charges and was fined \$100 in each case: 1st, carrying passengers, 22nd October, 1893, without certificate of inspection authorising such; 2nd, ditto on 28th November, 1893; 3rd, employing uncertificated engineer while carrying passengers.

Representations were made showing that the owner of the tug had not intentionally violated the law. The circumstances as set forth by those who were on board the tug as passengers were as follows: The tug picked up a number of persons who were in a sailing boat on their way to a church service on Sunday. The wind being unfavourable for the sail boat the captain of the tug took the boat in tow; a few of the persons went on board the tug to warm themselves but no fare was charged nor did it appear that the captain of the tug had any intention of doing more than rendering assistance to the persons on the way to the church at their earnest request. In view of the circumstances the fines were remitted on payment of all the costs in the cases, by Order in Council of the 16th April, 1894.

December 21st, 1893.—Str. "Penticton," B.C. Proceedings were ordered to be taken against Mr. Thos Ellis, of Penticton, B.C., as owner for carrying dynamite contrary to law. It was ascertained that, at the time of committing the offence, the steamer was held and ran by Mr. Thomas Riley under charter. Mr. Riley was brought before Mr. Price Ellison, stipendiary magistrate for the district, and committed for trial at the next court of competent jurisdiction. His counsel applied to the county court judge for an opportunity of electing to take a speedy trial which was allowed. Mr. Riley pleaded guilty and expressed regret for his offence—was fined \$50 which was forwarded to department, 20th June, 1894.

September 7th, 1893. Str "Rocket." Proceedings ordered to be taken against owner for infraction of the Steamboat Inspection Act. Case came up before the police magistrate at Cornwall, 30th September, 1893, and adjourned until October 4.

The charges were for running vessel without certificate of inspection, and for carrying passengers without certificate from May to August 23, 1893.

Magistrate dismissed case and appeal was made by the attorney for the Crown.

The case came up before Judge Pringle at Cornwall, 12th June, 1894, defendant pleaded guilty, was fined \$50 and full costs of court.

The penalty and costs were not paid, proceedings have been taken to sell the boat for payment of costs and penalty.

June 28th, 1894. Strs. "Mary Arnott," "Verbena May," "Victoria" "Ocean Lily." Proceedings were ordered to be taken against the owners on following charges: Running without having the certificate of inspection posted on board, a copy of the certificate was not delivered to the collector of customs, and not having the vessel inspected.

The papers in those cases are still in the Justice Department, no decision being yet arrived at.

May 7, 1894.—Strs. "Lady of the Lake." Proceedings were ordered to be taken against the owner, G. F. Marsh, for violation of the steamboat inspection law.

The case was tried before the magistrate at Bracebridge, Ont., 29th June, 1894. The defendant was fined \$50 and costs. The amount of fine, \$50, was deposited to the credit of the Receiver General, 18th July, 1894.

October 21st, 1893. Strs. "J. W. Steinhoff." Proceedings were ordered against vessel or owner for running in violation of Steamboat Inspection Act.

Summons was served on Mr. Nelson Wagle, master in charge, for making a voyage with excursionists on board in waters beyond the limits mentioned on her certificate of inspection. The case was tried by G. W. Dennison, police magistrate, Toronto, November 1st, 1893, and adjourned until 3rd, 10th and 13th instant, when the defendant pleaded guilty, was fined \$50 to be paid forthwith. Costs \$24.30.

Capt. Wagle paid fine and cost under protest 18th August, 1894.

#### PENALTIES RETAINED.

Tug "Erastus Wiman" and scow, penalty imposed 29th November, 1893, Captain Denton, as owner, \$70; Captain McKenney, as master, \$20.

Str. "Miramichi," B. C., fine imposed November, 1893, \$400, not paid. Vessel was sold 22nd September, 1894. Net proceeds of sale, \$150.

Tugs "R. Stoker," "Wm. Paul," "C. W. Dennis," "Tim Doyle," of Montreal, fines imposed 28th February, 1894, each \$25; total, \$100.

Strs. "Pert" and "Gwendoline," B.C., fine imposed 14th April, 1894, each \$50; total, \$100.

Str. "Saskatchewan," of Winnipeg, fine imposed on Mr. J. A. Walker, 23rd October, 1893, for acting as engineer without a certificate, \$100; Peter McArthur, as owner, \$150.

Str. "Golden City," of Peterboro', fine imposed on owner, 22nd January, 1894, running without certificated master, \$100.

Str. "Penticton," of British Columbia, fine imposed for carrying dynamite contrary to law, \$50.

Str. "Lady of the Lake," fine imposed 29th June, 1894, for carrying passengers not having a certificate authorizing such, \$50.

Str. "Steinhoff," Captain Nelson Wagle, fine imposed 13th November, 1893, for running steamer with excursionists on waters beyond the limits mentioned in the steamer's certificate, \$50.

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

EDWARD ADAMS,

*Chairman Board of Steamboat Inspection.*

# Marine and Fisheries.

## APPENDIX No. 6. LIVE STOCK SHIPMENTS.

RECORD of Live Stock shipped from Port of Montreal during Month of May, 1894.

Number.	Date.	Steamer.	Destination.	SHEEP.		*CATTLE.			HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number Men.
				Shipped.	Lost.	Pat.	Stockers.	Total.	Lost.	Shipped.	Lost.	Shipped.			
1894.															
1	May	Lake Huron	Liverpool	194	2			672	22 10	5			157,260	70,585	28
2	do	Sarnatian	Glasgow					291	8 73	186			73,160	26,010	27
3	do	Austrian	London					371	11 13			1	120,000	55,900	15
4	do	Hesta	Glasgow	400	3			361	14 83	70			91,225	36,000	16
5	do	Toronto	Liverpool					400	12 00				96,581	34,980	16
6	do	Gerona	London					512	15 36				134,590	47,730	22
7	do	Parkmore	Liverpool					407	12 21				96,930	38,850	16
8	do	Pickhuben	London					246	8 88				75,000	26,500	12
9	do	Lake Ontario	Liverpool					543	16 29	20			137,865	56,135	23
10	do	Pomeranian	Glasgow	501				334	15 03	107			91,760	45,100	19
11	do	Virginian	Liverpool					313	9 39				75,450	30,220	12
12	do	Warwick	Bristol	191	1			175	7 16				63,750	17,500	8
13	do	Fremosa	London					380	11 70				117,320	39,230	16
14	do	Dominion	Bristol					357	10 71				89,770	35,940	14
15	do	Laurentian	Liverpool					510	15 30				114,921	47,730	21
16	do	Rosarian	London	101				438	14 15				114,000	45,000	19
17	do	Amarynthia	Glasgow	164				455	15 29	95			112,051	48,140	20
18	do	Mariposa	London	49				16	5 46				16,650	8,170	7
19	do	Lake Nepigon	Liverpool					332	9 96				82,815	33,360	14
20	do	Hibernian	Glasgow					201	6 03	93			73,630	34,320	11
21	do	Baumwell	London					190	5 70				48,000	19,000	8
22	do	Anvers	do					181	5 43				50,000	18,100	7
23	do	Hamilton	Bristol	525				222	11 91				68,810	27,900	12
24	do	Oregon	Liverpool					174	5 22				41,930	15,600	7
25	do	Baltimore	do	530				228	12 14	21			63,520	32,100	7
26	do	Drecona	London					279	8 37				19,000	28,000	12
27	do	Stenehoff	do					211	6 33				51,100	21,000	11
28	do	Tritonia	Glasgow	91				505	16 06	44			128,750	50,000	9
29	do	Lake Superior	Liverpool					557	16 71	20			135,560	52,745	22

RECORD of Live Stock Shipped from Port of Montreal during 1894—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		*CATTLE.				HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number of Men.	
				Shipped.	Lost.	Pat.	Stockers.	Total.	Lost.	Fees Collected.	Shipped.	Lost.	Shipped.				Lost.
	1894.																
30	May 23	Brazilian	London.					464						120,000	46,420	20	
31	do 24	Canadian	Glasgow					170						52,660	20,390	9	
32	do 24	Manphis	Bristol	500				57						28,690	11,510	6	
33	do 25	Concordia	Glasgow	1,904				150						90,000	34,000	14	
34	do 26	Wentmore.	Liverpool.	375				461						133,540	50,710	18	
35	do 26	Mongolian.	do					431						107,700	49,000	17	
36	do 27	Sarnia	do					190						69,750	29,000	13	
37	do 27	Escolona.	Newcastle					279						68,900	24,000	11	
38	do 29	Indrani	Glasgow					180						60,600	21,000	7	
39	do 30	Italia.	London.					193						49,250	19,300	7	
40	do 30	Lake Winnipeg.	Liverpool.					577						139,750	50,220	22	
41	do 30	Mennon	London.	895				65						41,520	20,000	7	
42	do 30	Buenos Ayrean.	Glasgow.					241						83,825	36,490	14	
43	do 31	Barrowmore.	Liverpool.					716						173,000	64,400	28	
44	do 31	Texas	Bristol.	1,416				246						89,000	35,640	16	
		Total		9,370				14,341						3,898,743	1,556,985	655	
		Same period, 1893.		101				15 3 6									
		do		391			424	16,711									
45	June 1	Gerona.	London.					541						135,250	50,000	22	
46	do 2	Numidian	Liverpool					512						117,780	43,720	21	
47	do 2	Avlona	London.					339						100,000	31,000	14	
48	do 5	Waudrahm	do					363						90,750	32,670	14	
49	do 6	Lake Huron	Liverpool					704						168,840	63,450	28	
50	do 6	Assyrian	Glasgow					268						68,810	24,330	11	
51	do 7	Montevidean	London.					485						110,700	43,790	21	
52	do 7	Mexico	Bristol	490	1			263						84,270	29,645	13	
53	do 7	Aleides	Glasgow					226						60,800	20,000	9	
54	do 10	Toronto	Liverpool					530						130,720	47,830	21	
55	do 10	Iona	London.					556						133,520	53,100	22	



# Marine and Fisheries.

56	do	11.	Parkmore	Liverpool	651	19 53	156,070	58,500	26
57	do	13.	Lake Ontario	do	424	12 72	97,850	38,250	17
58	do	13.	Sarmatian	499	481	19 42	120,700	49,000	22
59	do	13.	Storm King	182	84	2 52	25,200	8,400	3
60	do	14.	Merrimac	do	375	13 07	108,030	37,810	15
61	do	14.	Dominion	598	425	12 75	107,050	36,110	17
62	do	15.	Virginian	598	545	22 33	155,200	58,000	24
63	do	16.	Laurentian	368	676	20 28	156,030	53,000	29
64	do	16.	Austrian	445	368	11 04	111,250	37,320	15
65	do	17.	Hestia	385	445	13 35	98,750	33,550	18
66	do	19.	Stubbenhuk	337	385	11 85	90,030	33,000	15
67	do	20.	Pomeranian	331	337	10 11	109,000	36,800	13
68	do	20.	Lake Nepigon	656	331	9 03	85,820	29,890	14
69	do	20.	Gerona	221	656	19 68	168,830	59,880	26
70	do	21.	Hamilton	702	221	13 65	75,250	25,500	13
71	do	22.	Warwick	268	702	21 80	114,500	33,440	17
72	do	23.	Rosarian	447	268	13 41	120,800	40,230	18
73	do	23.	Baltimore	394	447	14 16	109,930	37,260	17
74	do	24.	Oregon	401	394	12 03	90,000	32,080	16
75	do	26.	†Navarre	212	401	6 36	53,827	19,410	8
76	do	26.	Amarynthia	196	212	22 80	116,610	53,000	15
77	do	27.	Lake Superior	490	196	18 84	119,590	50,580	20
78	do	27.	Hibernian	301	490	9 03	75,000	24,000	12
79	do	28.	Pickhuben	401	301	12 03	96,690	34,290	16
80	do	28.	Memphis	297	401	13 80	75,500	31,500	14
81	do	30.	Mongolian	142	297	4 26	32,600	12,800	7
				Totals June	14,749	509 32	3,879,540	1,405,645	623
				Reported 31st May, 1894.	14,341	523 93	3,898,743	1,556,985	655
				Totals May & June	29,090	1,033 25	7,778,283	2,962,630	1,278
				Corresponding date	33,389	764 70			
				do	33,344	702 22			

\*All fat cattle shipped this season. †Went ashore on Isle Ronde, opposite Montreal; live stock taken to stock yards. ‡No. lost at sea; returns not complete.

82	July	1.	Sarnia	Liverpool	118	3 54	27,360	10,420	6
83	do	1.	Freemona	London	300	9 00	88,184	31,820	12
84	do	4.	Lake Winnipeg	Liverpool	313	15 33	96,405	60,140	15
85	do	4.	Barrowmore	do	191	26 17	103,230	87,920	17
86	do	4.	Canadian	Glasgow	353	10 65	87,580	32,030	14
87	do	4.	Brazilian	London	249	7 47	90,020	21,520	10
88	do	5.	Tritonia	Glasgow	317	26 40	106,400	50,180	21
89	do	5.	Concordia	Bristol	269	6 27	48,000	18,810	8
90	do	7.	Buenos Ayrean	Liverpool	658	18 99	146,630	59,100	27
91	do	10.	Mariposa	London	212	21 00	91,060	40,000	16
92	do	10.	Indrani	Glasgow	459	15 44	119,750	51,410	19
93	do	10.	Escalona	London	342	12 06	93,060	30,530	15

RECORD of Live Stock shipped from Port of Montreal, during 1894—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		* CATTLE.			HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number of Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Shipped.	Lost.	Shipped.			
94	July 10.	Baumwall	do	433	6		303	303	11 79				95,700	34,600	16
95	do 10.	Drecona	Newcastle				152	152	8 89				56,400	27,910	8
96	do 11.	Asyrian	Glasgow				390	390	11 97	18			119,930	37,900	16
97	do 11.	Montevideo	London				427	427	12 81	48			110,000	35,000	17
98	do 11.	Lake Huron	Liverpool	810			608	608	26 34	9			163,830	69,650	28
99	do 13.	State of Georgia	Newcastle	360			234	234	10 62				74,950	24,750	11
100	do 13.	Mexico	Bristol	341	3		283	283	11 90				80,320	29,710	13
101	do 15.	Toronto	Liverpool	317			480	480	17 57				128,125	48,000	21
102	do 15.	Parkmore	do	1,114	4		675	675	31 39	1			211,480	81,150	32
103	do 17.	Hurona	London	456			465	465	18 51	50			148,910	52,600	20
104	do 18.	Lake Ontario	Liverpool	165			539	539	17 82	6			128,825	50,110	23
105	do 18.	Dominion	Bristol	90			428	428	13 74	1			110,000	38,000	18
106	do 19.	Sarnatian	Glasgow				648	648	19 44	68			149,050	53,800	26
107	do 20.	Aicides	Bristol	831	4		260	260	16 31				88,165	36,110	13
108	do 21.	Nunidian	Liverpool				600	600	18 00				134,740	54,100	25
109	do 21.	Ions	London	694	2		397	397	18 85	84			130,620	52,950	20
110	do 23.	Mennon	do				62	62	1 86				18,600	6,000	2
111	do 23.	Wandsham	do	234			344	344	12 66				93,000	35,000	14
112	do 25.	Baltimore	Liverpool	1,127			506	506	26 45	38			161,940	66,972	25
113	do 25.	Austrian	London	510			279	279	13 47				83,240	32,240	13
114	do 26.	Hamilton	Bristol	1,493			298	298	23 87	2			111,110	45,140	20
115	do 26.	Hestia	Glasgow				485	485	14 55	124			110,670	42,190	18
116	do 29.	Avlona	Newcastle	272			283	283	11 21				88,880	33,300	12
117	do 29.	Oregon	Liverpool	777			327	327	17 58				91,080	41,200	16
118	do 31.	Pomeranian	Glasgow				581	581	17 43	122			139,120	49,000	25
Totals for July				16,182			13,851	13,851	577 35	1,007			3,926,354	1,571,262	632
Reported 30th June, 1893.				16,055	50		20,090	20,090	1,033 93	1,521			7,778,283	2,962,630	1,278
Total to date, 1894.				32,237			42,941	42,941	1,611 28	2,528			11,704,637	4,533,892	1,910
Corresponding period for 1893				647			45,753	45,753	41 1,140 11	832					
do 1892				12,783			54,591	54,591	114 1,091 00	1,135					

# Marine and Fisheries.

119	Aug.	2.	Lake Superior.	Liverpool.	135	24	509	16 62	6	122,617	47,140	22	
120	do	2.	Rosarian	London	1,109		173	16 28	50	47,850	81,450	14	
121	do	3.	Storm King.	do			81	2 52		27,580	7,070	3	
122	do	3.	Warwick.	Bristol			+303	9 09		79,430	27,480	14	
123	do	4.	Mongolian.	Liverpool			333	9 09		97,430		12	
124	do	5.	Genoa.	London			312	9 36	29	86,660	33,800	13	
125	do	5.	Barrowmore.	Liverpool	1,474	5	480	29 14	10	136,910	67,010	27	
126	do	5.	Merrimac	London	647			6 47		18,090	11,220	3	
127	do	5.	Sarnia.	Liverpool	686	4	216	13 34		66,200	27,820	13	
128	do	5.	Memphis.	Bristol	531	2	293	14 10	4	78,229	33,000	14	
129	do	8.	Lake Winnipeg.	Liverpool	630		400	18 30		106,710	44,190	19	
130	do	8.	Stubbenthuik.	London	368		26	4 46	16	23,190	9,730	8	
131	do	9.	Buenos Ayrean.	Glasgow	360		433	12 99	81	103,720	39,100	18	
132	do	9.	Tritonia.	do	1,802	8	259	18 39	59	129,070	52,300	22	
133	do	12.	Brazilian.	London			258	25 79	10	94,790	50,190	20	
134	do	12.	Frenona.	do			381	7 43		63,450	23,420	11	
135	do	11.	Laurentian.	Liverpool			381	17 43		173,130		25	
136	do	15.	Lake Huron.	do	1,165		317	21 16	22	106,737	49,380	20	
137	do	15.	Parkmore.	do	2,184	20	465	35 79		155,830	39,790	28	
138	do	16.	Indrani.	Glasgow	911	1	412	21 47	11	119,020	38,900	21	
139	do	17.	Concordia.	Bristol	631		140	10 71		73,950	21,590	8	
140	do	18.	Mexico.	do	986		205	16 01		73,570	33,000	13	
141	do	19.	Mariposa.	Liverpool	1,306		117	16 57		66,862	23,350	10	
142	do	21.	Pickhuben.	Antwerp			401	12 03		122,000	50,000	16	
143	do	21.	Sarmatian.	Glasgow			576	17 28	130	132,600	51,940	23	
144	do	21.	Montevidean.	London	1,250		271	20 63		113,090	29,740	17	
145	do	22.	Lake Ontario.	Liverpool	360		363	14 49	42	89,560	39,670	17	
146	do	23.	Escalona.	New Castle.			358	10 74		92,360	30,430	14	
147	do	23.	State of Georgia.	London	595		214	12 37		98,000	21,100	11	
148	do	23.	Toronto.	Bristol	835		318	17 89		94,590	41,870	17	
149	do	25.	Nunidean.	Liverpool			518	15 54	2	116,500	40,000	22	
150	do	26.	Hurona.	London	2,413		304	33 25	21	152,090	63,030	23	
151	do	26.	Baltimore.	Liverpool	1,234		641	31 57		191,100	70,530	33	
152	do	30.	Dominion.	Bristol	1,222		391	23 95		131,750	48,000	21	
153	do	30.	Austrian.	London	1,655		142	20 81	45	99,000	30,000	13	
154	do	30.	Assyrian.	Glasgow	531		576	22 59	19	142,900	51,570	26	
155	do	30.	Hestia.	do	1,986		340	30 06	89	154,540	86,480	23	
156	do	31.	Aleides.	Britsol	1,714		169	22 21		89,550	29,680	13	
				August totals.	28,740		12,391	659 13	646	3,898,706	1,387,230	640	
				Total reported, July 31.	32,237	96	42,941	29 1,611 28	2,928	6	11,704,637	4,533,892	1,910
				Total for 1894.	60,977		55,332	2,270 41	3,174	6	15,603,343	5,921,122	2,550
				Corresponding period, 1893.	712		60,836	48 1,593 05	1,123				
				do	15,703		74,612	166 1,492 24	1,823				

\* All fat cattle shipped this season.

†North-west cattle.

‡North-west cattle. No grain used.

RECORD of Live Stock shipped from Port of Montreal during 1894—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		*CATTLE.				HORSES.		SWINE.		Hay for feed.	Grain for feed.	Number of Men.
				Shipped.	Lost.	Fat.	Stockers.	Total.	Lost.	Shipped.	Lost.	Shipped.	Lost.			
157	1893, Sept.	Oregon.	Liverpool	540				346		15 78				92,610	38,680	15
158	do	+Eolia.	London.	1,172	120			274		19 94	63			100,800	37,230	17
159	do	Lona.	do	2,603	32			587		43 64	14			219,750	93,450	37
160	do	Lake Superior.	Liverpool					589		17 67				171,620	7,280	23
161	do	Baumwall.	Antwerp					413		12 39				124,750	52,010	17
162	do	+Hamilton.	Bristol					313	1	24 74				130,520	45,480	18
163	do	Pomeranian.	Glasgow	1,535	29			704		21 12	37			173,190	62,610	29
164	do	Amarynthia.	do	844				330	1	18 94	16			110,500	36,000	17
165	do	Barrowmore.	Liverpool	900	5			625	1	27 75	34			196,710	82,850	32
166	do	Rosarian.	London.	162				365		12 60	92			108,620	28,840	16
167	do	Mongolian.	Liverpool					485		14 55				121,250	40,000	19
168	do	Sarmia.	do	761				337	1	17 72				162,925	36,410	17
169	do	Tritonia.	Glasgow	1,063				559		27 40	12			173,250	34,000	26
170	do	Lake Winnipeg.	Liverpool	494				521		20 57				102,925	36,410	22
171	do	Memphis.	Bristol	1,829	5			325		28 44				129,060	54,430	21
172	do	Buenos Ayrean.	Glasgow	46				522		16 12	38	1		128,460	44,500	21
173	do	Warwick.	Bristol	1,595	9			16		16 43				46,200	17,000	7
174	do	Laurentian.	Liverpool					629		18 87				170,000	20,000	95
175	do	Bruxelles.	St. Malo.	973	5			264		17 65				124,756	48,000	16
176	do	Waudrahn.	London.	629				400		12 00				91,878	37,410	15
177	do	Parkmore.	Liverpool					425		18 89				121,180	44,940	19
178	do	Gerona.	London.	2,422				404		36 97	57			204,040	87,200	27
179	do	Lake Huron.	Liverpool	1,149	7			351		25 41	22			149,585	42,388	25
180	do	Indrani.	Glasgow	1,280				323		23 33	38			110,000	35,000	19
181	do	Mexico.	Bristol	1,559				144		19 91				81,610	40,870	13
182	do	Hibernian.	Glasgow					320		9 60	74			81,980	28,060	12
183	do	Brazilian.	London.	198				443		15 27	36			146,700	3,000	19
184	do	Mariposa.	Liverpool	1,834				72		20 50	2			64,300	33,300	12
185	do	Fremona.	London.	2,243				135		26 48	59			118,057	58,020	15
186	do	Lake Ontario.	Liverpool	367				405		17 62	22			123,180	15,950	21
187	do	Stubbenuuk.	Antwerp					404		12 12				139,830	52,010	16
188	do	Baltimore.	Liverpool	1,073				540		26 93				180,000	61,000	26
189	do	Sarnanian.	Glasgow	445				374		15 67	159			100,920	30,530	17
190	do	Toronto.	Bristol	848				320		18 08				102,050	39,210	17

# Marine and Fisheries.

191 do	29	Montevidean.....	London.....	435.....	13 05	39	128,910.....	17
192 do	29	Nunidian.....	Liverpool.....	520.....	15 60	.....	159,510.....	22
193 do	30	Concordia.....	Bristol.....	91.....	13 95	.....	58,710.....	9
		Totals September.....	.....	14,548.....	733 70	814	4,702,336.....	717
		Reported 31st Aug.....	.....	55,332.....	2,270 41	3,174	15,603,343.....	2,552
		Total to date.....	.....	69,880.....	3,004 11	3,988	20,305,079.....	3,269
		Same date 1893.....	.....	70,541.....	1,886 13	1,310	.....	.....
		do 1892.....	.....	86,877.....	1,737 54	1,508	.....	.....

\* All fat cattle shipped this season. † Struck by a gale; deck was swept; stock and fittings all carried away; ship nearly lost. ‡ Went aground at Contré à Cœur and was five days discharging and reloading, which is cause of loss of sheep.

194 Oct.	4.	Storm King.....	London.....	.....	8 42	.....	24,000.....	3
195 do	4.	State of Georgia.....	Newcastle.....	214.....	12 35	.....	84,000.....	11
196 do	4.	Dominion.....	Bristol.....	304.....	23 02	.....	128,180.....	18
197 do	4.	Assyrian.....	Glasgow.....	284.....	10 47	94	84,750.....	12
198 do	4.	Hestia.....	do.....	336.....	12 14	24	106,930.....	14
199 do	5.	Anvers.....	St. Malo.....	434.....	13 02	.....	120,000.....	17
200 do	5.	Hurona.....	London.....	36.....	24 05	73	102,735.....	12
201 do	6.	Austrian.....	do.....	323.....	9 69	41	99,380.....	13
202 do	7.	Oregon.....	Liverpool.....	21.....	9 83	.....	28,790.....	6
203 do	10.	Lake Superior.....	do.....	172.....	17 90	20	76,920.....	11
204 do	10.	Alicides.....	Bristol.....	132.....	11 94	.....	59,600.....	9
205 do	11.	Sheinhof.....	Antwerp.....	389.....	11 67	2	180,120.....	15
206 do	11.	Iona.....	London.....	361.....	34 02	16	91,900.....	24
207 do	11.	Barrowmore.....	Liverpool.....	582.....	27 94	21	207,950.....	28
208 do	11.	Amarynthia.....	Glasgow.....	292.....	13 02	16	84,792.....	14
209 do	13.	Mongolian.....	Liverpool.....	400.....	12 00	.....	120,384.....	16
210 do	13.	Pomeranian.....	Glasgow.....	201.....	12 40	124	74,500.....	12
211 do	14.	Sarnia.....	Liverpool.....	202.....	14 56	.....	67,690.....	11
212 do	14.	Rosarian.....	London.....	237.....	23 41	.....	114,970.....	18
213 do	17.	Lake Winnipeg.....	Liverpool.....	370.....	18 70	.....	130,450.....	18
214 do	17.	Tritonia.....	Glasgow.....	195.....	13 84	61	64,723.....	11
215 do	17.	Buenos Ayrean.....	do.....	322.....	18 34	107	125,390.....	16
216 do	18.	Hamilton.....	Bristol.....	262.....	27 56	.....	119,570.....	19
217 do	21.	Dracona.....	London.....	174.....	5 22	.....	60,370.....	7
218 do	24.	Lake Huron.....	Liverpool.....	225.....	16 04	125	112,675.....	13
219 do	24.	Hibernian.....	do.....	391.....	12 85	.....	122,140.....	16
220 do	24.	Nestorian.....	Glasgow.....	265.....	7 95	66	66,730.....	10
221 do	25.	Memphis.....	Bristol.....	240.....	26 14	.....	119,160.....	17
222 do	25.	Indrani.....	Glasgow.....	421.....	12 63	82	121,750.....	17
223 do	26.	Warwick.....	Bristol.....	225.....	24 51	.....	105,330.....	17
224 do	27.	Laurentian.....	Liverpool.....	300.....	9 00	1	93,185.....	12
225 do	28.	Brazilian.....	London.....	195.....	27 83	58	116,760.....	19
226 do	28.	Mariposa.....	Liverpool.....	1,075.....	15 04	.....	62,500.....	10
227 do	31.	Lake Ontario.....	do.....	264.....	11 80	39	83,630.....	12

RECORD of Live Stock shipped from Port of Montreal during 1894—Continued.

Number.	Date.	Steamer.	Destination.	SHEEP.		*CATTLE.				HORSES.		SWINE.		Hay for Feed.	Grain for Feed.	Number of Men.
				Shipped.	Lost.	Pat.	Stockers.	Total.	Lost.	Shipped.	Lost.	Shipped.	Lost.			
	1894.															
228	Oct. 30.	Etolia	London	687				181						76,500	18,500	10
229	do 31.	Sarmatian	Glasgow					336			187			92,400	16,800	14
		For the month.		28,638	*80			9,510	*13	571 68	1,107			3,530,930	694,462	504
		Total to Sept. 30th.		90,703	668			69,880	69	3,004 11	3,988			20,305,673	7,878,359	3,269
		Total to date.		119,341	748			79,390	82	3,575 79	5,095			23,836,609	8,072,812	3,773
		Same period, 1893.		1,781				80,495	141	2,193 51	1,516					3,254
		do 1892.		15,914				95,192	608	1,903 84	1,628					3,863

\* Far as heard from.

230	Nov. 2.	Gerona	London	2,259	6			160			44			125,400	53,940	17
231		Mexico	Bristol	1,777	17			130						90,000	27,000	13
232	Nov. 3.	Baltimore	Liverpool	702	1			536			55			175,710	51,770	30
233		Nunidian	do					387						117,170		16
234	Nov. 4.	Montevideo	London	1,362				332						140,300	17,380	20
235	do 7.	Assyria	Glasgow	195				217			69			62,250		9
236	do 8.	Hispania	Antwerp					354			16			110,700	18,000	14
237	do 9.	Toronto	Liverpool	419				369						117,340	42,760	16
238	do 10.	Fremosa	London	1,740				238						66,130		16
239	do 11.	Concordia	Bristol	1,547				192			19			73,500	33,730	13
240		Oregon	Liverpool					245						102,220	6,880	9
241	Nov. 14.	Austrian	London	360				360						84,830	23,920	14
242		Pomeranian	Glasgow	270				270			135			93,750	23,770	10
243	Nov. 15.	Amarynthia	do					8 22						132,750	42,000	12
244	do 16.	Hurona	London	2,000				321			21			84,000	25,600	21
245		State of Georgia	do	1,380				140						135,690	34,100	11
246	Nov. 17.	Sicilia	Antwerp					400			22			84,950	13,110	16
247	do 18.	Mongolian	Liverpool					300						170,000	32,000	12
248		Bruxelles	Ant.werp.	400				400								16

Marine and Fisheries.

249	Nov. 20	Buenos Ayrean	Liverpool	271	453	16 30	105,780	27,360	21
250	Nov. 20	Iona	London	351	351	28 35	170,260	32,440	22
251	Nov. 20	Tritonia	Glasgow	261	261	7 83	81,200	30,400	10
252	Nov. 21	Alicides	Bristol	134	134	24 64	90,000	30,000	16
253	do 21	Donnion	Liverpool	381	381	19 49	120,000	40,000	19
254	do 24	Storm King	do	40	40	22 51	84,000	20,000	14
		Total		7,245	7,245	421 74	2,717,240	648,910	385
		Previously reported		79,340	79,340	3,575 79	23,836,609	8,072,812	3,771
		Total for 1894		139,780	86,635	3,997 53	26,553,844	8,721,722	4,156
255		Totals for 1893		3,743	83,322	1 41	2,297 94		3,388
256		Totals for 1892		15,914	98,731	646 1,984 70			3,863

GEORGE POPE,  
E. B. MORGAN,  
*Inspectors.*

MONTREAL, 24th November, 1894.

PICROU, N.S., 12th January, 1895.

SIR,—In reply to your letter of the 7th instant, I beg to state that 1,206 sheep were shipped from this port on the 13th December, 1894, for Glasgow, G. B., per SS. "Hestia."

I have the honour to be, sir,

Your obedient servant.

D. McDONALD,

*Collector of Customs.*

STATEMENT of cattle, &c., shipped at Halifax, N.S., for the United Kingdom during the month of December, 1894, showing number, dates of shipment, names of vessels and amount of fees received.

Date.	Name of Vessel.	Number of Cattle.	Number of Sheep.
1894.			
Dec. 15.....	SS. "Sarnia".....	97	None,
do 22.....	SS. "Numidian".....	165	do

DAVID HUNTER,

*Port Warden.*



# Marine and Fisheries.

## APPENDIX No. 7.

STATEMENT relating to the Wharfs under the control of the Department on 30th  
June, 1894.

(Rules established for the government of wharfs, 12th June, 1889.)

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
				\$    cts
<i>Ontario.</i>				
Cockburn Island.....	Alfred Monck .....	Apl. 16, 1894.	25 p.c. of collections.....	28 04
Goderich.....	Wm. Marlton.....	Feb. 14, 1894.	25 do not to exceed \$200 per annum.	203 33
Kingsville .....	S. A. King .....	May 5, 1890	25 p.c. of collections.....	75 00
Morpeth.....	Thos. McCallum.....	Aug. 25, 1891.	25 do .....	38 33
Rondeau .....	W. R. Fellows.....	Dec. 17, 1888.	25 do .....	35 05
Sault Ste. Marie.....	W. H. Plummer .....	Jan. 2, 1890.	\$100 per annum.....	759 92
Southampton.....	James Johns.....	Oct. 31, 1892.	25 p.c. of collections.....	
Summerstown .....	Vacant.....	June 4, 1891.	25 do .....	
Warton.....	H. R. A. Ely.....	Dec. 10, 1890.	25 do .....	70 99
<i>Quebec.</i>				
Agnes.....	L. A. Roy.....	Nov. 27, 1891.	25 p.c. of collections .....	
Anse St. Jean.....	J. Desgagné.....	June 10, 1893.	25 do .....	105 13
Baie St. Paul .....	Vacant.....	Aug. 25, 1891.	25 do .....	
Baie St. Paul, Isolated Bl'k.	A. Simard.....	Aug. 25, 1891.	25 do .....	254 72
Beauport.....	Felix Guillot.....	Nov. 21, 1891.	25 do .....	35 00
Berthier.....	Vacant.....		25 do .....	
Carleton.....	Jos. Cauchon.....	June 4, 1889.	\$50 per annum.....	64 70
Cascades.....	Nérée Moreau.....	Oct. 26, 1892.	25 p.c. of collections.....	
Chicoutimi.....	Juste Ouelette.....	May 2, 1893.	25 do .....	215 01
Grand River.....	John Carbery.....	Sept. 23, 1892.	25 do .....	171 62
Isle aux Grues .....	Jos. Painchaud.....	Feb. 17, 1890.	25 do .....	
Lacolle.....	R. J. Robinson.....	Mar. 8, 1894.	25 do .....	
Les Eboulements.....	C. Tremblay.....	June 2, 1893.	25 do .....	176 89
L'Islet.....	Octave Morin.....	Feb. 8, 1893.	25 do .....	
Longueuil.....	D. Brisette.....	Mar. 23, 1893.	25 do .....	130 12
Megantic.....	D. J. Matheson.....	May 16, 1894.		
Murray Bay.....	Elie Maltais.....	Aug. 15, 1893.		246 32
New Carlisle.....	John C. Hall.....	June 4, 1889.	25 p.c. of collections.....	190 13
Percé.....	T. W. Flynn.....	Jan. 19, 1893.	25 do .....	104 26
Port Daniel.....	John Enright.....	Sept. 11, 1890.	\$50 per annum.....	63 49
Rivière Ouelle.....	J. H. dit Beaulieu.....	Nov. 28, 1892.	25 p.c. of collections.....	0 84
Rivière du Loup.....	Louis Pinze.....	Sept. 16, 1891.	25 do .....	260 00
St. Alphonse de Bagotville	Abel Tremblay.....	July 7, 1891.	25 do .....	197 02
St. Jean d'Orléans.....	Chas. Langlois.....	Dec. 16, 1892.	25 do .....	
St. Laurent d'Orléans.....	Edouard Chabot.....	Dec. 16, 1892.		
Ste. Cécile du Bic.....	L. N. Côté.....	July 20, 1891.	25 p.c. of collections.....	
Tadoussac.....	A. Christiansen.....	July 7, 1891.	25 do .....	108 29
Trois Pistoles.....	Nap Rioux.....	Sept. 16, 1891.	25 do .....	
St. Thomas de Montmagny	Eug. Hamond.....	May 20, 1892.	25 do .....	
<i>Nova Scotia.</i>				
Arisaig.....	John McInnis.....	Aug. 27, 1892.	25 do .....	
Avonport.....	Robert Shaw.....	Nov. 23, 1888.	25 do .....	
Barrington.....	S. W. Crowell.....	Aug. 12, 1891.	25 do .....	175 45
Bayfield.....	Edward Randall.....	Aug. 25, 1888.	25 do .....	
Belliveau's Cove.....	St. Clair Thériéau.....	Nov. 24, 1892.	25 do .....	170 08
Broad Cove, Lunenburg Co.	John Teal.....	June 12, 1893.	25 do .....	
Broad Cove Marsh, Inver- ness Co.....	Hugh McDonald.....	Oct. 19, 1892.	25 do .....	

## STATEMENT relating to Wharfs, &amp;c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
<i>Nova Scotia—Concluded.</i>				\$    cts.
Brooklyn.	F. T. Gardiner.	do 20, 1882.	20 p. c. of collections.	
Canada Creek.	C. E. Eaton.	Nov. 23, 1888.	25 do	
Cape Cove.	M. A. Doucette.	Dec. 7, 1891.	25 do	33 61
Centreville.	W. M. B. Dakin.	Aug. 25, 1888.	25 do	62 93
Chipman's Brook.	Jas. Misaner.	Nov. 23, 1888.	25 do	
Church Point.	Chas. F. Belliveau.	Aug. 20, 1892.	25 do	44 08
Cow Bay.	Arch. McKimmon.	April 15, 1879.	7½ do	2,227 00
Cranberry Head.	Abram Thurston.	Feb. 16, 1889.	25 do	
Delap's Cove.	R. W. McCaul.	Nov. 28, 1889.	25 do	5 63
Digby.	H. B. Short.	Jan. 9, 1891.	25 do	430 55
Eagle Head.	Nathan Leslie.	do 9, 1889.	25 do	
East Bay.	Donald McInnis (Ronald's son).	April 5, 1886.	50 do	
East River, Sheet Harbour.	Malcolm McFarlane.	May 20, 1890.	25 do	
Grand Narrows, Victoria Co.		Aug. 25, 1888.	25 do	12 69
Grand Narrows, Cape Breton Co.	E. A. McNeill.	Nov. 6, 1888.	25 do	69 04
Hall's Harbour.	Sydney Roscoe.	do 23, 1888.	25 do	
Hampton.	Judson Foster.	Aug. 25, 1888.	25 do	23 53
Harbourville.	B. Morris.	June 8, 1894.	25 do	27 00
Irish Cove.	John Cash.	Sept. 17, 1892.	25 do	
Maitland, Hants Co.	C. S. Stuart.	do 5, 1888.	25 do	71 22
Maitland, Yarmouth Co.	J. W. Raymond.	April 14, 1890.	25 do	9 52
Margaretsville.	T. J. Downie.	Aug. 25, 1888.	25 do	76 13
Meteghan Cove.	H. F. Deveau.	Sept. 15, 1888.	25 do	18 13
Meteghan River.	Urban Doucette.	Jan. 3, 1883.	20 do	90 53
Militia Point.	D. McIntosh.	Aug. 20, 1892.	25 do	
Morden.	Wm. Minnis.	Nov. 23, 1888.	25 do	
Oak Point (Kingsport).				199 50
Ogilvie.	Martin Donnellan.	July 13, 1893.	25 p. c. of collections.	
Parrsboro'	Thompson Tipping.	Nov. 26, 1888.	25 do	62 23
Pickett's Wharf.	Andrew Bishop.	Dec. 24, 1884.	25 do	109 59
Plympton.	Wm. K. Smith.	Aug. 8, 1890.	25 do	
Point Brulé.	David Stevenson.	Nov. 23, 1888.	25 do	
Port George.	W. Crawford.	June 7, 1894.	25 do	43 23
Port Greville.	Geo. Hatfield.	Feb. 17, 1893.	25 do	
Port Hood.	V. A. McDougald.	May 17, 1892.	25 do	142 43
Port Lorne.	Samuel Beardsley.	Aug. 25, 1888.	25 do	42 70
Salmon River.	J. M. Deveau.	Nov. 25, 1890.	25 do	
Saulniersville.	John T. Saulnier.	Aug. 25, 1888.	25 do	30 28
Tancook Island.	Amos Hulder.	Feb. 28, 1893.	25 do	
Tracadie.	J. M. Hall.	Nov. 6, 1888.	25 do	
Tusket Wedge.	Jas. Cothreau.	Feb. 16, 1889.	25 do	
Victoria.	William Brown.	do 11, 1889.	25 do	4 24
Wallace.	Don McKenzie.	Dec. 16, 1892.	25 do	
West Pubnico.	N. A. D'Entremont.	April 9, 1890.	25 do	
West River, Sheet Harbour.	Malcolm McFarlane.	Sept. 3, 1889.	25 do	10 24
White Point.	Elisha West.	Jan. 9, 1889.	25 do	
<i>New Brunswick.</i>				
Buctouche.	J. J. LeBlanc.	May 2, 1892.	25 do	6 82
Campbellton.	Alfred J. Venner.	June 10, 1893.	25 do	98 03
Cape Tormentine.	Wm. B. Welsh.	April 28, 1894.	25 do	76 26
Clifton, Stonehaven.	J. W. Dealey.	May 13, 1893.	25 do	
Dalhousie.	W. J. Smith.	June 27, 1891.	25 do	291 63
Hopewell Cape.	Wm. Hamilton.	April 9, 1890.	25 do	39 03
Quaco.	W. H. Rourke.	July 15, 1892.	25 do	
St. Louis.	E. Comeau.	May 2, 1893.	25 do	
<i>Prince Edward Island.</i>				
Annandale.	James Taylor.	July 2, 1885.	25 do	58 89
Bay View.	Joseph Harrington.	Oct. 2, 1885.	25 do	9 42

## Marine and Fisheries.

STATEMENT relating to Wharfs, &c.—Continued.

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
<i>P. E. Island—Concluded.</i>				\$ cts.
Belfast	Thos. McLennan	July 21, 1890	25 p. c. of collections	81 92
Brush Wharf	Levi R. Ings	Sept. 18, 1885	25 do	115 37
Campbell's Cove	Angus McIntyre	Oct. 17, 1888	25 do	
Chapel Point	Ronald McCormack	Sept. 18, 1885	25 do	20 66
China Point	W. S. N. Crane	do 18, 1885	25 do	28 88
Clifton	Wm. McKay	do 22, 1886	25 do	8 09
Crapaud and Victoria Pier	James Day	May 12, 1890	25 do	102 49
Georgetown	James Bourke	July 2, 1885	25 do	20 33
Hickey's Wharf	R. Webster	do 31, 1891	25 do	4 50
Higgin's Shore	G. G. Henry	Nov. 9, 1891	25 do	
Hurd's Point	R. Robblee	Oct. 6, 1888	25 do	37 73
Kier's Shore	James Crowley	April 28, 1894	25 do	57 11
Lambert	Angus McQueen	Oct. 24, 1891	25 do	
Lewis Point	Jos. A. Macdonald	April 15, 1891	25 do	51 75
McGee's Island	Norman Gallant	Nov. 9, 1891	25 do	
Mink River	B. Clow	June 30, 1891	25 do	
Murray Harbour, South	R. Murley	Aug. 25, 1891	25 do	18 40
Nine Mile Creek	Edward Harrington	Oct. 29, 1885	25 do	
North Cardigan	Donald McIntyre	July 2, 1885	25 do	34 08
Pinette	Vacant		25 do	
Pownal	Alex. McRae	Oct. 2, 1885	25 do	32 16
St. Mary's Bay	C. H. Lewellin	July 2, 1885	25 do	22 00
Souris	B. McEachern	June 3, 1884	25 do	
South Rustico, Oyster Bed				
Bridge	Joseph Doucette	Oct. 2, 1885	25 do	36 00
Stevens and Montague	Angus McQueen	do 24, 1891	25 do	89 06
Sturgeon River	Bernard Kearney	Sept. 18, 1885	25 do	36 00
Tignish River	Geo. Conroy	Oct. 2, 1891	25 do	113 03
Vernon River	J. G. McKenzie	do 19, 1885	25 do	89 47
Wood Island	M. H. McMillan	May 16, 1889	25 do	

### RECAPITULATION.

	\$ cts.
Ontario	1,210 66
Quebec	2,323 54
Nova Scotia	4,191 56
New Brunswick	511 77
Prince Edward Island	1,057 31

Total wharfage dues collected..... 9,294 84

ADD—Fees received by undermentioned harbour masters in excess of remuneration allowed:—

Harbour Masters—Fort William, Ont.	\$ 20 00
do Port Arthur, Ont.	2 50
do St. Johns, Que.	47 00
do Cape Canso, N.S.	
do International Pier, N.S.	
do South Bar, N.S.	
do Yarmouth, N.S.	
do Chatham, N.B.	14 00
do Nanaimo, B.C.	15 00
do Vancouver, B.C.	60 50
	159 00

Total Revenue from Wharfs and Harbours..... 9,453 84

This statement only shows amounts received by department and placed to credit of Receiver General up to 30th June, 1894.

## APPENDIX No. 8.

## SIGNAL SERVICE, CANADA.

OFFICE OF THE SUPERINTENDENT, QUEBEC, 17th Nov., 1894.

The Deputy Minister,  
Marine and Fisheries,  
Ottawa.

SIR,—I have the honor to inclose herewith annual report and Appendices A, B, and C for the fiscal year ending 30th June, 1894.

I have the honour to be sir,

Your most obdt. servant.

H. J. MCHUGH.

QUEBEC, 17th November, 1894.

To the Deputy Minister  
of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit the following report as to the service for the year ending June 30th, 1894.

As in preceding seasons, reports have been received from the stations in the lower part of the river and gulf, recording the weather, wind condition, location and movement of the ice during the winter and spring months, and during the season of navigation all inward and outward vessels as signalled and seen from the stations.

The winter of 1893-94 was as remarkable for the immense and early fall of snow and formation of ice, as the two previous winters were free from the first and the late making of the ice. Ice formed rapidly and closed all harbours that in the past winter of 1892-93 remained open.

Ice was met by incoming steamers outside the gulf and inside and extending to 100 miles west of Bird Rocks and north in the direction of St. Mary's Island to the Labrador coast, as will be seen by Appendix A. The west coast of Newfoundland and extending through the Straits of Belle Isle was closed with packed ice which remained all winter.

The Gut of Canso was closed 9th January and opened 28th April. In 1893, it was closed 8th January and clear of ice on the 22nd April.

Pleasant Bay or Harbour, Magdalen Islands, was open for navigation on the 27th April.

Sydney Harbour, that was navigable all the winter of 1892-93, closed on the 2nd February and only opened on the 26th April.

Port Mulgrave, Gut, of Canso reported the condition of ice in the gut as in the past two seasons to Halifax N. S., Pictou, N. S., and Charlottetown, P.E. I. until navigation was closed.

Grosse Isle Quarantine station, reported as in 1892 all trans-atlantic vessels when given pratique, and has proved very satisfactory to the shipping interests. These reports are free to the department being transmitted over the government telegraph line to Quebec.

From the 1st to the 20th April three reports per week were obtained and forwarded to the Boards of Trade, Montreal, St. John, N. B., and Quebec, and to the chamber of commerce, Halifax, N. S.; also to the press of Montreal and Quebec, to the agent of the department, Quebec, to the custom house and immigration agent, to agents of steamship lines, tug owners, to the pilots for below and above Quebec, also to Messrs. H. Fry & Co., Lloyds agents, Quebec.

## Marine and Fisheries.

From the 21st April his reports were received daily as above and in addition the news room, North Sydney, is also supplied with the reports during the season of navigation.

The quarantine doctor at Rimouski is also supplied with a report of the incoming mail steamers, name of station and hour of passing being given when vessel first signalled.

The chief superintendent of the quarantine service at Grosse Isle is also supplied with full information as to weather, wind and the incoming of all trans-atlantic or foreign vessels.

Information as to the wind, weather and ice in the vicinity of Anticosti, Magdalen Islands, Meat Cove, C. B., St. Paul's Island, Cape Ray, Newfoundland, is also sent to Point aux Esquimaux in March for the guidance of the sealing fleet.

This is the fourth season that no ice has been seen in the vicinity of St. Pierre Miquelon after the middle of April.

Full information was supplied from the bureau here as in past seasons to the agents at Anticosti, Magdalen Islands, Meat Cove, C. B., Cape Ray, Newfoundland; Low Point, North Sydney, from the 18th April and to Cape Race, Newfoundland; from the 13th April, as to the weather, wind, movement and condition of the ice in the gulf and River St. Lawrence up to Montreal for the guidance of any vessel calling for information.

### NAVIGATION.

March 4th.—St. Paul's Island, clear, calm, heavy close packed ice everywhere Inwards this a. m. ss. "Algerine".

March 19th.—Two schooners arrived at Rimouski wharf from Bersimis, proceeded and arrived at Quebec on the 21st March.

March 25th.—Schooner "Salmon Queen" arrived from Malbaie.

April 14th.—Ss. "Constance" left Quebec for below.

April 17th.—Pilot cutter No. 1 left for her station. Tugs "Florence," "C. W. Jones" and "Relief" out for the season. Schooner "Chauveau" from Pentecost reported in off Manicouagan.

April 18th.—Ss. "Polino" cleared for St. Johns, Newfoundland.

April 19th.—St. Paul's Island reports a two masted steamer in.

April 20th.—Tug "Challenger" with quarantine staff left for Grosse Isle.

April 23rd.—Ss. "Premier" from the West Indies with fruit for Montreal due in that port had proceeded up the gulf to within twenty miles of the Bird Rocks, met heavy field ice extending as far seen in all directions, coasted along its eastern edge, passed Heath Point as far Meccatina and Labrador Coast, but could get no passage and had to retrace her course, and finally made for Halifax, N. S., where she arrived on the above date.

1893.—Last outward mail steamer, November 20, ss. "Vancouver," for Liverpool.

1893.—Last outward steamer, November 24, "State of Alabama," for Great Britain, and ss. Louisburg for Sydney, C. B.

1893.—Last inward steamer, November 30, ss. "Polino," Captain Lachance, from Newfoundland. December 5, ss. "Constance" from below, met considerable ice.

1894.—First inland bound trans-atlantic vessel, April 25, ss. "Phoenix," Captain Pick, from Messino for Montreal, reports met ice 25 miles west of Cape Ray, which continued heavy to Anticosti, April 22, completely surrounded by it. April 23, found an open track and proceeded through it for 100 miles, and made Point des Monts, thence to Quebec without seeing any more.

1894.—First mail steamer, May 1, ss. "Sardinian," Captain Moore, from Liverpool, April 19, arrived.

1894.—First trans-Atlantic sailing vessel, May 8, "Ship Hooding," Captain Larsen, from Moss, Norway, April 7, arrived. The first vessel in, in 1893, was on May 5.

## REPORTS FROM CAPTAINS.

May 1, arrived ss. "Lake Ontario," from Liverpool, April 2, passed large field ice off Bird Rocks. None elsewhere.

May 1, ss. "Dominion," Captain Cross, from Bristol, met 13 bergs east of Cape Race and patches of field ice from 25 miles east of the Cape to 10 miles west of it. When 25 miles N.N.W. of the Bird Rocks passed through about 20 miles of field ice.

May 1, ss. "Pickhuben," Captain Splerdt, from Hamburg, April 18, passed Cape Ray in a snowstorm, large quantities of field ice off Bird Rocks, passed through it for 100 miles to the westward.

May 2, ss. "Toronto" from Liverpool, April 19, met icebergs east of Cape Race, later passed through 20 miles heavy close-packed ice off Bird Rocks.

## SEALING.

A new venture in this line has been made by a Halifax firm, having purchased the ss. "Newfoundland," which proceeded from that port March 1, and passed Cape North, C. B., bound for the sealing grounds.

March 13, 14 schooners with an average crew of 10 men each, left Point Aux Esquimaux for the Gulf and Straits of Belle Isle, and returned, made the following fares :—

Schooner "Eugenie," 800 large seals.

- " "Emilia," 630
- " "Labrador," none.
- " "H.B." 820.
- " "Java," none.
- " "Acara," none.
- " "Stella Marie," 150.
- " "Ste. Anne," 800.
- " "Phoenix," 12.
- " "Gleaner," none.
- " "Pioneer," none.
- " "D. Cronan," 750.
- " "C. M. G. P.," 15.
- " "Marguerite," none.

Ten schooners left the Magdalen Islands with an average crew of 12 men each and returned with fares as under.

Schooner "Wilhome."

- " "Albert."
- " "Marie Enesie."
- " "Richard B."
- " "Goldhunter."
- " "Lion."
- " "Canadian," 1,000.
- " "Lady Adele," 1,000.
- " "Mary Jane."
- " "Mary Joseph."

The two following schooners sold their fares at the Magdalen Islands.

Schooner "Evelyn," 800 large seals.

" "Una," 1,100.

March 26th 200 killed at Grosse Isle, Magdalen Islands.

April 2nd, ss. "Panther" at Cape Ray, Newfoundland, with 22,000.

April 7th, St. Pauls Island, a flock of old harps off here.

April 7th, 5,500 young harps killed at Bryon Island.

April 10th, 200 killed in Necil's harbour, Magdalen Islands.

Respectfully submitted,

H. J. McHUGH,

*Inspector Signal Service.*

# Marine and Fisheries.

## APPENDIX A.

Report on ice, &c., in the Straits of Belle Isle and west coast of Newfoundland as noted by the Agents of the Department at Belle Isle, Cape Bauld, Cape Norman Forteau, Greenly Island and Point Rich, Newfoundland, from July, 1893 to June, 1894'

### BELLE ISLE.

Dec. 3rd, first appearance of slob ice. In 1892 the first ice noticed on Dec. 23rd. The last outwards bound was sighted on the 12th November. In 1892 it was on the 22nd November. A steamer was sighted on the 26th bound south supposed a collier from Green Bay mines bound to Sydney. No snow or cold weather in November. Winter may be said to have set in on 13th December at once; ice making constantly in calm water during the whole month with E.S.E. gales keeping the ice broken up. No difficulty to pass through. Some heavy gales occurred in the latter part of the month, reaching from 50 to 70 miles hourly by anemometer.

No icebergs were seen in November or December. A good deal of fog and very little snow; of the latter, the first fell on the 28th December.

January.—Quite a lot of ice formed during this month in the straits and to the north, but owing to a heavy swell setting in from E. S. E., nearly all the month kept it broken up, making it feasible for vessels to pass through.,

Very little fog compared to other years. I noticed it on the 9th, 11th and 13th only. No icebergs seen this month.

February.—This month has been cold and stormy with frequent snowfalls. On the 7th, 8th and 9th snow fell and made drifts 20 feet deep. Ice made during all the month, and kept driving out to the east all the time. Up to the 23rd instant, vessels could have passed by either north or south shore as the winds suited. A slight roller was noticed several times but as the sheet ice was large and strong it did not have any effect in breaking it up. No northern ice or snow drove out during the month. Owing to the cold weather it has not broken up.

A few schools of breeding seals going north were seen on the 28th and 29th.

March.—First half of month was mild and fine. Ice scattered in the straits and drifting out to sea, numerous lakes amongst it, making it easy for properly fitted vessels to pass through. After the 14th the weather set in cold and stormy, and remained so until the end of the month. First day of spring 23rd, thermometer marked 5° below zero. Young seals were numerous on the 13th and 14th, but drove off south, north gales prevailing. No sealing schooners seen as in other years. No icebergs.

April.—During the first part of the month, the straits were pretty clear of ice except along the south shore. On the 7th a large pan drove into the straits blocking it entirely. A number of bergs, some of immense size, outside driving to the south—a number of small ones drove into the straits. The straits remained blocked during the whole month. On the 2nd a gulf sealing steamer came down from the west and went south-east. On the 13th a steamer drove into the straits fast in the pan and tried to force out to the south but could not. On the 22nd two steamers of the northern fleet came to the edge of the ice, distant about 10 miles, but could not come in. Snow fell on the 21st only.

May.—This month was stormy, S.E. to N. winds prevailing, keeping the straits blocked with heavy ice which remained stationary during the latter part of the month. Water could be seen over the ice but did not work in as the ice was jammed above to the westward. No vessels, seals or any living thing was seen during this month. Neither ducks, bunting or other birds, usual at this season of the year, came to the island. Ice-fog prevailed about every other day.

June.—First part a repetition of May weather, but with more fog and some rain with heavy thunder and lightning on the 23rd. A snow storm on the 12th. The wind veered to the west and scattered the ice to the south where it remained blocked.

June 12th.—S. S. "—————," Captain Clanford, arrived, usually reaches here the 25th May.

June 13th.—Commodore Curzon of H. M. S. "Cleopatra," came on shore to see from the town if he could get his ship out of the ice. This vessel got fast in the ice off Port Rich, Newfoundland, drove down to there, the vessel was in dangerous positions at times. Reports were supplied the Commodore, and the clear track shown him : having proceeded the vessel was steered S.-E. and got clear.

June 18th.—Schooner "Beulah," Captain Thomas Gunn, from Green Bay, arrived at fishing station, at Lark Islet harbour, reports left Green Bay May 18th, found the shore packed with ice. The mail steamer was blocked at Cape John for two weeks, a lot of scattered and close fields of ice south of Cape Bauld. Also reports 100,000 seals killed on shore at Green Bay.

June 27th.—Squally with fog. One Dominion line and another steamer passed west, and 40 fishing schooners passed north.

June 29th.—SS. Panther and 150 schooners passed north.

## ICEBERGS.

February 1st,	2, to the eastward.	May	1st, 126,	south and S. E.
" 3rd,	3, "	"	5th, 113,	"
" 7th,	4, "	"	9th, 146,	"
" 11th,	6, "	"	12th, 142,	"
" 14th,	3, "	"	15th, 78,	"
March 1st,	10, "	"	18th, 86,	"
" 6th,	8, "	June	1st, 289,	"
" 9th,	6, "	"	4th, 368,	"
" 20th,	4, "	"	5th, 275,	"
" 24th,	10, "	"	9th, 199,	"
" 29th,	10, to the south east.	"	11th, 246,	"
April 2nd,	43, "	"	14th, 250,	"
" 5th,	40, "	"	16th, 163,	"
" 7th,	37, "	"	18th, 187,	to the S. S. E.
" 15th,	63, south and S. E.	"	20th, 129,	"
" 17th,	69, "	"	23rd, 87,	"
" 20th,	74, "	"	25th, 69,	"
" 24th,	163, "	"	27th, 113,	"
" 26th,	178, "	"	29th, 121,	"

## CAPE BAULD, NFLD.

As stated in previous reports, the distance from Belle Isle being but 14 miles, the observations as to wind, weather, &c., vary but little.

No seals killed on shore, though thousands were seen on the ice.

## CAPE NORMAN.

October 19th.—First fall of snow with slight frost, north wind.

December 15th.—First slob ice formed along shore. Snow fell 14 days during this month. From the 15th of this month until the 15 of June the strait remained solidly packed with ice. In that time it snowed 79 days.

March 16th.—400 young seals landed here. Thousands on the ice going west.

## ICEBERGS.

1893.—August 23 seen daily (average).	1894.—May 24th, 45 to the North and East.
" September 6 "	" " 25th, 45 "
" October 4 "	" " 26th, 36 "
" November 2 "	" " 27th, 35 "
" December 2 "	" " 28th, 40 "
1894.—May 1st to 15th 3.	" " 29th, 45 "
" " 21st, 44 to the North and East.	" " 30th, 83 "
" " 22nd, 44 "	" " 31st, 82 "
" " 23rd, 45 "	June 1st to 31st, 64, seen daily average.



## Marine and Fisheries.

### POINT AMOUR—LABRADOR COAST.

Being almost within the same limit of the strait as Cape Norman observations as to weather, wind, &c., are about similar.

March 12th.—Thousands of young and old seals on the ice though jammed moving out.

March 14th.—Sealing steamer drifting out with the ice.

March 19th.—Sealing steamer killing and taking seals off here.

April 11th.—A sealing steamer jammed in the ice moving east.

May 16th.—A few seals caught in the nets.

June 17th.—First codfish caught. Deer were fairly plentiful.

### ICEBERGS.

An average of 10 daily seen from May 17th to June 30th.

### GREENLY ISLAND (LABRADOR COAST).

1893, October 18th.—First snow north, north-east winds during this month.

November.—N. E. and S. E. winds with snow, sleet and rain on several days.

December 16th.—First slob ice along shore. From this date until June 13th 1894, the straits and gulf were covered with heavy close packed to open ice. Easterly winds all winter until latter end of May when wind veered to west, north and south west.

First steamer sighted on June 13th.

### ICEBERGS.

1893,—July 26th. 3, 2 miles off; August 9th, 13th, 2, 3 miles off; September, 4th, and 13th, 1, 2 miles off.

### POINT, RICH NFDL.

1893.—October 18th.—First appearance of snow, and frost on the 19th.

December 25th.—First slob in along shore.

1894.—January 4th to May 14th.—Heavy close packed, to open ice hugged the coast and extended as far out as could be seen. North-east to south winds with occasional westerly breezes prevailed all winter.

1894.—March 16th.—A sealing steamer in the ice, 10 miles west, off here.

Seals plentiful on the ice but the ice, is too open to venture on it.

March 29th.—Sealing steamers killing and taking in seals off here.

April 3rd 4th.—About 600 seals killed here ashore.

May 2nd.—A French brig arrived to day.

June 11th to 15th.—Some field ice 6 miles off here.

### CAPE RACE, NFDL.

### ICEBERGS.

April 30th.—Clear weather, north wind. 6 bergs distant and scattered, south and south east. No field ice.

May 2nd.—Clear, calm; heavy open ice inshore, 7 bergs in sight.

Respectfully submitted,

H. J. McHUGH,

*Inspector Signal Service.*

APPENDIX  
TELEGRAPH, SEMAPHORE AND SIGNAL  
RIVER AND GULF  
SOUTH SHORE OF THE

Signal Stations.	Telegraph Offices.	Lighthouse.	Flag Stations.	Semaphore Station.	Marine Miles from Quebec.	Telegraph Co. Working Lines.
1 L'Islet .....	Tel. Office		Flag.		41	Great North-western Co. ....
2 Rivière du Loup .....	do	Lighthouse.	do		95	do .....
3 Father Point .....	do	do	do		157	do .....
4 Little Métis .....	do	do	do		197	do .....
5 Matane .....	do	do	do			do .....
6 Cape Chatte .....	do	do	do		230	do .....
7 Martin River .....	do	do	do		255	do .....
8 Cape Magdalen .....	do	do	do		288	do .....
9 Fame Point .....	do	do	do		318	do .....
10 Cape Rosier .....	do	do	do		339	do .....
NORTH SHORE OF THE						
11 Port Neuf .....	Tel. Office	Lighthouse.	Flag.		145	Dom. Govt. and G.N.W. Co. .
12 Manicouagan .....	do	do	do		187	do do ..
13 Pointe des Monts .....	do	Lighthouse.	do		224	do do ..
GASPE COAST						
14 Cape Despair .....	Tel. Office	Lighthouse.	Flag.		372	Great North-western Co. ....
15 Pointe Maquereau .....	do	do	do		394	do .....
COAST OF NEW						
16 Point Escuminac .....	Tel. Office	Lighthouse.	Flag.		450	Dom. Govt. and G.N.W. Co. .
ISLAND OF						
17 West Point .....	Tel. Office	Lighthouse.	Flag.		328	Dom. Govt. and G.N.W. Co. .
18 South-West Point .....	do	do	do		358	do do ..
19 South Point .....	do	do	do		408	do do ..
20 Heath Point .....	do	do	do		428	do do ..
MAGDALEN						
21 Grosse Isle .....	Tel. Office	Lighthouse.	Flag.		467	D. Govt., W.U. & G.N.W. Co.
22 Amherst Island .....	do	do	do		471	do do ..
CAPE BRETON,						
23 Meat Cove .....	Tel. Office	Lighthouse.	Flag.		529	D. Govt., W.U. & G.N.W. Co.
24 Low Point .....	do	do	do	Semaphore.	575	do do ..
ST. PAUL'S						
25 Main Station .....	Telephone	Lighthouse.	Flag.		528	D. Govt., W.U. & G.N.W. Co.
NEWFOU						
26 Cape Ray .....	Tel. Office	Lighthouse.	Flag.		542	D. Govt., Anglo-Amer, Cable Co., W.U. & G.N.W. Co. .

## Marine and Fisheries

B.

### STATIONS, MARINE DEPARTMENT, CANADA.

OF ST. LAWRENCE.

#### RIVER ST. LAWRENCE.

Rate per ten words and additional words.	Date when established.	Name of Agent.	Post Office.	County.	Province.	Salary per annum from Marine Dept.
25c. & 1c.	Oct. 28, '79.	Mrs J. B. E. Fortin . . . . .	L'Islet . . . . .	L'Islet . . . . .	Que . . . . .	\$50
do	Nov. 16, '81.	L. T. Piuze . . . . .	Rivière du Loup (en bas) . . . . .	Temiscouata . . . . .	do . . . . .	50
do	Nov. 22, '79.	John McWilliams . . . . .	Father Point . . . . .	Rimouski . . . . .	do . . . . .	50
do	Nov. 17, '79.	Jules Martin . . . . .	Little Métis . . . . .	do . . . . .	do . . . . .	50
do	Nov. 5, '79.	P. Desjardins . . . . .	Matane . . . . .	do . . . . .	do . . . . .	50
do	Sept. 19, '79.	Treffé Côté . . . . .	Cape Chatte . . . . .	Gaspé . . . . .	do . . . . .	50
do	Sept. 23, '79.	Jean Gauthier . . . . .	Martin River . . . . .	do . . . . .	do . . . . .	50
do	Oct. 9, '79.	J. F. Sassevillie . . . . .	Cape Magdalen . . . . .	do . . . . .	do . . . . .	50
do	Oct. 14, '80.	James Ascah . . . . .	Fox River . . . . .	do . . . . .	do . . . . .	50
do	Oct. 20, '79.	E. Costin . . . . .	Cape Rosier . . . . .	do . . . . .	do . . . . .	50

#### RIVER ST. LAWRENCE.

40c. & 2c.	June 1, '83.	Dorelas Tremblay . . . . .	Port Neuf (en bas) . . . . .	Saguenay . . . . .	Que . . . . .	\$50
do	Aug. 15, '83.	A. Lausier . . . . .	Manicouagan . . . . .	do . . . . .	do . . . . .	50
do	Oct. 19, '83.	V. Faffard . . . . .	Pointe des Monts . . . . .	do . . . . .	do . . . . .	50

#### OF THE GULF.

25c & 1c.	June 17, '80.	James Beck . . . . .	Cape Despair . . . . .	Gaspé . . . . .	Que . . . . .	\$50
do	May 22, '80.	Auguste Bertrand . . . . .	Port Daniel . . . . .	do . . . . .	do . . . . .	50

#### BRUNSWICK.

40c. & 2c.	July 2, '85.	K. McLennan . . . . .	Point Escuminac . . . . .	Northumberland	N.B.	
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#### ANTICOSTI.

75c. & 6c.	Oct. 1, '81.	Auguste Malouin . . . . .	Anticosti Id. via Gaspé . . . . .	Gaspé . . . . .	Que . . . . .	
do	Oct. 13, '80.	E. Pope . . . . .	do . . . . .	do . . . . .	do . . . . .	
do	July 27, '81.	Alphonse Nadeau . . . . .	do . . . . .	do . . . . .	do . . . . .	
do	July 20, '81.	Z. Gagné . . . . .	do . . . . .	do . . . . .	do . . . . .	

#### ISLANDS.

\$1.00 & 8c.	Aug. 17, '80.	A. Le Bourdais . . . . .	Magdalen Id. via Pictou . . . . .	Gaspé . . . . .	Que . . . . .	
do	June 11, '81.	William Cormier . . . . .	do N.S. . . . .	do . . . . .	do . . . . .	

#### NOVA SCOTIA.

55c. & 3c.	Nov. 7, '81.	A. R. MacDonald . . . . .	Meat Cove, C.B. . . . .	Victoria . . . . .	N.S. . . . .	\$50
30c. & 2c.	Aug. 1, '81.	J. G. Peters . . . . .	Low Point, C.B. . . . .	Inverness . . . . .	do . . . . .	

#### ISLAND.

80c. & 5c.	1890 . . . . .	S. C. Campbell . . . . .	North Sydney, C.B. . . . .	Victoria . . . . .	N.S. . . . .	
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#### NDLAND.

\$1.05 & 10c.	Nov. 3, '82.	E. R. Rennie . . . . .	Cape Ray. . . . .	Newfoundland . . . . .	Nfld. . . . .	\$50
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H. J. MCHUGH, *Inspector, Signal Service.*

APPENDIX C.

THERMOMETER Readings at Belle Isle from 1st December, 1893, to 30th June, 1894.

Date.	Degrees	Date.	Degrees	Date.	Degrees	Date.	Degrees
1893.		1894.		1894.		1894.	
Dec. 1.	34	Jan. 21.	27	Mar. 16.	23	May 9.	39
do 2.	34	do 22.	34	do 17.	16	do 10.	37
do 3.	11	do 23.	9	do 18.	17	do 11.	36
do 4.	38	do 24.	2	do 19.	26	do 12.	38
do 5.	16	do 25.	34	do 20.	18	do 13.	37
do 6.	22	do 26.	-15	do 21.	15	do 14.	38
do 7.	23	do 27.	10	do 22.	-5	do 15.	35
do 8.	15	do 28.	-1	do 23.	-5	do 16.	37
do 9.	5	do 29.	-8	do 24.	23	do 17.	39
do 10.	15	do 30.	10	do 25.	26	do 18.	35
do 11.	20	do 31.	22	do 26.	27	do 19.	39
do 12.	22	Feb. 1.	13	do 27.	20	do 20.	39
do 13.	-14	do 2.	8	do 28.	18	do 21.	43
do 14.	-18	do 3.	10	do 29.	21	do 22.	36
do 15.	-6	do 4.	-20	do 30.	27	do 23.	34
do 16.	18	do 5.	-1	do 31.	19	do 24.	35
do 17.	29	do 6.	9	April 1.	27	do 25.	34
do 18.	27	do 7.	21	do 2.	20	do 26.	40
do 19.	16	do 8.	8	do 3.	23	do 27.	39
do 20.	20	do 9.	10	do 4.	15	do 28.	41
do 21.	15	do 10.	-5	do 5.	21	do 29.	37
do 22.	-7	do 11.	12	do 6.	23	do 30.	38
do 23.	10	do 12.	-15	do 7.	29	do 31.	37
do 24.	-6	do 13.	-20	do 8.	27	June 1.	37
do 25.	10	do 14.	-15	do 9.	29	do 2.	35
do 26.	-5	do 15.	10	do 10.	26	do 3.	47
do 27.	-8	do 16.	19	do 11.	28	do 4.	48
do 28.	21	do 17.	-10	do 12.	27	do 5.	43
do 29.	30	do 18.	15	do 13.	29	do 6.	35
do 30.	20	do 19.	22	do 14.	30	do 7.	35
do 31.	-10	do 20.	24	do 15.	29	do 8.	32
1894.		do 21.	-5	do 16.	32	do 9.	40
Jan. 1.	15	do 22.	10	do 17.	29	do 10.	39
do 2.	-10	do 23.	15	do 18.	30	do 11.	39
do 3.	-7	do 24.	-15	do 19.	33	do 12.	43
do 4.	10	do 25.	-21	do 20.	31	do 13.	46
do 5.	12	do 26.	-8	do 21.	32	do 14.	48
do 6.	-5	do 27.	-8	do 22.	32	do 15.	46
do 7.	-9	do 28.	-1	do 23.	34	do 16.	48
do 8.	-11	Mar. 1.	15	do 24.	34	do 17.	47
do 9.	-3	do 2.	29	do 25.	33	do 18.	49
do 10.	-5	do 3.	25	do 26.	28	do 19.	46
do 11.	13	do 4.	26	do 27.	33	do 20.	49
do 12.	21	do 5.	30	do 28.	28	do 21.	49
do 13.	-20	do 6.	32	do 29.	22	do 22.	47
do 14.	25	do 7.	34	do 30.	33	do 23.	43
do 15.	27	do 8.	26	May 1.	34	do 24.	41
do 16.	24	do 9.	23	do 2.	35	do 25.	47
do 17.	-9	do 10.	24	do 3.	38	do 26.	46
do 18.	15	do 11.	28	do 4.	35	do 27.	45
do 19.	25	do 12.	34	do 5.	34	do 28.	43
do 20.	-1	do 13.	30	do 6.	34	do 29.	49
		do 14.	27	do 7.	30	do 30.	51
		do 15.	29	do 8.	33		

Lowest temperature, 1893, 14th December; highest, 4th December. Lowest temperature, 1894, 13th January; highest, 22nd and 25th January. Lowest temperature, 25th February; highest, 20th February. Lowest temperature, 22nd and 23rd March; highest, 7th and 12th March. Lowest temperature, 4th April; highest, 23rd and 24th April; Lowest temperature, 7th May; highest, 21st May. Lowest temperature, 8th June; highest, 30th June.

The sign minus ( - ) before figures denotes below zero.

(Signed)

MICHAEL COLTON,  
*Light-Keeper*

H. J. McHUGH,  
*Inspector Signal Service.*

Respectfully submitted,

## Marine and Fisheries.

### APPENDIX No. 9.

#### MESSENGER PIGEONS.

THE CITADEL, HALIFAX, N.S., 26th December, 1894.

SIR,—(1) Owing to the heavy losses of birds in the 1893 training and in accordance with the recommendations of General Cameron (in his letter of 29-3-94, forwarded by the Deputy Minister, 27-4-94) hardly any training has taken place during 1894—the birds being left to breed till a sufficient number of well grown birds are ready.

(2) The numerical results are as follows :—

Birds in loft January, 1894.....	14
Presented by General Cameron.....	26
Received (in exchange) from Mr. Price.....	5
Born in loft during 1894.....	69

Total in loft during 1894..... 114

The losses are as follows :—

Died young.....	15
Died of pip.....	12
Died of cramps.....	1
Lost while exercising.....	4
Transferred to Sable Island.....	2
Presented (in exchange) to Mr. Price.....	5

Total losses during 1894..... 39

Leaving birds in loft, 26-12-94..... 75

(3) The birds are well looked after by the pigeon caretaker, Private Weaver, of the King's Regiment, under the superintendence of Sergeant Mulholland, R. E. Private Weaver receives \$6.00 a month, but Sergeant Mulholland gives his services gratis. This latter is not a good arrangement.

Sergeant Mulholland will probably return to England in the spring, and I would urge that some remuneration be provided for the superintendent, which, if it is to be properly done, involves more work than can be expected from a volunteer—unless some payment is made it is practically impossible to fix responsibility.

(4) The provision of a permanent loft at the Citadel is under consideration, but for the spring and summer of 1895, the present hut can be made to suffice, an expenditure of \$25 having been incurred in alterations.

The experience gained in 1895 will perhaps justify further expenditure.

(5) During a recent visit to Sable Island, I borrowed from the superintendent copies of his meteorological registers for the last few years. Extracts from these have been made by Sergeant Mulholland and compared with the Halifax registers for the same days. In this way a rough approximation can be made to the number of days in the year on which pigeon communication could be made from Sable Island to Halifax. It is assumed that fog, rain, mist and strong winds from the west make communication impossible, that northerly and in a lesser degree also southerly winds are unfavourable unless light, and the east and especially southeast winds are favourable.

The results of this estimate are shown in the annexed "Table of Pigeon Days."

Taking the year 1893 only, it appears that there would have been on the average six possible pigeon days per month, of which three would have been favourable.

Too much importance should not however be attached to these figures. It is probable that by carefully choosing the time at Sable Island more opportunities would be available than can be shown by the weather registers.

I am, sir, your obedient servant,

D. MILLS, *Capt. R.E.*  
*Superintendent of Signals.*

J. PARSONS, Esq., Agent,  
Marine and Fisheries Dept.  
Halifax, N. S.

### TABLE OF PIGEON DAYS

Showing the number of days in each month from January, 1893, to August, 1894, during which pigeons might have been despatched from Sable Island with some chance of success—distinguishing between doubtful and favourable days, based on an examination of the Meteorological Registers kept at Sable Island and Halifax.

Month.	Number of Pigeon Days.		
	Doubtful.	Favourable.	Total.
1893.			
January .....	4	3	7
February .....	3	1	4
March .....	3	3	6
April .....	3	5	8
May .....	4	1	5
June .....	2	1	3
July .....	5	3	8
August .....	2	7	9
September .....	4	1	5
October .....	3	4	7
November .....	2	4	6
December .....	2	1	3
1894.			
January .....	2	1	3
February .....	3	1	4
March .....	2	5	7
April .....	0	1	1
May .....	1	2	3
June .....	2	6	8
July .....	0	2	2
August .....	3	5	8
Average .....	2.5	2.8	5.3

## Marine and Fisheries.

### APPENDIX No. 10.

#### REPORT OF CHAIRMAN OF BOARD OF EXAMINERS OF MASTERS AND MATES.

HALIFAX, N. S., 10th November, 1894.

The Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit the annual report of the proceedings of the Board of Examiners of Masters and Mates, from 30th June, 1893, to 30th June, 1894, the end of the fiscal year.

The Board met for examination, as follows :—

Port of Halifax.....	12 times.
“ St. John.....	8 “
“ Yarmouth.....	3 “
“ Quebec.....	2 “

There were also 3 examinations held at Victoria, B. C., the papers and problems being forwarded to the agent at that port and returned to Halifax for inspection and approval of the chairman of the Board.

At Halifax, 31 applications were made for foreign-going certificates of competency as master and 6 for coasting; 19 foreign-going and 5 coasting masters received certificates; 22 applications were made for foreign-going certificates of competency as mates and 1 for coasting; 12 foreign-going mates and 1 coasting received certificates.

At St. John, 9 applications were made for foreign-going certificates of competency as master and 2 for coasting: 8 foreign-going and 1 coasting master received certificates; 17 applications were made for foreign-going certificates as mate and 11 mates received certificates.

At Yarmouth, 3 applications were made for foreign-going certificates as master and 3 for coasting; 2 foreign-going candidates and 3 coasting received masters' certificates of competency; one candidate applied for a foreign-going certificate as mate and received a certificate.

At Quebec, one candidate applied for a master's certificate for foreign-going and passed, and three applied for foreign-going certificates as mate and all were successful.

At Victoria, B. C., 3 applications for masters' certificates, foreign-going, and 1 for mate were made; 2 masters and 1 mate received certificates.

Thus it will be seen that for the twelve months ending June 30th, 1894, 47 applications were made for masters' certificates of competency foreign-going and 44 for mates; 32 masters and 28 mates received certificates; 11 applications for certificates as master competency for coasting were made to the Board of Examiners and one for mate; 9 master and 1 mate obtained certificates. Forty-eight certificates of service were issued through the Halifax office for masters coasting and 15 for mates and 10 renewal certificates of all kinds.

The total number of certificates issued by the Department of Marine and Fisheries, including competency, service and renewal, upon applications made to the Board of Examiners, Halifax, was 143 and fees to the amount of \$875 were collected. The fees for the examinations at Victoria, are sent direct to Ottawa and are not accounted for by the chairman.

This report does not take into consideration coasting and inland certificates granted by the Department of Marine and Fisheries after an examination at other ports than those mentioned.

At St. John, the local member of the board holds examinations for coasting candidates and makes the returns to the department.

Amongst the applications above enumerated some candidates have presented themselves a second, third and even fourth time for examination, for master or mate, as the case may be, having previously failed. The names of these candidates appear upon the books as often as they came forward. They are, however, permitted to have a second trial without paying another fee, but on each successive occasion after that the full amount of the fee is collected from them.

I am, sir, your obedient servant,

W. H. SMITH,  
*Chairman.*



## Marine and Fisheries.

### APPENDIX No. II.

#### REPORT OF ALFRED OGDEN AS TO EFFICIENCY OF LIFE STATIONS BOATS AND CREWS.

BEDFORD, N. S., 12th September, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the instructions contained in your letter of the 5th instant, ref. 9535, I append hereto a report of my inspection of life saving stations for 1894.

##### *Pictou Island Station.*

Visited 4th July. Coxswain and two of the crew only present, as one of the two crew had a death in his family I did not summon there for a drill.

I found the boat nicely painted and everything about the boat-house in first class order. Since my visit, last year, new hinges to scuppers had been placed on the scuppers, and the launch ways had been greatly improved without cost to the department.

The old cork jackets are getting tender and uncomfortable to the bearer, I would recommend that seven new ones be supplied.

##### *Seal Island Station.*

Visited 17th August by steamer "Newfield" which landed the new boat, recently constructed at Shelburn by Mr. J. McGill. I found the old boats and everything connected with them in good order, all materials recommended last year had been supplied.

It is my opinion that 10 new metallic rowlocks should be supplied for the new Life Boat, which has now only the wooden tholl pins, which I think are not as safe, as the former and in rough water the oarsman has not as good command of his oar.

The size of rowlock required is 4 inches in diameter.

##### *Mud Island Station.*

Visited 17th August by steamer "Newfield". The life boat had not been launched since I inspected it last season.

I advised Mr. Churchill to put ventilators into the airtight compartments of the boat and have it overhauled and launched at once which he promised to do.

The large life boat, used as a despatch boat, in case of a wreck was afloat and in good condition.

In the event of a wreck, shelter is provided in two large houses, and Mr. Crowell informs me that he has on hand all winter, a good stock of provisions sufficient to feed a large number of persons until communication could be made with the main land. All materials recommended last year had been supplied to this station.

##### *Devils Island Station.*

Visited 28th August. The coxswain was in Halifax getting the scuppers of the life boat repaired, the remainder of the crew were out fishing.

The boat, boathouse and all of the appliances were in order and good condition. Last year this crew exercised in my presence and I found them to be excellent oarsmen, strong and active.

##### *Herring Cove Station.*

Inspected 29th August. Coxswain and two of the crew present the others were scattered about, some out fishing. Last season I had them exercised and found them to be a very fine crew.

Everything was in position and in good order, except the boat which had not been painted since last year, it is a metallic boat and should not be allowed to remain unpainted. The Coxswain told me that he had no paint to use.

One single 9 inch patent block, iron strapped, for hauling up boat and a new axe are required.

*Duncan Cove Station.*

Inspected 29th August. Coxswain and 2 men present, found everything in good order, and in proper position.

When launching this boat the launch ways have to be levelled up with stone which causes delay, and in the event of there being a wreck, there would be confusion, especially at night.

I would recommend that permanent skids be laid and ballasted with stone, upon which the launch ways can be placed and adjusted without delay and there would be less risk of getting the boat off the launch ways, which might occur in using the ways as at present constructed. The cost would not exceed \$10 or \$15.

The material recommended last year for two stations had been supplied.

*Cape Tormentine Station.*

Inspected 3rd instant. The boat has been neatly repaired and painted and all of the appliances were in their proper places and in good order. The boat was launched and the crew exercised, they handled their oars well, and are all able bodied and active men.

A cradle is required to place under the boat upon the trolley, as it has now to be hauled up and down upon small wooden rollers.

There should be a wooden launch way, 150 feet long; 8 inches by 4 inches, square timber, covered with flat iron, 2 inches by  $\frac{3}{8}$ -inch for the trolley to run upon. This would save the boat from damage, expedite launching and enable its being hauled up in rough weather, which cannot be done now.

The following articles are required :—

1 double-barrel winch . . . . .	\$ 50
200 feet $3\frac{1}{2}$ -inch manilla rope . . . . .	10
2 $8\frac{1}{2}$ -inch patent, single blocks . . . . .	5
40 fathoms 9-thread hemp heaving line . . . . .	2
1 3 gallon water keg, kerosene oil and can and lamp wicks . . . . .	5
	\$ 72

*Yarmouth Station.*

Inspected 6th November, boat had been recently repaired and painted, all appliances were in good condition.

The wind was blowing a strong gale from the N.N. west, and a heavy surf rolling in upon the shore. The boat was launched and the crew displayed great activity and good oarsmanship, and handled their boat well.

Nothing is required at this station.

*Cape Sable Station.*

At Barrington passage I met Mr. Doane, the light-keeper, who has charge of the metallic life-boat at Cape Sable Island. He informed me that the boat had been newly painted, and was in good order, but the cork jackets recommended last year had not been supplied. As there are no jackets there, I would strongly recommend that they be forwarded as soon as possible.

As Mr. Doane was then off on leave of absence and a storm approaching, I did not attempt to get to the island, but proceeded to—

*Blanche Station.*

Arrived there on the 8th, and found the boat-house and all appliances in good order and well kept. This boat needs repairs. The ballast tanks, on the port side are leaking, permitting the water to flow freely into the bilge which will in a short time rot the wood.

Eight new scupper hinges.

Twenty-five fathoms 3-inch manilla rope.

Forty fathoms 9-thread hemp, heaving lines are required.

The iron to cover the launch ways recommended last year has not been supplied.

As this is an important station, I would urge that the repairs required and the material asked for be attended to as soon as possible

## Marine and Fisheries.

### *Port Mouton Island.*

Inspection 10th November. The boat, boat-house and all appliances are in good order, except the launchways, which are not good, and in rough weather there is considerable risk of damaging the boat in launching. About \$20 would, I think, put the launchway in good order.

Some of the crew were away, and, there being a heavy surf on the beach, I did not ask the coxswain to launch the boat.

I have not been able to obtain a passage to *St. Paul's Island* during the fine weather, and as my other duties will occupy all my time during the remainder of the year I will not have the privilege of visiting it this season.

I am of the opinion that the self righting and self bailing life-boats can be improved by the addition of ventilation being placed in the decks on each side, forward and aft, permitting a current of air to pass through the entire length of the boat when not in use, thus preventing dry rot.

If I can obtain a plan of these boats I will forward to the department a plan of the ventilators which I would recommend.

### *White Head Station.*

Visited 15th September, last. On my arrival at this station at 10.30 o'clock, a.m., I found that the crew were out in the boat for exercise, and at 2.30 p.m. they returned to the boat-house. The boat, boat-house and all appliances were in first rate order except the bilge pump, which needed repairing, which I made. After making the necessary repairs to the pump I exercised the crew for an hour and was well satisfied with the manner in which the boat was handled.

### *Scattarie Island.*

I visited this station on the 18th September. The boat, boat-house and all appliances were in good order and in proper position.

As I had to walk 9 miles over the barrens to and from the station, and night approaching, I had not time to exercise the crew before dark, but I saw them and they are all strong abled bodied fishermen.

### *Sable Island.*

I arrived at No. 1 station on the steamer "Newfield" on the morning of the 4th October, and found all appliances in order and the boats in good condition, except the "Despatch" boat which had not been launched for about two years, until last month when it was required for the purpose of conveying to the main land some of the officers and crew of the stranded bark "Nicosia."

Upon placing the boat into the water, it leaked so badly that it could not be bailed dry and the voyage was abandoned.

On examination I found that many of the seams in the plank were open and one butt sprung from off the timber. The superintendent, Mr. Boutilier, informed me that he would be able to make temporary repairs to it at the station.

This boat is carvil built with plank but  $\frac{1}{2}$ -inch thick, and light timbers 10 inches apart, with false timbers between which were put in after the boat had been a year or two on the island. This boat is weak and in my opinion unfit for the service for which it was intended.

I think, that a boat similar in size and construction to the "Embree" boat, now at the Marine and Fisheries wharf, Halifax, with centre board instead of a deep keel, would be more suitable for this station.

On the evening of the 5th and the morning of the 6th when opposite stations Nos. 3 and 4 there was a heavy surf upon the beach and a storm approaching, and there being a risk of my being left upon the island, the captain of the "Newfield" deemed it inadvisable for me to go on shore, consequently I had no opportunity of visiting these stations.

The superintendent reports this as being in good condition and the boats in good order.

I had an opportunity of seeing the crews handling the surf boats in very rough water and found them to be good oarsmen. The coxswains handle their boats with skill.

I am, sir, your obedient servant,

ALFRED OGDEN.

STATEMENT relative to Life-Boat Stations

Stations.	Established.	Coxswain.	Number of Crew.	Salary of Coxswain.	Wages of Crew.
Blanche, N.S. . . .	Sept. —, 1889. . .	W. A. B. Smith.	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
Cape Sable, N.S. . . . . .		Light-keeper. . . . .	No organized crew.		
Cobourg, Ont. . . . .	Nov. 7, 1882. . . . .	D. Rooney. . . . .	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
Collingwood, Ont. . . . .	Sept. 2, 1885. . . . .	P. Doherty. . . . .	6	do ..	do ..
Devil's Island, N.S. . . . .	1885. . . . .	Fredk. Edward. . . . .	6	do ..	do ..
	Reorganized in 1890.				
Duncan's Cove, N.S. . . . .	1886. . . . .	R. E. Monk. . . . .	6	do ..	do ..
Goderich, Ont. . . . .	Oct. 21, 1886. . . . .	Wm. Babb. . . . .	6	do ..	do ..
Herring Cove, N.S. . . . .		James Dempsey. . . . .	No organized crew.		
Mud Island, N.S. . . . .		Jacob Pitman. . . . .	do	\$80 . . . . .	
Pelee Island, Ont. . . . .		A. Henning. . . . .	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
Pictou Island, N.S. . . . .	Nov. 23, 1889. . . . .	D. McLean. . . . .	6	do ..	do ..
Poplar Point, Ont. . . . .	April 20, 1883. . . . .	L. Spafford. . . . .	6	do ..	do ..
Point Travers. . . . .					
Port Hope, Ont. . . . .	Nov. 6, 1889. . . . .	C. R. Nixon. . . . .	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
Port Mouton, N.S. . . . .	do —, 1889. . . . .	J. Maxwell. . . . .	6	do ..	do ..
Port Rowan, Ont. . . . .	Oct. 19, 1883. . . . .	J. W. McColl. . . . .	6	do ..	do ..
Port Stanley, Ont. . . . .	June 25, 1865. . . . .	Wm. Berry. . . . .	6	do ..	do ..
Sable Island, N.S. . . . .	1885. . . . .	Supt. Humane Establishment.	From staff of Humane Establishment.	Paid as superintendent and staff of Humane Establishment.	
Scatterie, N. S. . . . .	1885. . . . .	Jas. N. Brown. . . . .	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
	Reorganized in 1890.				
Seal Island, N.S. . . . .	1880 . . . . .	Light-keeper. . . . .	No organized crew.		
St. Paul's Island, N.S. . . . .		Supt. Humane Establishment.	do		
Tormentine, Cape . . . . .		W. B. Walsh, Bayfield.			
Toronto, Ont. . . . .	Mar. 1, 1883. . . . .	W. Ward. . . . .	6	\$75 per annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.
Wellington, Ont. . . . .	Mar. 17, 1883. . . . .	H. McCullough. . . . .	6	do ..	do ..
Whitehead, N. S. . . . .	June 6, 1890. . . . .	H. P. Munroe. . . . .	6	do ..	do ..
Yarmouth, N.S. . . . .	1886. . . . .	R. Carroll. . . . .	6	do ..	do ..
	Reorganized in 1889.				

## Marine and Fisheries.

maintained by the Dominion Government in Canada.

Value of Boat.	Description of Boat.	Equipment.	Where built.	Expenditure for Fiscal Year ended 30th June, 1894.
\$				
575	Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Dartmouth, N.S.	
.....	Metallic life-boat, 16 feet keel, 5 feet beam.	Ordinary outfit .....	.....	
575	Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont ..	
575	do .....	do .....	do .....	
575	do .....	do .....	Dartmouth, N.S.	
575	do .....	do .....	do .....	
575	do .....	do .....	Goderich, Ont ..	
.....	Metallic life-boat, 28 feet keel, 6 feet beam.	Full equipment.....	New York.....	
.....	Fishing boats and dorys (not Government property).	.....	.....	
575	Self-righting and self-bailing, 25 feet over all, 7 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont ..	
575	do .....	do .....	Dartmouth, N.S.	
550	Self-righting and self-bailing, 26 feet over all, 7 feet beam, Dobbins' pattern.	do .....	Buffalo, U.S. ....	
.....	.....	.....	.....	
620	Self-righting and self-bailing, 26 feet over all, 7 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont ..	
575	do .....	do .....	Dartmouth, N.S.	
.....	Surf boat, 26 feet long, 6½ feet beam.	Full equipment and boat-house.	Buffalo, U.S.....	
575	Self-righting and self-bailing, 25 feet over all, 7 feet beam.	do .....	Goderich, Ont ..	
.....	Two boats as described above, Dobbins' pattern; one ordinary life-boat fitted with airtight compartments; one metallic life-boat; one surf boat; and one large despatch boat, schooner rigged, equipped for sea-going.	Boat-house, full equipments, &c.	.....	
.....	Self-righting, &c., same as others, Dobbins' pattern, and clinker-built ships' life-boat, 21 feet keel.	Full equipment and boat-house.	Dartmouth, N.S.	
.....	Wooden life-boat, 25 feet long, 6 feet beam, fitted with airtight compartments.	do .....	Halifax, N.S....	
.....	Two surf boats, one 25 feet over all, 6½ feet beam, the other 23 feet long, 4 feet 8 inches beam.	.....	do .....	
.....	.....	Not yet equipped .....	.....	
575	Self-righting, &c., same as others, Dobbins' pattern.	Full equipment and boat-house.	Goderich, Ont ..	
1,400	do .....	do .....	Buffalo, U.S.....	
575	do .....	do .....	Dartmouth, N.S.	
575	do .....	do .....	do .....	

## APPENDIX No. 12.

LIST of Persons to whom Rewards have been granted by the Government of Canada, for the year 1894, for gallant and humane services rendered in saving life from shipwrecked vessels, or by British and Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and foreign vessels for same period.

Names and Designations of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward.
Capt. John Anderson, master; J. McD. Howie, chief officer; D. Jones, boatswain; Fred. McIntyre, Olaf Johnston, C. McDowall and Jas. Cavanagh, seamen; of the barque "Arethusa" of Greenock.	Humane and gallant services in the rescue of the captain's wife and the shipwrecked crew of the barque "Africa" abandoned at sea.	June 8, 1892.	A binocular glass to master, value £5; gold watch to chief officer, value £20; silver watch to boatswain, value £9, and a silver watch to each of the four seamen, value, £4.
Capt. F. Gagnon, Samuel Gagnon, of Cape Chat; and Joseph Nubé, of Pasbebiac, P.Q.	Humane services in the rescuing of two fishermen from drowning.	Aug. 12, 1893.	A binocular glass to Mr. Samuel Gagnon and Mr. Nubé; \$5 to Capt. Gagnon for payment of subsistence expenses of the two men in his vessel. A letter of thanks from the Minister of Marine and Fisheries.
Mr. Elliot C. Hadley, keeper; Albert L. Whitten, assistant, light station at Thatcher's Island, Rockport, Massachusetts.	Humane services in the rescue of the crew of the schooner "Lottie B," of St. John, N.B., which vessel struck the Londoner Shoal near Cape Ann, coast of Massachusetts, and was driven on the rocks at Thatcher's Island.	Aug. 24, 1893.	A silver watch to each, value \$35.
Capt. Hans Arronsen, master of the Norwegian barque "Medea," of Russia.	Rescue of the wrecked crew of the sailing ship "Nellie Murphy," of Yarmouth, N.S., abandoned at sea.	Aug. 28, 1893.	The thanks of the Government of Canada; payment to the owners of "Medea" of £22 11 0 d. for compensation for the subsistence of the wrecked crew and the detention of the vessel.
Capt. Wm. Jean, of schooner "W. J. B."	Rescue and kind treatment of six fishermen blown to sea, off Miscou Island, from two boats.	Aug. 31, 1893.	A letter of thanks from the Minister of Marine and Fisheries, and paid \$15 for subsistence expenses of the shipwrecked crew.
Mr. H. F. Butler, of Allison, Ont.	Courage and humanity in saving Henry Darke, light keeper, at Fox Island, from drowning.	Sept. 5, 1893.	Honorary testimonial on vellum from the Royal Humane Society of London, Eng.
Capt. José Guerrica, master of the Spanish steamer "Palentino" of Bilbao.	For the rescue and generous and humane treatment of the three survivors of the crew of the schooner "Windermere," of Port Medway, N.S., which vessel was capsized in the Gulf of Mexico, and crew rescued, when taken off the wreck, more dead than alive, having been clinging to it for 9 days, without food except 3 small birds caught at night, which they ate raw, and no drink but what they could suck from their clothes when it rained.	Sept. 16, 1893.	A binocular glass, value £5, and the thanks of the Government of Canada. On the vessel's arrival at Boston, Mass., the British consul expressed his warm thanks to the captain and paid the subsistence at the usual Board of Trade rate.

## Marine and Fisheries.

LIST of Persons to whom Rewards have been granted, &c.—*Continued.*

Names and Designations of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward.
Captain Frank Burke, of the British tug "Reliance.	Heroic services in affecting the rescue of the American tug "Acme" on Lake Huron.	Oct. 11, 1893.	A gold watch and chain from the President of the United States.
Captain F. Robblee, master of schr. "Muriel."	Humane services in the rescue of the crew of the Yarmouth brigantine "Hattie F. Rich," foundered at sea.	Oct. 16, 1893.	The thanks of the Minister of Marine and Fisheries, and payment to owners of the subsistence expenses of the shipwrecked crew, \$20.69.
Joseph Buford Graham, M.D., quarantine officer, Port of Savannah, Georgia, and Peter Dodge, coloured boy.	Rescuing and saving at great risk the 10 men of the crew of the "Mary E. Chapman," of St. John, N.B., wrecked on Stonehorse Reef, Tylee Island, off Savannah.	Feb. 25, 1894.	The thanks of the Government of Canada. A gold watch, value \$50, to Dr. Graham. A silver medal, value \$25, to Peter Dodge.
Giosue Cafiere fu Stefano, owner of the Italian barque "Orobla."	Services in the rescue of 12 men from the barque "Lotus" of Pictou, N.S., foundered at sea.	Mar. 26, 1894.	Paid £17 expenses incurred in the landing of the shipwrecked crew at St. Vincent, Cape de Verde Islands.
Mr. Seth Aines, of Alliston, Ont.	Saving a boy from drowning.	April 16, 1894.	A certificate and medal from the Royal Humane Society of London, Eng.
Mr. W. A. B. Smith, coxswain, and crew of lifeboat at Blanche, N. S., and two extra hands.	Assistance in landing the wrecked crew of the steamship "Bamboro," which vessel ran ashore on the Half Moon Rocks.	April 21, 1894.	\$3 each to the six men of the lifeboat crew, and \$1.50 to each of the extra men—\$21 in all.
Angus McLeod, Daniel McLeod, George Corbett and Wm. V. Gwyn.	Services in rescuing 2 fishermen from an upturned fishing boat in Aspey Bay, Cape Breton.	May 18, 1894.	Commended by the Minister of Marine and Fisheries as having done an act of humanity, such as he would expect from brave men.
Joseph Boutin, of Ste. Anastasie de Nelson, County of Megantic, P. Q.	Services in rescue of 25 persons from the water at Point Levis, P. Q., in an accident caused by the breaking of a gangway and by which 60 persons were precipitated into the water.	July 16, 1894.	The Minister of Marine and Fisheries learned of the heroism of the young man and his meritorious conduct afforded him much satisfaction.
Herbert C. Kirkland, sixteen years of age.	Heroic conduct in saving Garfield Beerman from drowning in the Rideau Canal at Lyndhurst, Ont.	July 26, 1894.	Honorary testimonial on vellum from the Royal Humane Society of London, Eng.

## APPENDIX No 13.

STATEMENT of Sick Mariners' Dues collected for the fiscal Year ended 30th June, 1894.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia—Concluded.</i>	\$ cts.
Gaspé.....	35 64	Bridgetown.....	3 70
Montreal.....	4,833 58	Canso.....	143 16
New Carlisle.....	336 42	Digby.....	145 84
Percé.....	69 78	Halifax.....	6,946 30
Quebec.....	7,956 90	Kentville.....	23 94
Rimouski.....	361 30	Liverpool.....	12 02
St. Armand.....	10 24	Lockeport.....	29 96
St. Johns.....	1,110 48	Lunenburg.....	390 80
Sorel.....	84 70	North Sydney.....	1,345 36
Stanstead.....	22 14	Parrsboro'.....	1,224 24
Three Rivers.....	303 13	Pictou.....	464 60
Total.....	15,124 31	Port Hawkesbury.....	127 42
<i>New Brunswick.</i>		Shelburne.....	116 42
Bathurst.....	289 43	Sydney.....	3,185 04
Chatham.....	1,781 00	Weymouth.....	178 64
Dalhousie.....	473 64	Windsor.....	826 92
Dorchester.....	43 20	Yarmouth.....	277 52
Moncton.....	986 20	Total.....	16,882 53
Newcastle.....	590 16	<i>Prince Edward Island.</i>	
Sackville.....	360 08	Charlottetown.....	321 78
St. Andrews.....	149 00	Summerside.....	138 76
St. Johns.....	4,684 38	Total.....	460 54
St. Stephen.....	104 08	<i>British Columbia.</i>	
Total.....	9,461 02	Nanaimo.....	3,285 08
<i>Nova Scotia.</i>		New Westminster.....	19 54
Amherst.....	792 29	Vancouver.....	1,582 00
Annapolis.....	169 54	Victoria.....	2,329 26
Arichat.....	166 96	Total.....	7,215 88
Antigonish.....	26 50	Grand total.....	49,177 98
Baddeck.....	173 30		
Barrington.....	12 06		

F. GOURDEAU,  
Accountant.

WM. SMITH,  
Deputy Minister of Marine and Fisheries.



## Marine and Fisheries.

### APPENDIX No. 14.

57-58 VICTORIA, CHAP. 42.

An Act further to amend the Act respecting Certificates to Masters and Mates of Ships. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section one of the *Act respecting Certificates to Masters and Mates of Ships*, chapter seventy-three of the Revised Statutes, is hereby amended by adding the following paragraphs thereto:—

“(j.) The expression ‘West Indies’ means the West India Islands, and includes the Bahama and Bermuda Islands, and any port or place in the gulf of Mexico not being a port or place in the United States of America, and includes any port or place on the mainland between the gulf of Mexico and the south-eastern extremity of French Guiana.

“(k.) The expression ‘South America’ means any port or place on the mainland or adjacent islands between the southeastern extremity of French Guiana and the isthmus of Panama in the Pacific Ocean following the coast line by way of Cape Horn.”

2. The paragraphs substituted by section one of chapter twenty-one of the Statutes of 1889 for paragraphs (e) and (g) of section one of the said Act are hereby repealed and the following substituted therefor:—

“(e.) The expression ‘sea-going ship’ includes every ship employed in trading or going between some port or place in Canada and some port or place out of Canada, not being a port or place in Newfoundland or in St. Pierre or Miquelon, or in the United States of America, or in the West Indies or South America, or in Central America or Mexico.”

“(g.) The expression ‘coasting voyage’ includes a voyage between Canada and Newfoundland or St. Pierre or Miquelon or a port or place in the United States of America, or in the West Indies or South America, or in Central America or Mexico.”

3. Section two of the said Act is hereby repealed, and the following substituted therefor:—

“2. Examinations may be instituted in Canada, for British subjects or for persons domiciled in Canada for at least three years who intend to become masters or mates or second mates of sea-going ships’ or who wish to procure the certificates of competency for sea-going ships hereinafter mentioned; and foreign subjects serving in sea-going ships registered in Canada shall be deemed to be domiciled in Canada while so serving.”

4. The section substituted by section two of chapter forty-one of the Statutes of 1891, for section three of the said Act, is hereby repealed and the following substituted therefor:—

“3. Examinations may be instituted in Canada, for British subjects or for persons domiciled in Canada for at least three years who intend to become masters or mates of ships trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, or who wish to procure the certificates of competency or service hereinafter mentioned; and foreign subjects serving in ships registered in Canada, and trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, shall be deemed to be domiciled in Canada while so serving.”

5. Section nine of the said Act is hereby repealed and the following substituted therefor:—

“9. No ship registered in Canada, over one hundred tons registered tonnage, shall go to sea from any port or place in Canada, on a voyage to any port or place out of Canada not being a port or place in Newfoundland, or in St. Pierre or Miquelon, or in the United States of America, or in the West Indies or South America, or in Central America, or in Mexico, unless the master and first mate or only mate thereof have

obtained and possess valid certificates either of competency or service for sea-going ships, appropriate to their several stations in such ship, or of a higher grade, from the minister—or valid certificates of competency or service for foreign going ships, appropriate to their several stations in such ship, or of a higher grade, from the Board of Trade in the United Kingdom,—or valid certificates of competency appropriate to their several stations in such ships, or of a higher grade, granted in any British possession, and declared by order of Her Majesty in Council published in the *London Gazette*, under the provisions of *The Merchant Shipping (Colonial) Act*, 1869, or of any Act of the Parliament of the United Kingdom, containing such provisions to be of the same force as certificates of competency for foreign going ships granted under the acts of the Parliament of the United Kingdom, relating to merchant shipping; and every person who, having been engaged to serve as master or first mate of any sea-going ship registered in Canada, over one hundred tons registered tonnage, goes to sea as aforesaid, as such master or mate, without being at the time entitled to and possessed of such a certificate either of competency or of service for seagoing ships, as hereinbefore required, or who employs any person as master, first mate or only mate of any such sea-going ship as aforesaid, without first ascertaining that he, at the time, is entitled to and possessed of such certificate, shall for each such offence incur a penalty not exceeding one hundred dollars.”

6. The section substituted by section four of chapter forty-one of the Statutes of 1891 for section eleven of the said Act is hereby repealed and the following substituted therefor:—

“11. No sailing ship registered in Canada, over one hundred tons registered tonnage, and no steamship registered in Canada, shall go from any port or place in Canada on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, or in St. Pierre or Miquelon, or in the West Indies or South America, or in Central America, or in Mexico, or be licensed or allowed to ply on any Canadian water, unless the master thereof has obtained from the minister and possesses a valid certificate of competency or service as master of a ship trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, as the case may be, of the class and description to which such ship belongs, or of a higher class or description,—or a valid certificate of competency or service as master for sea-going ships, from the minister,—or a valid certificate of competency as master, for foreign-going ships, from the Board of Trade in the United Kingdom,—or a valid certificate of competency as master, granted in any British possession and declared by order of Her Majesty in Council published in the *London Gazette*, under the provisions of *The Merchant Shipping (Colonial) Act*, 1869, or of any Act of the Parliament of the United Kingdom, containing such provisions, to be of the same force as a certificate of competency, as master for foreign-going ships, granted under the Acts of the Parliament of the United Kingdom relating to merchant shipping; and no ship registered in Canada over two hundred tons registered tonnage, and no steamship registered in Canada and allowed by law to carry more than forty passengers, shall go from any port or place in Canada, on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, or in St. Pierre or Miquelon, or in the West Indies or South America, or in Central America, or in Mexico, or be licensed or allowed to ply on any Canadian water, unless such ship carries also a mate who has obtained from one of the authorities mentioned in this section a valid certificate of competency or service as such mate or as the mate of a ship of a higher class or description.”

7. The subsection substituted by section five of chapter forty-one of the Statutes of 1891 for subsection one of section fourteen of the said Act is hereby repealed and the following substituted therefor:—

“14. The master of every ship trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, required by this Act to be commanded by a master having a certificate of competency or of service as aforesaid, shall produce to every officer of the customs in Canada to whom he applies for a clearance or for a *transire* coastwise for such ship, on any voyage from any port or place in Canada to any other port or place in Canada, or in Newfoundland, or in the United States of America,

## Marine and Fisheries.

or in St. Pierre or Miquelon, or in the West Indies or South America, or in Central America, or in Mexico, or for a license for the season in respect of such ship, the certificate of competency or service which the said master is hereby required to possess ; and if such ship is also required to carry a mate having such certificate as aforesaid, the master shall, at the same time, produce to such officer of the customs the certificate of such mate."

8. Instead of the fees provided by sections six and eight of the said Act, the Governor in Council may establish a scale of fees to be charged for certificates to masters and mates ; and until so established, the fees to be charged shall be the following, that is to say :—For a certificate of competency as master, fifteen dollars ; for a certificate of competency as mate of a sea going ship, eight dollars ; for a certificate of competency as mate of a ship trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, six dollars ; for a certificate of service as master, eight dollars ; for a certificate of service as mate for a sea-going ship, five dollars ; and for a certificate of service as mate for a ship trading on the inland waters of Canada, or on the minor waters of Canada, or on coasting voyages, four dollars.

### 57-58 VICTORIA, CHAP. 47.

An Act respecting Public Harbour. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. The Governor in Council may by proclamation declare to be a public harbour any area covered with water within the jurisdiction of the parliament of Canada ; and he may by the same or a like proclamation extend the area of any existing public harbour in Canada, and thereupon all statutes, rules and regulations affecting such public harbour shall apply thereto as so extended.

2. Any public harbour created by proclamation under this Act shall be deemed to be a port within the meaning of The Harbour Masters Act.

3. The Governor in Council may make rules and regulations for the government of any public harbour or port in Canada ; but in the case of the ports of Quebec, Montreal, Three Rivers, Toronto, Halifax, Pictou, and the port of St. John, in the province of New Brunswick, such rules and regulations as are inconsistent with any rule or regulation of any of these ports shall not be made until application therefor from the local authorities in charge of the port have been received by the Governor in Council.

4. The Governor in Council may by any such regulation impose a penalty, not exceeding in any case \$100, for the violation of any such regulation, and, in the case of a continuing violation, a further penalty not exceeding in any case \$10 for every twelve hours during which such violation continues ; but no such regulation shall impose a minimum penalty ; and every violation of any such regulation shall be deemed a violation of this Act, and every such penalty shall be held to be a penalty imposed by this Act.

### 57-58 VICTORIA, CHAP. 41.

An Act to amend the Act respecting Lighthouses, Buoys and Beacons, and Sable Island. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1. Section five of *An Act respecting Lighthouses, Buoys and Beacons, and Sable Island*, chapter seventy of the Revised Statutes, is hereby repealed and the following substituted therefor :—

"5. The Governor in Council may appoint keepers whose salaries are over two hundred dollars a year, superintendents, and such other officers as are necessary for the purposes of this Act.

"2. The Minister of Marine and Fisheries may appoint keepers whose salaries are two hundred dollars a year or less.

" 3. The Minister of Marine and Fisheries may make contracts for supplies or purchase supplies, for the use of lighthouses, beacons, light-ships, floating and other lights, lanterns and signals, and generally may do all such things as are necessary for carrying this Act fully into effect."

## 57-58 VICTORIA, CHAP. 50.

An Act to amend the Harbour Masters Act. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section four of *The Harbour Masters Act*, chapter eighty-six of the Revised Statutes, is hereby repealed and the following substituted therefor:—

" 4. The Governor in Council may from time to time appoint a fit and proper person to be harbour master for any port to which this Act applies and may also appoint deputy harbour masters for any such port."

## 57-58 VICTORIA, CHAP. 49.

An Act further to amend the Acts respecting the Harbour of Pictou in Nova Scotia. (*Assented to 23rd July 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Chapter sixty-three of the Statutes of 1873, intituled *An Act respecting the Harbour of Pictou, in Nova Scotia*, and the Acts in amendment thereof, shall extend and apply to the public wharf at New Glasgow, in the county of Pictou, and to any other wharves which the harbour commissioners of Pictou build at New Glasgow, as fully as if the said wharves were mentioned in the said Acts for the purposes thereof.

## 57-58 VICTORIA, CHAP. 43.

An Act to amend the Seamen's Act. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section 59 of *The Seamen's Act*, chapter 74 of the Revised Statutes, is hereby repealed, and the following substituted therefor:—

" 59. Every master of a ship registered in any of the said provinces shall, so far as the case permits, have the same rights, liens and remedies for the recovery of his wages, and for the recovery of disbursements properly made by him on account of the ship, and for liabilities properly incurred by him on account of the ship, which by this Act or by any law or custom any seaman, not being a master, has for the recovery of his wages; and if, in any proceeding in any court possessing admiralty jurisdiction in any of the said provinces touching the claim of a master to wages, or such disbursements and liabilities as aforesaid, any right of set-off or counter claims is set up, such court may enter into and adjudicate upon all questions and settle all accounts then arising or outstanding and unsettled between the parties to the proceeding, and may direct payment of any balance which is found to be due."

2. Section 69 of the said Act is hereby repealed and the following substituted therefor:—

" 69. The Governor in Council may pay any reasonable expenses incurred by the Board of Trade of the United Kingdom, or by any officers of Her Majesty in any British possession other than Canada, or in any foreign country, on account of subsistence or transport back to Canada of any seamen or apprentices who have been domiciled in Canada for twelve months and who have been found in distress, either on account of shipwreck or otherwise, in any place out of Canada, out of any moneys applicable to the relief of distressed seamen and granted by the parliament of Canada for the purpose,—on the production of the bills of the disbursements, with the proper vouchers and such other evidence as the Governor in Council requires; and persons serving in ships registered in Canada shall, for the purpose of this section, be deemed to be domiciled in Canada while so serving."

## Marine and Fisheries.

57-58 VICTORIA, CHAP. 45.

An Act to amend the Inspection of Ships Act. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section eight of *The Inspection of Ships Act*, chapter thirty-seven of the Statutes of 1891, is hereby repealed and the following substituted therefor:—

“8. Notwithstanding anything to the contrary contained in section three of this Act, every inspector may, at any time, visit any ship, whether registered in Canada or elsewhere, and whether propelled wholly or in part by steam, except ships belonging to Her Majesty, and inspect and examine the tackle, machinery or apparatus used for the loading or unloading thereof; and if he considers such tackle, machinery or apparatus defective so as to be dangerous to life he shall report thereon to the minister, who may order that such tackle, machinery and apparatus shall not be used until permitted by the minister; and any tackle, machinery or apparatus used in violation of such order shall be liable to forfeiture and seizure by the chief officer of customs at any port, and may thereupon be sold in the same way and under like provision as goods liable to forfeiture for non-payment of customs duties; and the owner of the ship shall incur a penalty of one hundred dollars, and such ship shall be liable for such penalty.”

57-58 VICTORIA, CHAP. 46.

An Act further to amend the Steamboat Inspection Act. (*Assented to 23rd July, 1894.*)

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section four of *The Steamboat Inspection Act*, chapter seventy-eight of the Revised Statutes, as amended by section two of chapter twenty-six of the Statutes of 1888, is hereby repealed and the following substituted therefor:—

“4. No steam yacht used exclusively for pleasure or private use without hire or remuneration of any kind, no tug boat or freight boat under one hundred and fifty tons gross tonnage, no steamboat used exclusively for fishing purposes and under one hundred and fifty tons of gross tonnage, no steam dredge or floating elevator or vessel of like kind, shall be subject to the requirements of this Act, except as regards the yearly rate or duty and the inspection fees hereinafter imposed and the inspection of their boilers and machinery—to which they shall be subject at least once in each year, and oftener if required, under the same provisions and penalties for neglect as other steamboats—and except also as to the obligation to carry one life-buoy and take the precautions against fire hereinafter imposed upon all steamboats, and to carry a life-preserver for each person on board; and no steam yacht used exclusively for pleasure or private use without hire or remuneration of any kind, of three tons gross tonnage and under, shall be subject to any of the provisions of this Act.”

2. Notwithstanding anything contained in the said chapter seventy-eight of the Revised Statutes, or in any other Act prior to the said Act, relating to the inspection of steamboats, the imposition of any rate or duty levied on any steamboat is hereby declared to have been and to be legal and valid.

3. Section fifty-five of the said Act is hereby repealed and the following substituted therefor:—

“55. Every ship carrying passengers shall be provided with good and sufficient gangboards, protected at the sides in a suitable manner to prevent passengers from falling overboard; and the master of every such ship shall, on stopping at any wharf or landing place, cause such a gangboard to be firmly secured to the vessel for the safe and convenient transit of passengers, and shall cause to be affixed to such gangboard in the night time good and sufficient lights; and the owner or occupier of every such wharf or landing place who has reason to expect the arrival of any ship carrying passengers shall also, in the night time, cause to be shown conspicuously, on such wharf or landing place, and at every angle or turn thereof, during the whole of the time that any ship is approaching thereto or stopping thereat, a good and sufficient light.

“2. For the purposes of this section, the night, at all seasons of the year, shall be deemed to extend from one hour after sunset till one hour before sunrise.”

## APPENDIX No. 16.

STATEMENT OF EXPENDITURE by the Marine Department from Confederation to 30th June, 1894.

	1868.	1869.	1870.	1871.	1872.	1873.	1874.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of Lights—							
Above Montreal.....	40,561 28	42,306 69	46,289 05	44,054 01	57,609 16	61,036 47	60,798 75
Montreal District.....	23,053 56	25,762 54	21,699 49	22,453 52	22,369 00	31,143 14	20,939 13
Below Quebec.....	45,615 65	41,651 73	43,730 61	31,582 75	41,936 00	65,545 00	102,056 09
Nova Scotia.....	46,460 72	56,394 88	43,682 86	76,230 77	67,862 24	100,953 80	114,711 91
New Brunswick.....	20,488 00	23,893 00	27,485 14	20,542 29	23,369 12	29,266 85	53,439 04
Prince Edward Island.....							3,357 71
British Columbia.....						13,207 09	18,519 50
Construction—							
Above Montreal.....	3,136 15		2,976 83	8,770 55	6,940 45	18,999 38	24,461 86
Quebec.....	7,323 75	7,492 59	1,543 06		57,818 35	39,303 87	41,950 82
Nova Scotia.....	22,041 42	6,905 80	18,967 23	10,948 31	34,760 12	90,181 79	51,867 94
New Brunswick.....			11,555 91	8,735 73	9,561 14	16,691 06	31,572 60
Prince Edward Island.....							
British Columbia.....							4,353 93
Dominion Steamers—							
Quebec.....	69,026 73	37,176 02	34,549 49	59,797 05	47,500 00	51,758 05	64,490 00
Nova Scotia.....	14,778 92	26,603 94	19,759 96	13,139 86	20,999 63	24,999 57	30,008 99
New Brunswick.....							
Prince Edward Island.....							
British Columbia.....					12,115 96	15,984 72	10,555 67
Examinations of Masters and Mates.....			908 12	1,407 66	4,312 07	6,466 18	4,520 19
Hudson's Bay Expedition.....			140 00		874 00	1,068 89	2,313 31
Investigations into wrecks.....			21,618 73	19,823 18	21,000 00	21,000 00	20,456 45
Marine Hospital, Quebec.....	19,977 36	19,221 45	15,652 62	15,728 93	23,536 16	27,150 43	45,986 87
Marine Hospitals.....	1,070 86	15,615 71	8,950 00	9,379 82	12,618 15	18,830 54	36,760 59
Meteorological Service.....	8,200 00	8,950 00					
Registration of Canadian shipping.....							272 30
Removal of obstructions.....			2,350 07	1,000 00			
Rewards for saving life.....					2,284 32	1,975 13	4,931 78
Signal Service.....							1,000 00
Steamboat inspection.....	7,106 93	7,999 00	7,396 96	8,321 00	8,500 00	13,266 00	10,291 58
Survey, Georgian Bay.....							
Water Police, Montreal.....	27,445 35	10,238 71	9,423 31	8,030 00	10,000 00	14,453 87	12,370 86
do Quebec.....		12,623 59	9,038 62	9,370 73	10,348 00	18,200 00	26,526 66
Civil Government.....	15,083 88	18,064 25	19,401 05	20,220 96	22,644 52	25,336 04	30,087 23
Steam Communication—							
Between Quebec and Maritime Provinces.....							15,000 00
Between Prince Edward Island and Mainland.....							
Purchase of str. to replace—							
“Glendon”.....							
“Lady Head”.....							
Winter Mail Service, P. E. I. Tidal Observations.....							
Gratuities.....							
Survey, Burrard Inlet.....							
Export Cattle Trade.....							
	371,070 56	360,899 90	367,129 11	389,537 12	518,958 49	706,817 92	845,159 09

## Marine and Fisheries.

APPENDIX No. 16.—STATEMENT of Expenditure by the Marine Department from Confederation to, 30th June, 1894—Continued.

—	1875.	1876.	1877.	1878.	1879.	1880.	1881.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of Lights—							
Above Montreal .....	71,937 18	68,344 18	65,421 00	73,175 11	74,587 78	65,518 61	67,541 21
Montreal Di-strict .....	15,000 00	12,999 48	15,998 00	15,996 09	14,917 95	16,523 88	14,326 36
Below Quebec .....	110,362 00	98,792 33	89,980 41	96,904 00	93,178 61	96,703 87	89,781 29
Nova Scotia .....	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60	128,918 59
New Brunswick .....	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82	63,921 90
Prince Edward Island .....	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17	12,997 33
British Columbia .....	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99	17,570 72
Construction—							
Above Montreal .....	14,286 65	13,320 40	16,267 98	7,207 90	11,993 75	13,297 81	14,180 02
Quebec .....	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75	7,539 76
Nova Scotia .....	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01	7,758 36
New Brunswick .....	8,842 97	17,819 85	7,083 82	12,028 13	22,598 14	4,985 53	4,578 52
Prince Edward Island .....	11,829 61	11,829 61	17,752 00	2,504 47	2,560 88	6,074 50	8,150 05
British Columbia .....	8,799 07	8,477 67	29 66				8,645 39
Dominion Steamers—							
Quebec .....	79,043 70	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93	64,973 00
Nova Scotia .....	22,992 62	133,826 08	38,839 29	43,027 00	42,016 53	32,574 64	34,700 60
New Brunswick .....							
Prince Edward Island .....		16,241 26	61,782 63	28,933 63	16,333 05	14,429 52	15,139 95
British Columbia .....	41,796 74	19,156 56	16,095 90	12,193 40	8,460 68	9,733 34	11,788 09
Examinations of Masters and Mates .....	5,696 62	4,672 08	4,050 00	4,249 76	4,250 12	4,253 43	3,888 41
Hudson's Bay Expedition .....							
Investigations into wrecks .....	366 00	466 41	342 65	500 00	1,691 00	676 73	310 48
Marine Hospital, Quebec .....	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	19,991 22	19,964 33
Marine Hospitals .....	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00	32,218 94
Meteorological Service .....	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51	46,163 54
Registration of Canadian Shipping .....	1,096 46	412 06	842 14	1,435 10	239 26	257 75	607 43
Removal of obstructions .....	450 00		293 00	462 00	305 86	825 00	150 00
Rewards for saving life .....	3,552 86	2,292 20	1,958 55	4,071 00	2,833 10	2,263 15	1,806 13
Signal Service .....							
Steamboat Inspection .....	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34	12,211 65
Survey Georgian Bay .....							
Water Police, Montreal .....	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 06	21,953 26
do Quebec .....	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48	13,497 81
Civil Government .....	31,326 18	32,789 18	32,304 12	32,682 50	33,610 19	35,083 95	36,447 50
Steam Communication—							
Between Quebec and Maritime Provinces .....	10,000 00	10,000 00					
Between Prince Edward Island and Mainland .....		750 00					
Purchase of str. to replace—"Glendon" .....							
"Glendon" .....							
"Lady Head" .....							
Winter Mail Service, P. E. I. .....							
Tidal Observations .....							
Gratuities .....							
Survey, Burrard Inlet .....							
Export Cattle Trade .....							
	844,586 09	979,146 27	820,054 38	786,156 23	755,359 47	723,360 89	761,730 62

APPENDIX No. 16.—STATEMENT of Expenditure by the Marine Department from Confederation of 30th June, 1894—Continued.

	1882.	1883.	1884.	1885.	1886.	1887.	1888.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of Lights—							
Above Montreal .....	71,048 50	70,116 68	70,788 27	70,697 89	85,718 98	75,690 74	85,588 70
Montreal District .....	21,643 05	22,250 32	22,946 43	23,262 94	33,289 28	16,735 49	17,510 17
Below Quebec .....	91,098 66	102,734 99	101,302 35	118,856 94	131,095 29	131,540 80	108,278 67
Nova Scotia .....	137,846 15	150,793 17	142,909 72	137,439 40	143,153 24	117,708 53	133,009 92
New Brunswick .....	66,073 00	75,947 92	86,070 70	92,130 28	76,046 63	96,425 28	73,465 49
Prince Edward Island .....	16,985 72	17,907 27	19,059 62	20,218 83	22,282 52	17,852 13	14,796 62
British Columbia .....	17,803 00	18,349 06	18,107 54	15,457 76	14,783 75	16,230 43	19,604 63
Cape Race .....						4,453 25	5,124 20
Construction—							
Above Montreal .....	13,581 00	9,782 27	18,432 63	27,977 42	36,678 16	18,383 20	6,341 97
Quebec .....	3,731 31	9,672 50	3,168 48	4,354 87	5,877 84	1,260 00	2,287 86
Nova Scotia .....	13,355 00	9,422 75	12,489 35	4,352 42	5,905 17	5,330 89	2,533 48
New Brunswick .....	2,253 80	1,022 57	2,868 70	7,667 42	2,421 66	5,280 75	1,542 61
Prince Edward Island .....	3,092 00	1,934 49	2,158 60	879 40		384 60	
British Columbia .....	3,237 90	1,005 26	9,830 38	5,223 11	4,942 70	321 84	6,918 00
Queen's Printer .....						26 58	
Dominion Steamers—							
Quebec .....	44,923 98	45,156 13	43,019 13	51,092 98	51,485 03	50,714 52	
Nova Scotia .....	31,049 74	37,841 07	27,726 60	42,921 27	30,233 27	32,237 10	
New Brunswick .....					24,633 26	14,337 23	
Prince Edward Island .....	23,911 97	19,680 00	19,539 52	33,962 54	20,927 58	19,987 67	150,659 19
British Columbia .....	8,504 61	25,484 00	16,111 33	12,485 07	13,430 69	10,809 07	
Department .....						13,288 83	
Examinations of Masters and Mates .....	3,982 00	4,021 20	5,580 79	6,656 44	5,239 28	4,858 98	5,063 96
Hudson's Bay Expedition .....			480 69	71,374 69	35,217 10	14,762 61	165 00
Investigations into wrecks .....	863 19	875 64	830 12	385 13	592 63	520 14	513 91
Marine Hospital, Quebec .....	19,938 12	19,998 53	19,990 34	19,996 68	16,047 95	19,706 96	18,777 62
Marine Hospitals .....	33,162 45	29,880 78	31,401 30	35,371 29	32,229 02	32,545 35	30,667 67
Meteorological Service .....	47,464 07	51,990 25	56,418 16	56,625 46	56,898 33	57,140 74	59,986 10
Registration of Canadian Shipping .....	2,013 28	168 84	189 27	237 88	157 13	233 13	897 02
Removal of obstructions .....	1,116 51	35 80	342 76	2,259 21	1,237 34	4,190 83	2,500 94
Rewards for saving life .....	2,212 00	2,534 60	2,614 91	5,221 15	8,147 22	7,363 94	6,825 48
Signal Service .....		3,365 33	6,704 17	3,881 05	4,622 00	5,082 17	4,441 59
Steamboat Inspection .....	14,835 00	16,209 00	21,893 28	23,235 04	21,775 57	22,837 80	21,430 45
Survey Georgian Bay .....		77 81	26,745 54	20,454 68	17,759 36	21,592 55	19,424 14
Water Police, Montreal .....	21,994 74	15,798 24	19,021 93	17,683 59	20,933 75	17,413 47	18,725 95
do Quebec .....	20,321 82	22,529 41	22,958 79	20,399 33	22,922 82	22,935 65	18,553 57
Civil Government .....	36,789 46	37,988 39	38,775 00	29,900 83	30,453 57	37,193 62	32,728 78
Steam Communication—							
Between Quebec and Maritime Provinces .....							
Between Prince Edward Island and Mainland .....							
Purchase of str. to replace "Glendon" .....		395 55	56,164 71	47,238 03			
" Lady Head " .....							
Winter Mail Service, P. E. I .....					5,985 42	6,312 93	7,740 25
Tidal Observations .....							
Gratuities .....							
Survey, Burrard Inlet .....							
Export Cattle Trade .....							
	774,831 53	825,010 82	927,241 61	1,029, 01 14	980,120 59	917,557 31	883,250 85



## Marine and Fisheries.

APPENDIX No. 16.—STATEMENT of Expenditure by the Marine Department from Confederation to 30th June, 1894.—*Concluded.*

—	1889.	1890.	1891.	1892.	1893.	1894.
	\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of Lights—						
Above Montreal	72,621 23	84,035 65	93,180 72	87,033 61	87,598 15	78,000 69
Montreal District	12,285 79					
Below Quebec	112,680 20	118,750 70	122,471 89	116,531 27	120,404 19	124,348 80
Nova Scotia	140,197 15	139,459 56	139,916 83	148,815 26	150,445 26	137,339 73
New Brunswick	78,285 79	61,608 91	61,089 31	66,886 69	71,079 46	59,917 96
Prince Edward Island	19,118 51	16,968 80	19,000 46	17,069 98	16,819 64	15,569 39
British Columbia	16,877 12	16,411 49	19,595 22	26,858 68	24,413 27	27,240 77
Cape Race	7,358 01					
Construction—						
Above Montreal	8,623 76		9,796 28	21,704 05	8,766 62	12,581 15
Quebec	12,203 06		3,723 14	809 27	10,097 18	4,743 13
Nova Scotia	6,039 91		4,596 94	1,965 16	4,381 24	3,104 77
New Brunswick	2,966 36	23,863 09	208 16	1,845 35	1,271 15	115 45
Prince Edward Island			410 00	1 56		1,604 00
British Columbia	1,890 00		14,417 25	9,478 81	2,958 61	6,357 43
Queen's Printer	40 14					
Dominion Steamers—						
Quebec						
Nova Scotia						
New Brunswick						
Prince Edward Island	126,629 33	114,956 20	111,437 03	145,899 61	163,097 46	178,183 97
British Columbia						
Department						
Examination of Masters & Mates	4,381 04	4,117 83	4,255 24	6,363 88	4,116 99	3,745 33
Hudson's Bay Expedition						
Investigation into wrecks	516 67	888 94	1,172 77	603 21	643 49	850 81
Marine Hospital, Quebec	18,643 14	10,279 08	751 75			
Marine Hospitals	33,689 20	31,450 03	33,303 37	34,106 83	35,757 07	38,403 94
Meteorological Service	58,577 07	58,452 10	62,457 10	67,138 06	64,165 60	66,440 96
Registration of Canadian Shipping	179 21	647 52	1,207 07	462 59	1,476 19	394 00
Removal of obstruction	3,603 65	5,737 26	3,633 65	2,878 68	1,554 53	202 02
Rewards for saving life	5,503 44	8,150 92	4,952 20	6,398 93	7,432 64	8,014 67
Signal Service	5,092 54	4,976 80	4,700 79	5,014 42	5,040 58	4,668 93
Steamboat Inspection	22,313 03	20,989 52	22,183 76	22,736 59	24,386 95	25,961 36
Survey, Georgian Bay and Hydro. surveys	17,898 46	17,969 23	17,677 51	16,451 10	17,542 11	31,461 76
Water Police, Montreal	16,948 82	13,167 00	573 80			
do Quebec	14,698 68	8,620 61	7,279 85	6,161 60	5,436 23	
Civil Government	43,501 96	42,835 78	43,253 67	43,195 31	56,477 21	54,988 88
Steam Communication—						
Between Prince Edward Island and Mainland	143,505 60					
Repairs to wharves					84 90	1,007 65
Purchase of str. to replace—"Glendon"						
"Lady Head"						
Winter Mail Service, P.E.I.	1,842 47	2,752 67	7,012 70	3,309 44	4,376 96	6,497 03
Tidal Observations		244 75	1,848 71	711 59	5,099 17	10,172 61
Gratuities	200 00	80 00	1,025 00			3,261 32
Survey, Burrard Inlet			1,690 12	2,580 45		
Export Cattle Trade			520 85	1,411 57	1,711 73	1,350 88
Survey, Bay of Quinte					2,085 45	
	1,023,801 34	807,417 53	885,410 11	861,426 80	898,720 03	905,654 34

APPENDIX No. 17.

COMPARATIVE STATEMENT OF Lighthouses, &c., and Steamers of the Marine Branch maintained in the respective Agencies, corrected up to 31st December, 1894.

District.	Light-stations.	Lights.	Keepers.	Light-ships.	Fog-whistles.	Fog-horns.	Fog-bells.	Fog-guns or bombs.	Whistling buoys.	Bell-buoys.	Gas buoys.	Steamers.	Total expenditure for each Agency.	Salaries paid in the Agencies.	Number of Persons employed in each Agency.
Province of Ontario.	176	218	170	4	2	10	2			4			90,671 84		
Light-ships.	4	4													
Province of Quebec.	116	153	137	8	2	9		9			10 (4 with bells)	3	155,215 50	4,800	4—Agent, accountant and 2 clerks.
Light-ships.	8	8			3		1								
Province of Nova Scotia.	169	175	174	1	10	6	2	1	15	11		1	163,493 25	3,850	4—Agent, accountant, clerk, messenger.
Fog-alarms.	2	2													
Light-ships.	1	1													
Province of New Brunswick.	94	118	100	1	4	8		1	4	3		1	89,676 74	3,450	3—Agent, accountant, messenger.
Fog-alarms.	3	3													
Light-ships.	1	1													
Province of Prince Edward Island.	35	55	41			1			3	1		S.S. "Stanley."	45,351 04	1,400	1—Agent.
Province of British Columbia.	13	13	15		1	5	3		1			2	54,324 87	1,920	2—Agent, messenger, and occasional clerical assistance.
Lighted buoys.	2	4													
	624	755	637	14	22	39	8	11	22	20	10				

\*Light-ships and fog-alarms where there are no lights are in these two columns included in the total number of light stations and lights in the Dominion.

## Marine and Fisheries.

### APPENDIX No. 18.

#### ICE BOAT MAIL SERVICE.

Mails transferred from steamer "Stanley" and first crossing made on the 17th January, 1894, when the mails were given to the steamer "Stanley" and route closed.

The ice was unusually rough and heavy falls of snow with scarcely any thaw made it necessary to increase the number of men to each boat from five (5) to six (6) for about 34 round trips or 68 crossings. The weight of mail matter was also largely in excess of former winters, and the men began to be completely fagged out, the extra man on each boat was found necessary during the whole of the latter part of the season.

The season's work is as follows :—

Crossings made from Traverse, west.....	57
do Tormentine, east.....	59
Male passengers carried on crossing.....	58
Female do do.....	7
Strap do do.....	48
Hauled do do.....	17
Extra baggage do.....	350 tons.
Number of mail bags do.....	3,576 bags.
Gross earnings.....	\$178 50

58 Victoria.

Sessional Papers (No. 11A.)

A. 1895

TWENTY-SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1894

FISHERIES

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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

1895

[No. 11a—1895.] *Price 35 cents.*



## Marine and Fisheries.

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, Governor General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-seventh Annual Report of the Department of Marine and Fisheries, on the Fisheries of the Dominion.

I have the honour to be  
Your Excellency's most obedient servant,

JOHN COSTIGAN,  
*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 1st April, 1895.



# Marine and Fisheries.

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# Marine and Fisheries.

## REPORT

OF THE

## DEPUTY MINISTER.

To the Honourable

JOHN COSTIGAN,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Fisheries Branch of this department for the calendar year ended on the 31st December, 1894.

This report contains statements of expenditure and receipts, detailed account of fishing bounties, including references to fishing bounty frauds and prosecutions; of the further work of the International Fisheries Commission, the Behring Sea Question, the Fisheries Protection Service, Fisheries Intelligence Bureau, Oyster Fishery, Fish Breeding, and finally the following appendices:—

- No. 1. Schedule of Fisheries Officers in the Dominion.
- No. 2. Detailed statement of Fishing Bounty Claims, 1893.
- No. 3. Fishery Protection Service by Commander O. G. V. Spain.
- No. 4. Detailed statement of the Fisheries Intelligence Bureau by Mr. Hutchins.
- No. 5. Behring Sea Question by Mr. Robert N. Venning.
- No. 6. Inspectors' Reports and Statistics of Fisheries, Nova Scotia.
- No. 7. do do do New Brunswick.
- No. 8. Report of Officer A. Lord and do Prince Edward Island.
- No. 9. do Dr. Wakeham; Synopsis of Overseers' Reports, and Statistics of Fisheries, Quebec.
- No. 10. Synopsis of Overseers' Reports and Statistics of Fisheries, Ontario.
- No. 11. Inspector's Report and Statistics of Fisheries, Manitoba.
- No. 12. do do do North-west Territories
- No. 13. do do do British Columbia.
- No. 14. Fish Culture by Mr. S. Wilmot.

## VALUE OF THE FISHERIES IN 1894.

The total value of the fisheries for the year 1894 is \$20,719,583, and the following table shows the relative values of the principal kinds of commercial fishes, as well as the increase or decrease of each:

Kinds of Fish.	Amount.	Increase.	Decrease.
	\$	\$	\$
Cod.....	4,234,231	205,783	
Salmon.....	3,227,439		663,205
Lobsters.....	2,370,632		113,936
Herring.....	2,565,730	712,839	
Seals.....	970,145	95,303	
Mackerel.....	908,870		187,196
Whitefish.....	879,650		419,094
Trout.....	758,147	99,533	
Haddock.....	516,547	70,227	
Smelts.....	404,883		9,291
Hake.....	304,652		63,171
Sardines.....	285,756	67,738	
Pickarel.....	293,266	135,865	
Halibut.....	254,152	38,785	
Alewives.....	253,904	41,190	
Pollock.....	221,894		19,687
Oysters.....	182,108	25,668	
Sturgeon.....	119,055	13,260	
Eels.....	124,095	5,302	
Bass.....	93,801	14,600	
Shad.....	92,432	15,856	
Tom cod or frost fish.....	90,815	13,745	

NOTE.—The quantity of fish used as bait is valued at \$332,417, and that of fish oils at \$298,338.

## RECAPITULATION of the total Value in each Province for the Year 1893 and 1894

PROVINCES.	VALUE.		Decrease.	Increase.
	1893.	1894.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	6,407,279 49	6,547,387 11		140,107 62
New Brunswick.....	3,746,121 40	4,351,526 69		605,405 29
British Columbia.....	4,443,963 20	3,950,478 30	493,484 90	
Quebec.....	2,218,905 21	2,303,386 54		84,481 33
Ontario.....	1,694,930 70	1,659,968 66	34,962 04	
Prince Edward Island.....	1,133,368 26	1,119,738 07	13,630 19	
Manitoba and North-west Territories.....	1,042,093 00	787,087 93	255,005 07	
Totals.....	20,686,661 26	20,719,573 30	797,082 20	829,994 24
Increase.....				32,912 04

## Marine and Fisheries.

COMPARATIVE STATEMENT recapitulating the Yield and Value of the Fisheries in the Dominion of Canada for the Years 1893 and 1894.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Cod.....	Cwt. 892,978	4,019,193 00	938,027	4,225,896 00
do tongues and sounds.....	Brls. 925½	9,255 00	833½	8,335 00
Salmon, preserved in cans.....	Lbs. 29,233,317	2,926,502 35	23,647,162	2,365,717 30
do fresh.....	" 7,149,123	890,693 80	5,484,653	801,429 80
do pickled.....	Brls. 6,804	63,360 00	5,629	51,404 00
do smoked.....	Lbs. 150,710	10,088 40	80,280	8,888 00
Lobsters, preserved, in cans.....	" 13,674,713	1,914,457 80	13,333,693	1,803,256 66
do in shell, alive, &c.....	Tons. 7,347½	570,110 00	7,565	567,375 00
Herring, pickled.....	Brls. 316,746	1,425,812 00	439,238	1,977,336 00
do fresh or frozen.....	Lbs. 13,854,974	317,631 12	16,966,241	404,965 86
do smoked.....	" 5,437,620	109,448 40	9,100,980	183,427 60
Whitefish.....	" 21,390,289	1,298,744 10	14,354,170	879,650 46
Mackerel, pickled.....	Brls. 67,912	904,832 00	53,087	731,782 00
do fresh and preserved.....	Lbs. 2,172,097	190,234 14	1,803,072	177,088 14
Trout.....	" 6,504,639	650,463 90	7,182,083	720,906 80
do pickled.....	Brls. 815	8,150 00	3,724	37,240 00
Haddock, dried.....	Cwt. 133,234	466,319 50	137,140	479,987 50
do fresh preserve, &c.....	Lbs. "	503,490	8,087,079	36,559 20
Smelts.....	" 8,283,481	414,174 00	8,087,079	404,882 95
Hake.....	Cwt. 107,518	322,554 00	103,297	263,059 00
do sounds.....	Lbs. 90,539	45,269 50	83,187	41,593 00
Pollock.....	Cwt. 80,527	241,581 00	88,758	221,894 00
Halibut.....	Lbs. 2,840,619	215,366 80	3,481,276	254,151 90
Alewives.....	Brls. 47,281	212,714 00	63,470	253,904 00
Pike.....	Lbs. 8,737,605	209,688 25	3,079,484	81,655 75
Sardines.....	Brls. 100,879	205,518 00	136,828	274,756 00
do preserved.....	Cans. 250,000	12,500 00	220,000	11,000 00
Pickrel.....	Lbs. 3,848,304	157,409 65	7,610,425	293,206 25
Oysters.....	Brls. 51,080	156,440 00	45,127	182,108 00
Sturgeon.....	Lbs. 1,860,477	105,795 12	2,182,071	119,055 10
Coarse and mixed fish.....	Brls. 44,458	162,113 50	73,167	226,373 95
Eels, pickled.....	" 8,259	82,590 00	7,978	75,116 00
do fresh.....	Lbs. 941,150	56,203 00	951,350	48,979 32
Bass.....	" 1,131,091	79,201 08	1,289,461	93,800 86
Shad.....	Brls. 7,708	77,076 60	9,244	92,432 30
Tom-cod or frost-fish.....	Lbs. 1,611,428	77,070 90	1,816,320	90,815 50
Clams.....	" 68,657	80 00	62,996	25 00
Squid.....	Brls. 10,936	43,744 00	14,868	59,470 00
Maskinonge.....	Lbs. 505,495	30,329 70	627,457	37,647 42
Mixed fish (British Columbia).....	" 22,533	50 00	24,693	00 00
Flounders.....	Lbs. 405,450	20,272 50	424,320	20,975 50
Crabs.....	" 18,000	00 00	18,000	00 00
Oulachons.....	Lbs. 298,300	17,934 00	336,700	17,090 00
Winninish.....	" 100,000	6,000 00	100,000	6,000 00
Fur seal skins in British Columbia.....	No. 70,332	843,984 00	94,474	944,740 00
Hair seal skins.....	" 26,349	30,858 50	21,643	25,405 00
Sea otter skins.....	" 15	1,875 00	12	1,500 00
Porpoise skins.....	" 251	1,004 00	97	388 00
Perch.....	Lbs. "	971,814	28,970	08 00
Fish oil.....	Galls. 804,820	321,927 40	745,848	298,338 40
Fish used as bait.....	Brls. 224,430	294,270 00	250,984	332,417 00
do manure.....	" 147,732	73,867 00	106,239	53,120 00
Fish guano.....	Tons. 1,510½	26,693 75	5,117	71,525 00
Home consumption not included in return.....	" "	256,149 20	" "	226,208 45
<b>Total.....</b>	" "	<b>20,686,661 26</b>	" "	<b>20,719,573 30</b>



COMPARATIVE STATEMENT of production in each Branch of the Fisheries in the respective Provinces of the Dominion of Canada.

PROVINCE OF NOVA SCOTIA.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, salted..... Brls.	266	4,256 00	348	5,568 00
do fresh..... Lbs.	521,230	104,245 20	467,496	93,498 40
do canned..... "	5,704	855 80	1,522	228 00
do smoked..... "	4,490	898 00	5,940	1,188 00
Herring, salted..... Brls.	122,096	549,431 00	173,059	778,765 50
do smoked..... Lbs.	296,600	5,932 00	560,825	11,216 50
do fresh..... "	668,620	5,367 50	909,450	21,302 50
Mackerel, salted..... Brls.	34,844	441,880 00	27,653	375,706 00
do fresh..... Lbs.	1,739,722	140,429 14	1,240,610	109,592 70
Lobsters, preserved..... "	5,935,535	830,972 88	6,056,111	847,856 86
do fresh and alive..... Tons.	6,131 <sup>3</sup> / <sub>4</sub>	483,710 00	5,956	446,700 00
Cod, dried..... Cwt.	546,448	2,459,016 00	544,520	2,450,341 50
do tongues and sounds.. Brls.	624	6,240 00	550 <sup>1</sup> / <sub>2</sub>	5,505 00
Hake, dried..... Cwt.	58,210	174,630 00	60,888	152,220 00
do sounds..... Lbs.	45,790	22,895 00	40,613	20,306 00
Haddock, dried..... Cwt.	106,396	372,386 00	108,513	379,795 00
do fresh..... Lbs.	210,000	4,200 00	180,000	3,600 00
do preserved..... "	181,400	21,768 00	139,500	16,740 00
do smoked (finnan haddies). Cases.	3,170	7,608 00	3,633	8,719 20
Pollock..... Cwt.	66,857	200,571 00	70,043	175,106 50
Trout..... Lbs.	147,459	14,745 90	144,810	14,481 00
Halibut..... "	1,096,340	109,633 90	1,218,959	121,895 20
Smelts..... "	366,202	18,310 05	430,347	21,517 35
Bass..... "	8,685	520 72	6,830	683 00
Alewives..... Brls.	21,922	98,648 50	20,619	82,476 00
do smoked (per 100)..... No.	50,000	400 00	28,000	224 00
Oysters..... Brls.	3,488	10,464 00	2,512	10,048 00
Clams..... "	2,556	17,665 00	3,676 <sup>1</sup> / <sub>2</sub>	24,993 00
Eels..... "	3,168	31,680 00	3,669	36,690 00
Shad..... "	1,995	19,950 00	1,509	15,090 00
Squid..... "	10,517	42,068 00	13,063 <sup>1</sup> / <sub>2</sub>	52,254 00
Whitefish..... "			365	2,190 00
Flounders..... Lbs.	59,750	2,987 50	160,520	8,025 50
Frost-fish..... "	51,545	2,576 75	55,470	2,773 00
Coarse and mixed fish..... Brls.	4,532	8,180 00	8,493	16,210 00
Fish oils..... Galls.	300,375	120,149 40	322,221	128,887 60
do bait..... Brls.	65,652	56,103 00	79,004	74,447 00
do as manure..... "	13,898	6,950 00	22,347	11,174 00
do guano..... Tons.	300 <sup>3</sup> / <sub>4</sub>	7,518 75	747	18,675 00
Seal skins..... No.	1,149	1,436 50	564	697 50
Total.....		6,407,279 49		6,547,387 11
Increase.....				140,107 62

## Marine and Fisheries.

COOPERATIVE STATEMENT of Production in each Branch of Fisheries, &c.—Continued.

### PROVINCE OF NEW BRUNSWICK.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, salted..... Brls.	109	1,744 00	10	100 00
do fresh..... Lbs.	2,419,205	483,841 00	2,246,422	449,284 40
do canned..... "	41,205	6,180 75	18,200	2,730 00
do smoked..... "	2,980	596 00	13,840	2,860 00
Herring, salted..... Brls.	121,478	546,651 00	171,614	772,263 00
do fresh..... Lbs.	4,630,850	48,496 50	9,265,357	185,307 14
do smoked..... "	5,084,920	101,698 40	8,481,355	169,627 10
Mackerel, salted..... Brls.	10,573	148,022 00	6,210	86,940 00
do fresh..... Lbs.	387,175	45,381 00	543,700	65,244 00
Lobsters, preserved in cans..... "	3,373,370	472,271 80	2,935,500	410,970 00
do alive or fresh..... Tons.	1,213½	86,320 00	1,608	120,600 00
Cod, dried..... Cwt.	73,226	329,517 00	109,443	492,493 50
do tongues and sounds..... Brls.	46½	465 00	87	870 00
Hake, dried..... Cwt.	41,114	123,342 00	32,776	81,940 00
do sounds..... Lbs.	37,834	18,917 00	27,559	13,779 50
Haddock..... Cwt.	13,455	47,092 50	25,710	89,983 00
Finnan haddies..... Lbs.			75,000	7,500 00
Pollock..... Cwt.	13,670	41,010 00	18,715	46,787 50
Trout..... Lbs.	163,060	16,306 00	185,470	21,695 50
Halibut..... "	203,864	20,386 40	237,977	23,797 70
Smelts..... "	7,109,365	355,468 25	6,728,000	336,400 00
Basas..... "	283,400	28,340 00	404,000	40,400 00
Alewives..... Brls.	24,690	111,105 00	41,971	167,884 00
Oysters..... "	16,365	49,095 00	16,960	67,840 00
Clams..... "	10,104	17,751 00	10,580	18,812 50
do canned and shelled..... Lbs.	260,536	13,026 80	36,735	1,836 75
Eels..... Brls.	4,391	43,910 00	3,143	31,430 00
Shad..... "	5,055	50,550 00	7,135	71,350 00
Squid..... "	419	1,676 00	859	3,436 00
Sardines..... "	96,119	191,238 00	134,478	267,706 00
do preserved..... Cans.	250,000	12,500 00	220,000	11,000 00
Pickarel..... Lbs.	131,300	6,565 00	157,200	7,860 00
Flounders..... "	345,600	17,280 00	263,800	12,950 00
Frost-fish or tom-cods..... "	1,385,050	69,252 50	1,649,500	82,475 00
Coarse and mixed fish..... Brls.	3,590	7,363 00	1,804	3,837 00
Seal skins..... No.	2	2 00	15	15 00
Fish oils..... Galls.	70,070	28,028 00	86,989	34,795 60
do bait..... Brls.	63,871	95,806 50	70,536	105,804 00
do manure..... "	38,358	19,179 00	52,545	26,272 50
do guano..... Tons.	390	9,750 00	586	14,650 00
Home consumption in district No. 1, not included above.....		80,000 00		
<b>Total.....</b>		<b>3,746,121 40</b>		<b>4,351,526 69</b>
<b>Increase.....</b>				<b>605,405 29</b>

## COMPARATIVE STATEMENT of Production in each Branch of Fisheries, &amp;c.—Continued.

## PROVINCE OF PRINCE EDWARD ISLAND.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, fresh..... Lbs.	2,970	594 00	9,900	1,980 00
do preserved..... "			300	45 00
Herring, salted..... Brls.	40,949	184,270 50	45,042	202,689 00
do fresh..... Lbs.	12,500	125 00	122,000	1,220 00
do smoked..... "	6,000	120 00		
Mackerel, salted..... Brls.	14,280	199,920 00	10,241	143,374 00
do canned..... Lbs.	38,100	4,572 00	18,762	2,251 44
Lobsters, canned..... "	3,168,674	443,614 36	3,173,084	380,770 08
Cod, dried..... Cwt.	21,062	94,779 00	23,976	107,892 00
do tongues and sounds..... Brls.	2	20 00	5	50 00
Hake, dried..... Cwt.	8,044	24,132 00	9,633	28,899 00
do sounds..... Lbs.	6,915	3,457 50	15,015	7,507 50
Haddock..... Cwt.	868	3,038 00	1,715	6,002 50
Trout..... Lbs.	35,970	3,597 00	42,850	4,285 00
Halibut..... "	5,400	540 00	8,200	820 00
Smelts..... "	496,390	24,819 50	673,669	33,683 45
Alewives..... Brls.	569	2,560 50	830	3,320 00
Oysters..... "	29,627	88,881 00	24,055	96,220 00
Clams..... "	425	2,550 00	578	1,734 00
Eels..... "	700	7,000 00	1,166	6,996 00
Shad..... "			16	100 00
Squid..... "			20	80 00
Flounders..... Lbs.	100	5 00		
Frost-fish or tom-cods..... "	1,670	83 50	4,850	242 50
Mixed or coarse fish..... Brls.	938	1,876 00	80	160 00
Fish oil..... Galls.	10,096	4,038 40	12,199	4,879 60
Seal skins..... No.	10	10 00	30	30 00
Fish used as bait..... Brls.	20,435	30,652 50	31,238	46,857 00
do do manure..... "	125	62 50	100	50 00
do guano..... Tons.	805	8,050 00	3,760	37,600 00
Total.....		1,133,368 26		1,119,738 07
Decrease.....				13,630 19

## Marine and Fisheries.

COMPARATIVE STATEMENT of Production in each Branch of Fisheries, &c.—Continued.

PROVINCE OF QUEBEC.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, salted..... Brls.	741	11,856 00	446	7,136 00
do fresh..... Lbs.	611,518	122,303 60	790,835	158,167 00
do in cans..... "	16,500	2,475 00		
Herring, salted..... Brls.	29,051	130,729 50	45,377	204,196 50
do fresh..... Lbs.	90,400	904 00	147,340	1,473 40
do smoked..... "	41,400	828 00	41,200	824 00
Mackerel, salted..... Brls.	8,215	115,010 60	8,983	125,762 00
do fresh..... Lbs.	7,100	852 00		
Lobsters, canned..... "	1,197,134	167,598 76	1,168,998	163,659 72
do fresh..... Tons.	2	80 00	1	75 00
Cod, salted..... Cwt.	247,622	1,108,161 00	256,906	1,156,077 00
do tongues and sounds..... Brls.	253	2,530 00	191	1,910 00
Hake, salted..... Cwt.	150	450 00		
Haddock, salted..... "	2,922	10,227 00	1,202	4,207 00
Halibut..... Lbs.	161,115	16,111 50	136,640	13,664 00
Whitefish..... "	155,360	12,428 80	130,985	10,478 80
Trout..... "	407,070	40,707 00	455,992	45,599 20
Shad..... "	109,610	6,576 60	98,205	5,892 30
Smelts..... "	231,524	11,576 20	202,163	10,108 15
Clams..... Brls.	1,408	7,040 00	1,404	7,020 00
Eels..... Lbs.	844,530	50,405 80	811,000	40,558 32
Sturgeon..... "	208,450	12,507 00	294,660	17,679 60
Sardines..... Brls.	4,760	14,280 00	2,350	7,050 00
Maskinongé..... Lbs.	52,500	3,150 00	103,625	6,217 50
Bass..... "	104,525	6,271 50	126,905	7,614 30
Pickarel..... "	240,478	12,023 90	227,300	11,365 00
Pike..... "	205,730	10,286 50	217,195	10,859 75
Winnimish..... "	100,000	6,000 00	100,000	6,000 00
Squid..... Brls.			925	3,700 00
Perch..... Lbs.			106,780	3,203 40
Frost-fish or tom-cods..... "	173,163	5,158 15	106,500	5,325 00
Coarse and mixed fish..... Brls.	14,293	42,880 80	17,150	51,450 00
Seal skins..... No.	21,038	26,297 50	17,774	22,217 50
Porpoise skins..... "	251	1,004 00	97	388 00
Fish oil..... Galls.	252,029	100,811 60	181,439	72,575 60
do used for bait..... Brls.	74,472	111,708 00	70,206	105,309 00
do do manure..... "	95,351	47,675 50	31,247	15,623 50
<b>Total</b> .....		<b>2,218,905 21</b>		<b>2,303,386 54</b>
<b>Increase</b> .....				<b>84,481 33</b>

COMPARATIVE STATEMENT of Production in each Branch of Fisheries, &c.—*Cont inued*

## PROVINCE OF BRITISH COLUMBIA.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Salmon, preserved in cans..... Lbs.	29,169,908	2,916,990 80	23,627,140	2,362,714 00
do fresh..... "	3,594,200	179,710 00	1,970,000	98,500 00
do smoked..... "	143,240	8,594 40	60,500	4,840 00
do salted..... Brls.	5,688	45,504 00	4,825	38,600 00
Herring, fresh..... Lbs.	458,000	22,900 00	378,000	11,340 00
do smoked..... "	8,700	870 00	17,600	1,760 00
do salted..... Brls.	250	1,500 00	510	3,060 00
Sturgeon..... Lbs.	330,000	16,500 00	502,106	25,105 30
Halibut..... "	1,373,900	68,695 00	1,879,500	93,975 00
Oulachons, pickled..... Brls.	948	7,584 00	866	8,660 00
do smoked..... Lbs.	17,500	1,050 00	8,500	680 00
do fresh..... "	186,000	9,300 00	155,000	7,750 00
Trout..... "	56,400	5,640 00	54,500	5,450 00
Smelts..... "	80,000	4,000 00	52,900	3,174 00
Skill, salted..... Brls.	77	616 00	60	480 00
Codfish, fresh (rock)..... Lbs.	462,000	27,720 00	318,200	19,092 00
Oysters..... Bush.	4,000	8,000 00	4,000	8,000 00
Mussels..... "	600	480 00	600	480 00
Clams..... "	12,500	10,625 00	12,000	8,600 00
Crabs..... No.	600,000	18,000 00	600,000	18,000 00
Fur-seal skins..... "	70,332	843,984 00	94,474	944,740 00
Hair do..... "	4,150	3,112 50	3,260	2,445 00
Sea-otter skins..... "	15	1,875 00	12	1,500 00
Assorted and mixed fish..... Lbs.	304,750	15,237 50	474,000	14,751 00
Shrimps and prawns..... "		5,000 00		5,000 00
Fish oil..... Galls.	172,250	68,900 00	143,000	57,200 00
Fish products.....		1,200 00		3,982 00
Fish for home consumption, Chinese labour- ers, not included above.....		150,000 00		200,000 00
Guano made from offal..... Tons.	15	375 00	24	600 00
Total.....		4,443,963 20		3,950,478 30
Decrease.....				493,484 90

## Marine and Fisheries.

COMPARATIVE STATEMENT of Production in each Branch of Fisheries, &c.—*Concluded.*

### PROVINCE OF ONTARIO.

Kinds of Fish.	1893.		1894.	
	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.
Whitefish..... Brls.	630	6,300 00	1,188	11,880 00
do..... Lbs.	5,667,010	453,360 80	4,361,372	348,909 76
Salmon trout..... Brls.	815	8,150 00	3,724	37,240 00
do..... Lbs.	5,694,630	569,468 00	6,289,461	628,946 10
Herring..... Brls.	2,940	13,230 00	3,636	16,362 00
do..... Lbs.	7,994,604	239,838 12	6,144,094	184,322 82
Eels..... "	96,620	5,797 20	140,350	8,421 00
Sturgeon..... "	1,237,577	74,254 62	1,157,035	69,422 10
Maskinongé..... "	452,995	27,179 70	523,832	31,429 92
Bass..... "	734,481	44,068 86	751,726	45,103 56
Pickerele..... "	2,109,555	105,477 75	2,863,175	143,158 75
Pike..... "	958,815	47,940 75	677,507	27,100 28
Coarse fish..... "	2,911,690	87,350 70	2,742,479	82,274 37
Perch..... "			846,600	25,398 60
Fish for home consumption..... "	417,140	12,514 20		
Total.....		1,694,930 70		1,659,968 66
Decrease.....				34,962 94

### MANITOBA AND NORTH-WEST TERRITORIES.

Whitefish..... Lbs.	15,441,919	826,654 50	10,123,848	506,191 90
Trout..... "			9,000	450 00
Pickerele..... "	1,366,971	33,343 00	4,362,750	130,882 50
Pike..... "	7,573,060	151,461 00	2,184,782	43,695 72
Sturgeon..... "	84,450	2,533 50	228,270	6,848 10
Perch..... "			18,434	368 68
Tullibee..... "	68,600	2,058 00	420,824	12,199 72
Catfish..... "			59,738	1,194 76
Coarse and mixed fish..... "	1,240,800	12,408 00	5,904,810	59,048 10
Home consumption, not included above..... "	1,363,515	13,635 00	2,620,845	26,208 45
Total.....		1,042,093 00		787,087 93
Decrease.....				255,005 07

RECAPITULATION

Showing the Number, Tonnage and Value of Fishing Vessels and Boats, and all other Fishing Material, as well as the Number of Fishermen in the Dominion of Canada, 1894.

PROVINCE.	FISHERMEN.		VESSELS.			BOATS.		GILL-NETS AND SEINES.		Value of Found-nets, Trap-Nets, Wires, &c.	Value of Lobster Plant.	Approximate Value of Figures, Ice and Smokehouses and other Fixtures not Itemized.	TOTAL VALUE.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.	Value.				
Nova Scotia.....	5,907	19,571	594	26,064	\$ 1,321,559	14,324	325,899	2,320,728	606,604	\$ 138,838	498,273	470,799	3,361,972
New Brunswick.....	819	10,831	232	3,381	104,240	6,251	204,283	548,266	423,514	217,497	344,112	387,266	1,680,912
Prince Edward Island.....	151	3,178	26	714	14,400	1,545	49,500	78,315	38,041	6,284	334,471	26,090	468,736
Quebec.....	409	11,672	68	2,445	60,450	7,081	187,619	253,747	281,651	84,904	77,440	212,747	904,811
Ontario.....	421	3,734	*75	1,888	216,000	1,187	101,005	1,680,875	261,442	124,375	.....	136,200	839,022
British Columbia.....	41,735	10,915	169	5,516	594,880	2,924	125,430	370,290	284,883	.....	.....	979,750	1,984,943
Manitoba & N.-W. Ter.	83	1,293	*14	1,760	97,500	790	15,453	204,500	25,217	.....	.....	60,550	198,720
Totals.....	9,525	61,194	1,178	41,768	2,409,029	34,102	1,009,189	5,465,721	1,921,352	571,848	1,254,296	2,273,402	9,439,116

\* Mostly all fishing tugs. + Including sealing fleet crews.

RECAPITULATION

SHOWING the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1894, inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Marine and Fisheries.

Years.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba and North-west Territories.	Total for Canada.
1870.....	\$ 4,019,425	\$ 1,131,433	No data	\$ 1,161,551	\$ 264,982	No data	No data	\$ 6,577,391
1871.....	5,101,080	1,185,033	do	1,093,612	193,524	do	do	7,573,199
1872.....	6,016,835	1,965,459	do	1,320,189	267,633	do	do	9,570,116
1873.....	6,577,087	2,285,662	207,595	1,391,564	293,091	do	do	10,754,997
1874.....	6,652,302	2,685,794	288,863	1,608,660	446,267	do	do	11,081,886
1875.....	5,573,851	2,427,054	298,927	1,596,750	453,194	do	do	10,350,385
1876.....	6,020,050	1,953,389	493,967	2,097,668	437,229	do	do	11,117,000
1877.....	5,527,858	2,133,237	763,036	2,560,147	438,223	583,433	do	12,005,934
1878.....	6,131,600	2,305,790	840,344	2,664,055	348,122	925,767	do	13,295,678
1879.....	5,752,937	2,554,722	1,402,301	2,820,395	367,133	631,766	do	13,522,254
1880.....	6,291,061	2,744,447	1,675,089	2,631,556	444,491	713,335	do	14,499,979
1881.....	6,214,782	2,930,904	1,955,296	2,751,962	509,903	1,454,321	do	15,817,162
1882.....	7,131,418	3,192,339	1,853,677	1,976,516	825,457	1,842,675	do	16,824,092
1883.....	7,689,374	3,185,674	1,272,468	2,138,907	1,027,033	1,644,646	do	16,958,192
1884.....	8,763,779	3,730,464	1,065,619	1,634,461	1,133,724	1,358,207	do	17,766,404
1885.....	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	1,578,038	do	17,722,973
1886.....	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	1,557,348	do	18,679,288
1887.....	8,379,782	3,559,507	1,037,426	1,773,567	1,531,850	1,974,887	do	18,386,103
1888.....	7,817,030	2,941,863	876,862	1,860,012	1,839,869	1,902,195	186,980	17,418,510
1889.....	6,346,722	3,067,039	886,430	1,876,194	1,863,123	3,348,067	129,084	17,418,510
1890.....	6,686,444	2,699,055	1,041,109	1,615,119	2,069,637	3,481,432	167,679	17,655,256
1891.....	7,011,300	3,571,050	1,238,733	2,008,678	1,806,389	3,008,755	232,104	17,714,902
1892.....	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	2,849,483	332,969	18,977,878
1893.....	6,407,675	3,746,121	1,133,368	2,218,905	1,694,930	4,443,963	1,068,254	18,941,171
1894.....	6,547,387	4,351,526	1,119,738	2,303,386	1,659,968	3,950,478	787,087	20,686,661
Totals.....	165,658,341	71,737,732	23,089,129	48,761,627	24,776,660	36,873,553	4,146,927	375,139,892



COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1879 to 1894.

YEARS.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			§		§	§	§	§
1879.....	1,183	43,873	1,714,917	25,616	854,289	988,698	456,617	4,014,521
1880.....	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881.....	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882.....	1,140	42,845	1,749,717	26,477	833,137	1,351,193	823,938	4,757,985
1883.....	1,198	48,106	2,023,045	25,825	783,186	1,243,366	1,070,930	5,120,527
1884.....	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885.....	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886.....	1,113	44,605	1,980,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887.....	1,168	44,845	1,980,840	28,092	875,316	1,499,328	2,384,356	6,748,840
1888.....	1,137	43,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889.....	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
1890.....	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891.....	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892.....	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893.....	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894.....	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116

## Marine and Fisheries.

COMPARATIVE TABLE showing the number of Men employed in the Fishing Industry  
in Vessels and Boats from the Year 1879 to 1894.

Years.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.
1879.....	8,818	52,577	61,395
1880.....	8,757	51,900	60,657
1881.....	8,359	50,679	59,056
1882.....	8,498	52,785	61,283
1883.....	9,966	52,259	62,225
1884.....	9,968	51,854	61,822
1885.....	9,539	53,282	62,821
1886.....	8,927	53,073	62,000
1887.....	8,911	55,247	64,158
1888.....	9,574	53,109	62,683
1889.....	9,621	55,382	65,003
1890.....	8,726	55,000	63,726
1891.....	8,666	56,909	65,575
1892.....	8,330	55,348	63,678
1893.....	8,899	58,854	67,753
1894.....	9,525	61,194	70,719

### EXPENDITURE.

The subdivision of the expenditure is as follows:—

Service.	Expenditure	Vote.
	\$ cts.	\$ cts.
Fisheries.....	86,963 99	103,900 00
Fish-breeding.....	45,024 67	51,000 00
Fisheries protection service.....	115,147 59	115,480 00
Fishing bounty.....	158,794 54	160,000 00
Miscellaneous expenditure.....	34,892 19	44,603 65
Total.....	440,822 98	474,983 65

The details will be found in the Auditor General's report under the proper heading.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion:—

Service.	Expenditure	Vote.
	\$ cts.	\$ cts.
Fisheries, Ontario.....	22,634 37	23,000 00
do Quebec.....	11,692 82	16,000 00
do New Brunswick.....	18,522 94	21,000 00
do Nova Scotia.....	20,420 81	20,500 00
do Prince Edward Island.....	3,078 55	4,900 00
do Manitoba.....	2,187 35	4,500 00
do North-west Territories.....	3,143 94	4,000 00
do British Columbia.....	5,283 21	10,000 00
Total.....	86,963 99	103,900 00
Fish-breeding, Ottawa hatchery.....	1,186 89	
do Newcastle do.....	3,863 55	
do Sandwich do.....	5,770 99	
do Tadoussac do.....	2,425 60	
do Gaspé do.....	1,993 97	
do Magog do.....	896 00	
do Restigouche do.....	3,319 84	
do Bedford do.....	1,812 88	
do Sydney do.....	654 04	
do Miramichi do.....	2,126 22	
do St. John Riv do.....	2,707 05	
do Fraser Riv. do.....	3,273 10	
do Bay View do.....	2,515 20	
do Selkirk do.....	7,362 53	
General account.....	5,116 81	
Total.....	45,024 67	51,000 00

This expenditure by provinces is subdivided as follows:—

## EXPENDITURE.

	\$ cts.	\$ cts.
<i>Ontario.</i>		
Salaries of officers.....	9,995 75	
Disbursements of officers.....	11,098 25	
Miscellaneous.....	1,540 37	
Total.....		22,634 37
<i>Quebec.</i>		
Salaries of officers.....	6,789 39	
Disbursements of officers.....	4,694 61	
Miscellaneous.....	208 82	
Total.....		11,692 82
<i>New Brunswick.</i>		
Salaries of officers.....	5,962 35	
Disbursements of officers.....	12,495 96	
Miscellaneous.....	64 63	
Total.....		18,522 94

# Marine and Fisheries.

## EXPENDITURE—*Concluded.*

<i>Nova Scotia.</i>	\$ cts.	\$ cts.
Salaries of officers.....	8,985 72	
Disbursements of officers.....	11,341 69	
Miscellaneous.....	93 40	
Total.....		20,420 81
<i>Prince Edward Island.</i>		
Salaries of officers.....	1,022 76	
Disbursements of officers.....	1,995 10	
Miscellaneous.....	60 69	
Total.....		3,078 55
<i>Manitoba.</i>		
Salaries of officers.....	1,158 21	
Disbursements of officers.....	808 35	
Miscellaneous.....	220 79	
Total.....		2,187 35
<i>North-west Territories.</i>		
Salaries of officers.....	843 95	
Disbursements of officers.....	1,956 64	
Miscellaneous.....	343 35	
Total.....		3,143 94
<i>British Columbia.</i>		
Salaries of officers.....	1,000 00	
Disbursements of officers.....	3,979 92	
Miscellaneous.....	303 29	
Total.....		5,283 21
Grand Total.....		86,963 99

## FISH-BREEDING.

<i>Newcastle Hatchery.</i>	\$ cts.	\$ cts.
Salaries.....	1,067 75	
Miscellaneous expenditure.....	2,795 80	
Total.....		3,863 55
<i>Sandwich Hatchery.</i>		
Salaries.....	750 00	
Miscellaneous expenditure.....	5,020 99	
Total.....		5,770 99
<i>Tadoussac Hatchery.</i>		
Salaries.....	650 00	
Miscellaneous expenditure.....	1,775 60	
Total.....		2,425 60
<i>Gaspé Hatchery.</i>		
Salaries.....	400 00	
Miscellaneous expenditure.....	1,593 97	
Total.....		1,993 97

## FISH-BREEDING—Continued.

	\$ cts.	\$ cts.
<i>Magog Hatchery.</i>		
Salaries.....	600 00	
Miscellaneous expenditure.....	296 00	
Total.....		896 00
<i>Restigouche Hatchery.</i>		
Salaries.....	700 00	
Miscellaneous expenditure.....	2,619 84	
Total.....		3,319 84
<i>Bedford Hatchery.</i>		
Salaries.....	541 25	
Miscellaneous expenditure.....	1,271 63	
Total.....		1,812 88
<i>Sydney Hatchery.</i>		
Salaries.....	360 00	
Miscellaneous expenditure.....	294 04	
Total.....		654 04
<i>Miramichi Hatchery.</i>		
Salaries.....	500 00	
Miscellaneous expenditure.....	1,626 22	
Total.....		2,126 22
<i>St. John River Hatchery.</i>		
Salaries.....	583 52	
Miscellaneous expenditure.....	2,123 53	
Total.....		2,707 05
<i>Fraser River Hatchery.</i>		
Salaries.....	500 00	
Miscellaneous expenditure.....	2,773 10	
Total.....		3,273 10
<i>Ottawa Hatchery.</i>		
Salaries.....	700 00	
Miscellaneous expenditure.....	486 89	
Total.....		1,186 89
<i>Bayview Hatchery.</i>		
Salaries.....	516 25	
Miscellaneous expenditure.....	1,998 95	
Total.....		2,515 20
<i>Selkirk Hatchery.</i>		
Salaries.....	100 00	
Miscellaneous expenditure.....	7,262 53	
Total.....		7,362 53

# Marine and Fisheries.

## FISH-BREEDING—*Concluded.*

<i>General Account.</i>	\$ cts.	\$ cts.
Salaries .....	4,450 00	
Miscellaneous expenditure .....	666 81	
Total .....		5,116 81
Total, Fish-breeding .....		45,024 67
Total salaries and disbursements of fishery officers .....		86,963 99
<b>MISCELLANEOUS.</b>		
Building fish-ways .....	2,184 67	
Legal and incidental expenses .....	4,094 29	
Canadian fisheries exhibits and Ottawa hatchery .....	1,217 63	
Expenditure in connection with the distribution of fishing bounties .....	4,624 50	
Surveys of oyster beds .....	6,161 04	
Issuing <i>modus vivendi</i> licenses .....	670 50	
Behring Sea .....	12,544 74	
International Fisheries Commission .....	1,912 69	
Prizes for models of fishing boats (freight on models) .....	2 33	
Blasting rock in Loch Lomond .....	996 65	
Licenses to United States fishing vessels .....	462 15	
W. B. Deacon .....	21 00	
Total .....		34,892 19
Grand total .....		166,880 85

## FISHERIES PROTECTION STEAMERS—1893-94.

<i>Steamer "Acadia."</i>	\$ cts.	\$ cts.
Wages of officers and men .....	7,127 84	
Provisions .....	2,096 79	
Fuel .....	1,902 57	
Repairs .....	1,216 30	
Miscellaneous expenditure .....	3,847 49	
Total .....		16,190 99
<i>Steamer "La Canadienne."</i>		
Wages of officers and men .....	7,722 95	
Provisions .....	2,111 69	
Fuel .....	797 96	
Repairs .....	10,489 88	
Miscellaneous expenditure .....	4,522 81	
Total .....		25,645 29
<i>Steamer "Stanley."</i>		
Wages of officers and men .....	4,162 15	
Provisions .....	2,028 70	
Fuel .....	2,483 48	
Repairs .....	21 55	
Miscellaneous expenditure .....	1,414 59	
Total .....		10,110 47
<i>Steamer "Curlow."</i>		
Wages of officers and men .....	5,612 63	
Provisions .....	1,814 18	
Fuel .....	1,738 97	
Repairs .....	2,937 67	
Miscellaneous expenditure .....	2,282 32	
Total .....		14,385 77

## FISHERIES PROTECTION STEAMERS, &amp;c.—Continued.

	\$ cts.	\$ cts.
<i>Steamer "Pctrel."</i>		
Wages of officers and men.....	3,182 15	
Provisions.....	450 33	
Fuel.....	622 77	
Repairs.....	17 82	
Miscellaneous expenditure.....	12,459 81	
Total.....		16,732 88
<i>Steamer "Constance."</i>		
Wages of officers and men.....	6,297 19	
Provisions.....	1,989 35	
Fuel.....	2,422 81	
Repairs.....	458 46	
Miscellaneous expenditure.....	2,795 77	
Total.....		13,963 58
<i>Steamer "Bayfield."</i>		
Wages of officers and men.....	501 00	
Provisions.....	143 61	
Fuel.....	118 42	
Miscellaneous expenditure.....	258 56	
Total.....		1,021 59
<i>Schooner "Vigilant."</i>		
Wages of officers and men.....	4,296 61	
Provisions.....	1,339 90	
Fuel.....	56 97	
Repairs.....	393 72	
Miscellaneous expenditure.....	979 41	
Total.....		7,066 61
<i>Schooner "Kingfisher."</i>		
Wages of officers and men.....	2,791 83	
Provisions.....	716 93	
Charter.....	255 85	
Miscellaneous expenditure.....	8,470 57	
Fuel.....	40 96	
Repairs.....	225 40	
Total.....		12,501 54
<i>Steamer "Dolphin."</i>		
Wages.....	584 68	
Provisions.....	110 11	
Fuel.....	53 85	
Repairs.....	379 29	
Miscellaneous expenditure.....	1,149 78	
Total.....		2,267 71
General account.....		6,161 83
Fisheries Intelligence Bureau.....		2,624 73
		128,672 99
Less—Amount paid for steamer "Constance" by Customs Department.....		13,525 40
		115,147 59

## Marine and Fisheries.

### FISHERIES PROTECTION STEAMERS, &c.—*Concluded.*

RECAPITULATION.	\$ cts.
Steamer "Dolphin".....	2,267 71
do "Acadia".....	16,190 99
do "La Canadienne".....	25,645 29
do "Stanley".....	10,110 47
do "Petrel".....	16,732 88
do "Constance".....	13,963 58
do "Curlew".....	14,385 77
do "Bayfield".....	1,021 59
Schooner "Vigilant".....	7,066 61
do "Kingfisher".....	12,501 54
General account.....	6,161 83
Fisheries Intelligence Bureau.....	2,624 73
Total.....	128,672 99
LESS—Amount paid for steamer "Constance" by Customs Department.....	13,525 40
Net expenditure, Fisheries Protection Service.....	115,147 59

### STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada, for the Fiscal Year ended 30th June, 1894.

	\$ cts.
Ontario, rents, license fees and fines.....	28,632 82
Quebec do do.....	7,211 82
Nova Scotia do do.....	5,296 27
New Brunswick, rents, license fees and fines.....	8,333 24
P. E. Island do do.....	980 15
Manitoba do do.....	715 85
N. W. Territories do do.....	211 14
British Columbia do do.....	25,337 90
LESS—Refunds.....	76,719 19
Licenses to U. S. fishing vessels.....	3,366 60
Total.....	73,352 59
	6,249 00
	79,601 59



COMPARATIVE Statement of Expenditure and Revenue of the Fisheries Department, from 1st July, 1884, to 30th June, 1894.

	1884-85.		1885-86.		1886-87.		1887-88.		1888-89.	
	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.	\$. cts.
Ontario.....	17,135 98	11,914 37	17,990 74	15,917 62	19,534 01	15,063 57	19,860 52	18,251 25	19,264 98	24,266 06
Quebec.....	13,531 77	3,325 35	13,938 21	2,963 75	14,966 55	3,804 66	13,463 37	5,394 99	12,991 63	3,390 79
New Brunswick.....	14,892 87	4,650 16	15,719 36	4,078 10	16,944 87	4,417 52	20,533 20	7,625 64	20,298 00	8,282 88
Nova Scotia.....	17,503 45	2,616 28	17,852 33	2,166 53	18,092 21	1,585 28	18,308 02	3,905 44	20,201 09	2,744 23
P. E. Island.....	3,028 03	40 00	3,187 73	40 00	4,044 49	128 00	3,402 51	.....	3,746 69	140 00
Manitoba and N. W. Territories.....	763 00	.....	1,920 73	.....	2,468 25	5 00	2,816 64	819 25	2,848 16	848 00
B. Columbia.....	1,437 13	365 50	1,878 33	922 50	5,860 72	943 50	3,661 83	6,934 55	4,333 63	6,416 00
Fish-breeding and fish-ways.....	43,879 82	.....	44,038 80	.....	37,861 22	.....	41,082 04	.....	41,315 12	352 50
Fisheries Protection Service.....	31,514 07	.....	37,613 30	.....	134,340 12	.....	77,102 98	.....	69,693 82	.....
Miscellaneous.....	9,529 44	.....	10,350 43	.....	11,327 77	.....	13,498 56	.....	10,912 18	.....
Totals.....	133,215 56	22,911 06	164,400 16	26,088 50	265,443 21	25,947 53	213,729 67	42,931 12	205,665 30	46,440 46
Fishing bounties.....	156,718 98	.....	161,597 39	.....	160,963 59	.....	163,757 92	.....	149,990 63	.....

COMPARATIVE Statement of Expenditure and Revenue of the Fisheries Department, from 1st July, 1884, to 30th June, 1894—Concluded.

Marine and Fisheries.

	1889-90.		1890-91.		1891-92.		1892-93.		1893-94.	
	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Ontario.....	14,539 87	23,696 96	15,540 30	26,517 70	15,155 83	25,368 90	20,116 91	30,623 00	22,634 37	30,623 00
Quebec.....	9,670 94	5,409 81	10,666 98	3,642 14	10,917 36	4,742 76	11,761 34	7,471 70	11,692 82	7,471 70
New Brunswick.....	14,914 95	8,834 35	16,082 77	7,193 69	15,707 98	6,334 83	15,721 05	7,831 53	18,522 94	7,831 53
Nova Scotia.....	17,395 24	5,424 95	17,844 19	5,582 65	18,755 86	3,357 42	19,444 22	6,782 02	20,420 81	6,782 02
P. E. Island.....	3,113 21	302 88	3,242 25	667 00	1,835 65	166 00	2,847 60	3 4 10	3,078 55	3 4 10
Manitoba and N. W. Territories.....	3,604 70	794 00	3,609 03	1,234 00	3,593 43	1,079 00	3,932 96	1,661 68	5,331 29	1,661 68
B. Columbia.....	3,634 41	11,367 50	4,320 53	12,859 02	6,138 17	8,192 48	5,490 60	40,264 00	5,283 21	40,264 00
Fish-breeding and fish-ways.....	39,126 91		39,436 45	1,286 50	43,367 74	178 00	47,322 49		45,024 67	
Fisheries Protection Service.....	64,434 66	1,176 38	83,050 16	1,934 49	93,397 40		106,805 39		115,147 59	
Miscellaneous.....	9,313 92		13,382 28		17,449 06		100,602 14		34,892 19	
Totals.....	178,748 81	56,976 83	207,234 94	60,917 19	226,928 48	49,719 39	334,044 70		282,028 44	
Fishing bounties.....	149,969 85		165,967 22		156,892 25		139,752 14		158,794 54	

§ cts.

Proceeds of sale of speckled trout fry.....  
 Sale of fish from Newcastle Hatchery.....  
 Fines imposed on United States fishing vessels.....

Less—Refunds.....

Licenses to United States fishing vessels.....

102,346 73  
 3,732 01  
 98,614 72  
 12,925 60  
 111,540 32

## FISHING BOUNTIES, 1893.

The payments made for this service are under the authority of an Act passed in 1891, 54-55 Vic., cap. 42, intituled "An Act to encourage the development of the sea fisheries and the building of fishing vessels," which provides for the payment of the sum of \$160,000 annually under regulations to be made from time to time by the Governor General in Council.

The total number of claims received for the year 1893 was 13,979, being a decrease of 850 as compared with 1892.

The total number of claims paid during the year was 13,635, being a decrease of 807 as compared with the previous year.

The total amount of bounties paid in 1893 was \$158,234.10, of which \$78,653.29 was paid to vessels, and \$79,580.81 to boats.

The number of vessels which received bounty in 1893, was 805, with a tonnage of 27,979 tons, being an increase of 137 vessels and 2,231 tons as compared with 1892.

The number of boats on which bounty was paid was 12,830, and the number of boat fishermen who received bounty was 22,269, being a decrease of 944 boats and 1,543 fishermen, as compared with the previous year. This decrease is due to the adoption of clause 2 of the regulations, which shuts out a class of people who formerly received the bounty, but who are not in reality fishermen such as the Bounty Act was intended to encourage. The officers have also been very careful to see that none but *bona fide* fishermen received the bounty.

For details of payments to vessels and boats, and comparative statements in connection with payments since 1882, see Appendix No. 2.

## FISHING BOUNTY REGULATIONS.

On the 24th August, 1894, an Order in Council was passed rescinding the regulations established by the Minute of Council of 2nd November, 1893, and the following were substituted therefor:—

1. Fishermen who have been engaged in deep-sea fishing for fish other than shell-fish, salmon and shad, or fish taken in rivers or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty; provided always that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than three men (the owner included) will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound-nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets and are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat or in two boats.

4. The owners of boats measuring not less than 13 feet keel which have been engaged during a period of not less than three months in deep-sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

## Marine and Fisheries.

5. Canadian registered vessels of 10 tons and upwards (up to 80 tons) which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage, one-half of which bounty shall be payable to the owner or owners, and the other half to the crew, except in cases where one or more of the crew shall have failed to comply with the regulations, then such share or shares shall not be paid.

6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

7. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest collector of customs or fishery overseer, said license to be attached to the claim when sent in for payment.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before the 30th November in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimant's shall be amended, after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular will be debarred from any further participation in the bounty and be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. From and after 1st January, 1895, all vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main topmast head. The flag must be four feet square, in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries, will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

### *Re* BOUNTY FRAUDS AND PROSECUTIONS.

Under the present system of filing claims the opportunities for presenting false applications have been removed to such an extent that it is now almost impossible to commit fraud without detection. An occasional fraudulent claim is, however, presented.

It is a matter for regret that on some occasions when proceedings are taken in the courts against the perpetrators of the fraud, it has been found impossible to

secure a conviction or even a commitment where the evidence of guilt happens to be of the strongest character. Even when convictions are obtained it has happened that only nominal sentences have been imposed on the accused. In one case a sentence of two months' imprisonment in the common jail was imposed. In another where a charge of perjury was sustained the penalty inflicted was five months in jail. In the county of Digby, N.S., on a recent occasion, however, certain parties were found guilty of obtaining bounty money under false pretenses. In these two cases the parties did not fish the time nor catch the quantity of fish to be entitled to the bounty, neither did they own a boat. The sentence imposed on each of the convicted was twenty-four hours in the common jail.

The following particulars in connection with bounty payments, show :

1. Year when bounty was established, 1882.

2. Number of claims paid per year, as follows :—

In 1882.....	11,972,	representing	29,932	fishermen.
1883.....	13,086	do	33,399	do
1884.....	12,468	do	31,279	do
1885.....	14,124	do	33,564	do
1886.....	14,900	do	33,523	do
1887.....	15,416	do	34,387	do
1888.....	15,599	do	34,887	do
1889.....	17,078	do	38,343	do
1890.....	17,959	do	39,050	do
1891.....	18,506	do	38,859	do
1892.....	14,442	do	29,064	do
1893.....	13,635	do	28,013	do
Total.....	179,185	do	404,318	do

3. Amount of bounty paid per year as follows :—

In 1882.....	\$172,285	47
1883.....	130,344	85
1884.....	155,718	98
1885.....	161,539	39
1886.....	160,903	59
1887.....	163,757	92
1888.....	150,185	53
1889.....	158,526	54
1890.....	158,241	01
1891.....	156,891	85
1892.....	159,752	15
1893.....	158,234	10

Total amount of bounty paid.....\$1,886,381 37

4. The proportion of bounty paid per head, or the basis of payments for each year:

In 1882, vessels were paid at the rate of \$2 per ton, one-half being payable to the owner and the other half to the crew.

## Marine and Fisheries.

Boats were paid on the basis of \$5 per man, one-fifth of which went to the owner and four-fifths to the men.

In 1883, the rate to vessels was \$2 per ton, and paid as in 1882. The basis of payment to boats was \$2.50 per man, one-fifth of which was paid to the owner and four-fifths to the men.

In 1884, vessels were \$2 per ton, as in 1882 and 1883; and owners of boats were paid as follows:—

On boats from 14 feet keel to 18 feet keel .....	\$1 00
do 18 do 25 do .....	1 50
do 25 do upwards .....	2 00

And boat fishermen \$3 each.

In 1885, vessels were paid \$2 per ton as in previous years. The rate to boats was the same as in 1884, with the admission of boats measuring 13 feet keel. Boat fishermen \$3 each.

In 1886 and 1887 the rate to vessels and boats remained the same as in 1885.

In 1888 vessels were paid at the rate of \$1.50 per ton, one-half to owner and one-half to crew, as formerly. Boats remained the same as in 1885-86-87, and boat fishermen \$3 each.

In 1889 the rate to vessels remained the same as in 1888. Owners of boats were paid \$1 per boat, and boat fishermen \$3 per man. These rates also formed the basis of payments for the years 1890 and 1891.

In 1892 vessels were paid at the rate of \$3.00 per ton, divided between the owners and the crew, in accordance with the regulations. Owners of boats were paid \$1 per boat and boat fishermen \$3.00 each.

In 1893, the rate paid to vessels was \$2.90 per ton, while the rate paid to the owners of boats and to boat fishermen remained the same as in 1892.

The total number of vessels to which bounty was paid since 1882, is 9,612 with a tonnage of 363,725 tons; the number of crew receiving bounty being 75,727. Average number of men per vessel is 8.

The total number of boats paid is 169,548, and boat fishermen 328,591. Average number of men per boat, 2.

5. The highest bounty paid per head to vessel fishermen was \$21.75 in 1893; the lowest 83 cents.

The highest bounty paid per head to boat fishermen was \$4, the lowest being \$2.

The general average paid per head, is \$4.66.

### INTERNATIONAL FISHERIES COMMISSION.

\* The work of this commission referred to in last year's report was carried on throughout the open season of 1894 by the two commissioners, Mr. Richard Rathbun, assistant in charge of inquiry respecting food fishes, of the United States Commission of Fish and Fisheries, Washington, on the part of the United States, and Dr. Wakeham, of the Department of Marine and Fisheries, on the part of Canada. The entire time of the commissioners was taken up with inquiries made on both shores of the boundary waters between Lake Champlain and Lake of the Woods. As it was found impossible to go over, with the necessary care, all the ground between

the Atlantic and Pacific within the time originally allotted to the commission, that is between the 2nd March, 1893, and 2nd March, 1895, it has been decided to extend the time within which the final report shall be presented, until June, 1896. The inquiry as far as the inland and fresh water fisheries is concerned has been closed, during the season of 1895. The commissioners will proceed to the Pacific coast, and take up the question of the fisheries in the waters contiguous to British Columbia. There also remain certain further inquiries into matters connected with the mackerel and herring fisheries of the Atlantic coast. When this is done the field work of the commission will be closed, and the final report made.

### BEHRING SEA QUESTION.

The fact that the year just closed was the first of the application of the regulations adopted under the award of the Paris Tribunal of Arbitration lends additional interest to this question.

An article thereon by Mr. R. N. Venning forms Appendix No. 5 to this report. The question is resumed at the point reached in the departmental report for 1893, and continued through its different phases until the end of the sealing season.

The text of the legislation adopted, the instructions to cruisers and the agreement reached between Her Majesty's Government and that of the United States will be found in the appendix, together with some remarks as to their application and effect.

The seal catch of the season and other items of interest are also treated, as well as some incidental questions arising out of the seizures by United States authorities, from time to time, of the supply steamer "Coquitlam," and the schooners "Henrietta" "Oscar and Hattie," "Winnifred," &c.

Part II. of this appendix treats of the agreement between Her Majesty's Government and that of Russia providing protective zones along Russian shores and around the Russian seal islands, in the North Pacific Ocean and Okhotsk Sea. The consequent legislation is reviewed in the light of the experience of 1893, and the effect upon certain of the sealing vessels and their rights of free passage at sea.

### THE FISHERIES PROTECTION SERVICE.

A complete report by Commander O. G. V. Spain on the operations of the Fisheries Protection Service will be found in Appendix No. 3 of this volume. It is pleasing to note that the work of this service has again been performed without accident, and in a very satisfactory manner.

The fleet of cruisers, under direction of Commander Spain, comprised the following steamers: the "Acadia," "La Canadienne," "Stanley," "Curlew," "Constance," "Aberdeen" and the schooners "Vigilant" and "Kingfisher," on the Atlantic coast, beside the steamers "Petrel" and "Dolphin" on the great lakes of Ontario. All the above named cruisers are now owned by the Federal Government. The new steamer "Aberdeen," recently purchased from Messrs. Fleming, Ferguson & Co., of Paisley, Scotland, joined this service for a short period in the fall and did excellent work around Anticosti and in the Gulf.

A glance at the statements published in Appendix No. 3 will show the long lists of foreign fishing vessels calling at our ports. Nevertheless it is a noticeable fact that the number of United States vessels taking advantage of the *modus vivendi*

## Marine and Fisheries

license system inaugurated in 1888 is steadily decreasing. While in 1890 the number of such licenses reached 119, and two years later was still 108, it has dwindled down to 53 in 1894. This clearly demonstrates that the practice of foreign vessels securing bait from Newfoundland has largely increased. The complete list of vessels for which such licenses were issued this season is published in the main report.

Two seizures were made on the Atlantic coast, viz., the United States schooner "H. L. Phillips" for fishing inside the limits at Anticosti. This case is still pending in the Admiralty Court. The schooner "Mabel R. Bennett" was seized for curing fish inside our limits, but was released on taking out a license. The tug "Grace" was also confiscated on Lake Erie for fishing within our territorial waters.

Commander Spain devoted very particular and close attention to the enforcement of the lobster laws, and carried out a series of experiments in the Straits of Northumberland and elsewhere, which it is expected will be valuable in carrying out the lobster regulations.

The total expenditure for this service during the last fiscal year amounts to \$115,147.

### FISHERIES INTELLIGENCE BUREAU.

The report on the working of the Intelligence Bureau by Mr. W. M. Hutchins, of Halifax, forms Appendix No. 4 of this annual report, and will prove useful to those interested in the movements of fish.

This service established only six years ago, has now become a necessity to the fishing community at large, and especially to the fishing vessels seeking fresh bait for deep-sea fishing purposes. These bulletins are now telegraphed daily to the central office at Halifax from the 57 stations dispersed on our shores from St. John to the River St. Lawrence. Thus the commander of the service is kept advised of the principal migrations of fish, enabling him to better supervise the movements of the American fishing fleet.

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In connection with this service, a chart has been published—see p. 78—showing the movements of the fish for the year 1894, supplemented by an index with numbers corresponding with those on the chart. It is thought that this chart will be of considerable assistance to the fishing fleet.

### REPORT ON OYSTER CULTURE IN CANADA CONDUCTED UNDER THE OPERATIONS OF THE DEPARTMENT'S EXPERT.

Mr. Ernest Kemp, the department's oyster expert, sends the following report on the work of oyster culture during the season of 1894:—

"On the 28th December, 1893, the following Order in Council was passed:—

1. No person shall fish for or catch oysters without a lease or license from the Minister of Marine and Fisheries.

2. The owner, person or persons interested in a fishing boat employed in the oyster fishery shall cause a memorandum in writing, setting forth the name of the owner, person, or persons interested, to be filed with the local fishery officer, who, if no valid objection exists, may, under instructions from the Minister of Marine and



Fisheries, issue a fishery license for the same, and any boat or fishing apparatus used without such license, shall be deemed to be illegal and liable to forfeiture, together with the oysters caught therein, and the owner or person using the same shall be subject to the penalties prescribed by the Fisheries Act.

3. All boats fishing for oysters shall have a registration number corresponding with that of the license, legibly marked or painted on the bow of the boat, in white coloured letters on a black ground, and the initial letter of the port to which such boat belongs, such letters to be at least eight inches in length.

4. Oysters shall not be fished for, caught, killed, bought, sold or had in possession between the 1st day of June and the 15th day of September, in each year, both days inclusive.

5. Fishing for oysters, or any other shell fish through the ice is prohibited.

6. No person shall fish for, catch, kill, buy, sell, or have in possession any round oysters of a less size than two inches in diameter of shell, nor any long oysters measuring less than three inches of outer shell.

Round oysters of a less size than two inches in diameter and long oysters measuring less than three inches on the outer shell that may be accidentally caught, shall be returned to the water alive, at the cost and risk of the person so fishing, on whom, in every case, shall devolve the proof of actual liberation.

Provided always, that persons holding fishery licenses may obtain from the Minister of Marine and Fisheries, permission to fish for and catch small oysters for the purpose of planting, or stocking oyster beds.

7. Fishing for oysters is prohibited on Sunday, and from sunset to sunrise on any other day of the week.

8. No person shall dig mussel mud within 200 yards from any live oyster bed, and then only at such place or places as may be prescribed in writing by a fishery officer.

9. The use of rakes for the purpose of taking oysters on any beds prepared or planted by the Department of Marine and Fisheries, is prohibited.

This being the first season in which fishing for oysters in public waters was prohibited, except under license, it will be a matter of interest to know how the experiment succeeded.

#### PRACTICAL RESULTS OF THE ORDER IN COUNCIL.

In former years any one desiring to fish for oysters could do so without let or hindrance; where they pleased, and how they pleased. It thus happened that very often, during the warm weather, at the beginning of the season, the markets would be glutted, and little or no returns obtained for the catch or labour. The regulation above quoted may have been the means of excluding several idlers, although the fee is purely nominal and excludes no genuine fisherman.

#### NUMBERING OF BOATS AND ISSUE OF LICENSES.

Boats engaged in the oyster fishery must now be numbered with the initial letter of the port to which they belong. By this means, a fishery officer can see at once whether a boat has a license or not, and, on referring to his book, ascertain

## Marine and Fisheries.

whether the men are fishing legally or not, and in case of violation of the regulations seize the boat on the spot and prosecute the parties for fishing without license.

The number of oyster licenses issued this season in the provinces of Prince Edward Island, New Brunswick and Nova Scotia, amounts to eleven hundred and thirty-six. No doubt this number will be greatly augmented when the advantages of the present system are fully understood and appreciated.

Under the license system the close season is better observed. The size limit, by which young oysters must be returned to the water, has the effect of saving a large portion of these bivalves, thus leaving a stock of young oysters to grow for the next season's supply. The fishermen with whom I have conversed admit that these regulations are opportune, and that they must eventually prove beneficial for oyster culture.

The following is an extract of a letter which I received from a gentleman engaged in oyster culture in Prince Edward Island. "It is the general impression amongst fishermen that oysters will be scarcer this season, and for my own part I do not see how they can be otherwise. The regulation with regard to size should have been in force many years ago, and with such beds, as we have here, I think the industry could have been preserved for all time to come."

It may be added that the market supplies are improved in size, giving customers a better article, and realizing better prices.

### SHEDIAC OYSTER BEDS.

The reserved area at Shediac has been extended further north by Order in Council of 22nd December, 1893, from a line drawn south  $67^{\circ}$  west (due west magnetic) from Mr. Petitpas' house on Shediac Island to Mr. Wilbur's tannery, on the north side of Wilbur's cove, northwardly to a straight line drawn south  $60^{\circ} 19'$  E. between a station established on the south shore of Shediac River at its mouth being the point next north of Poirier's Point, and a station established on the most westerly point of Shediac Island, (this being the north limit of the said reserve).

The southern boundary of this reserve is from a straight line drawn from the south extremity of Snake Point  $50^{\circ} 7' 30''$  west (W. by S.  $\frac{1}{2}$  S. mag.) to the corner of Moncton Road; the whole comprising an area of 1,472 acres, more or less. Each corner being marked by a post inscribed O. R. (Oyster Reserve).

Up to the present time, no steps have been taken to cultivate any part of this extended area, as my time has been fully occupied elsewhere.

### SEASON'S OPERATIONS.

Just before the opening of navigation, a steamboat was procured at North Sydney, C.B., and several alterations were made to adapt her for the work of oyster culture, such as cleaning, planting and surveying oyster grounds; and I am bound to say that she proved a very efficient boat for the purpose.

### ST. ANN'S BAY, CAPE BRETON.

During my stay in North Sydney, while the steamer was undergoing necessary repairs and alterations, Fishery Inspector Bertram desired me to accompany him to

some oyster grounds situated in the Barachois of St. Ann's Bay, about 25 miles from North Sydney. On arriving there, we found the area (about a mile in extent) entirely closed in from the sea, the beach having filled up the narrow entrance, which is only open once or twice during the year, by means of the freshets forcing their way through the beach; but this entrance is immediately close up again, by the action of the sea, the run being so great as to move tons of sea beach into the opening, which keeps the water inside. Around the shores of this extensive pond, large single oysters were found; but towards the middle, which is very deep, there appears to be nothing but the refuse carried by small rivers emptying themselves into this space, which becomes a receptacle for old trees, stumps and branches, with nothing but very soft mud at the bottom.

Oysters were only found on the edges of this area, and no signs of small ones could be noticed in any part of it. The ground at the bottom, through the stillness of the water, was found to be coated with mud, and weeds were growing all over.

Inspector Bertram was in hopes that this area might be converted into a breeding pond, and would have liked to have seen it saved from reckless destruction, if it was considered worth protecting. Only a few fishermen obtain oysters from this area; the oysters are very large and regular in size. However, after carefully surveying the grounds, I did not consider this area worth special attention, as the oysters are only growing a short distance from the shore, and the bottom is covered nearly all over with heavy weeds.

#### EXAMINATION OF THE SHEDIAC BEDS.

On the completion of the steamer, I proceeded to Shediac, N.B., where I had been engaged the season before in cleaning two beds. I examined the beds which had been planted during the spring of 1893, and found that the oysters had grown considerably, showing traces of last year's spat adhering to them. The ground on these beds was clean and in good condition; the bottom being free from sediment. I found no signs of death among the oysters planted.

After dredging a short time on the grounds laid out for restocking, I commenced planting the small oysters, which had been obtained from Buctouche, Cocagne, and from the shores of Curtain Island, P. E. I. The oysters obtained for planting purposes are dredged by fishermen from unleased beds; thus giving employment to considerable number of men during the time these beds are being restocked. There were obtained 151½ barrels of oysters from Buctouche; 98 from Curtain Island, P. E. I., and 90 from Cocagne; a total of 339½ barrels of young and growing oysters. These were planted on the beds which were previously prepared for their reception. Before leaving Shediac, I examined all the beds very carefully, and found everything to my satisfaction. The oysters planted last season were growing very fast, and those planted this spring seemed to be in good condition, with every appearance of a rapid growth.

#### TRACADIE OYSTER GROUNDS.

Having completed my work at Shediac, I proceeded to Tracadie, N.S., in order to prepare grounds found suitable for the planting of oysters. I arrived there with the steamer in the early part of July, and began at once cleaning the most suitable piece of ground on the south shore of the East Arm, commencing near the old wharf at

## Marine and Fisheries.

the end of the road leading to the shore, running west for a distance of 1,620 feet, with an average width of 380 feet, and a depth of water varying from 4 to 12 feet; comprising an area of a little over 14 acres. This ground was covered with very long eel grass; but on sounding the bottom appeared very firm. The grass was removed from this area, when it was found that some very large stones had also to be cleared. The removal of these stones caused a great deal of wear and tear to the dredges, but by working at the beds daily they were removed, and when the water was clear enough to see the bottom, it was found to be in good condition. The size of the stones as they were found gradually became smaller; some of them however, were very heavy and had to be removed by means of tongs made for the purpose. The stones and weeds were carried into deep water and thrown overboard, the weeds being carried away to sea by the tide, and the stones sinking in the soft mud which forms the bottom of this harbour.

Occasionally, an oyster would be brought up to the surface by the dredges, thus showing that oysters will grow on this area, but that it was so overrun with weeds it would have been impossible for any spat to find a resting place until the weeds were removed. The work of preparing the grounds was carried on until the close of navigation. The beds are now in a clean condition, and ready for receiving the shells intended as a foundation, before the young oysters are planted.

### OYSTER DREDGES.

Many fishermen who have had occasion to see the dredges used on board our steamer for cleaning the grounds, have had some made upon the same pattern. Three were made by men in Shediac, and four at Tracadie, while seven were given as a pattern for distribution in Prince Edward Island, and one to Inspector Bertram as a pattern for the fishermen on Cape Breton Island. All those who used these dredges speak very favourably of them. They not only catch more oysters, but at the same time clean the area upon which work is carried on, remove the weeds by the roots, thus extending the beds and making them more even for oysters to grow upon.

### OYSTER AREA LICENSES.

Several applications for oyster areas have been received at the department and licenses granted to persons interested in oyster cultivation, on their complying with the rules and regulations in connection therewith. At the present time there are 570 acres of oyster grounds leased to persons in the provinces of Prince Edward Island, New Brunswick, Nova Scotia and British Columbia. Several other applications are being considered, and it may be here remarked that oyster culture will undoubtedly increase, when persons see the advantage of holding and cultivating areas for their own benefit.

### EXPERIMENTS WITH OYSTER TRAYS.

Last year before leaving Shediac, I had a tray made in which I placed about 250 small oysters; the largest measuring less than  $2\frac{1}{2}$  inches. On my return this spring, I found my oysters alive and in good condition, with every signs of rapid growth. I watched them for twelve months, and at the expiration of that period, I found that the oysters had grown to a length of four inches and were fully developed. I am,

however, of opinion that oysters will grow faster, if laid on a clean oyster area than on trays or perforated wooden boxes, such as I used for my experiment. This shows the rapid growth of the Canadian oyster, and the care and protection which should be taken to keep this delicious bivalve from being injured or destroyed.

#### MUSSEL MUD DIGGING.

One of the most dangerous features to contend with in the matter of oyster culture in the Maritime Provinces is the mud-digger. The instrument used by farmers during the winter months, while the bays and rivers are frozen, to obtain mussel mud and shells from oyster beds for the purpose of fertilizing their grounds, has caused the destruction of hundreds of acres of the most valuable oyster grounds. If this evil is checked in time, it will greatly assist and increase the supply of oysters, which the fishermen themselves complain is becoming scarcer in several localities. If mud-diggers had never worked upon these beds, the fishermen would enjoy to-day a much more extensive area to fish upon and with more gratifying results.

#### TEMPERATURE OF THE WATER.

The bays around the shores of the maritime coast are in many cases well protected from the sea. Some of them are almost landlocked, which causes a higher temperature of the water. This fact I particularly noticed on leaving Shediac last July, when the temperature of the water in Shediac harbour was 68°. On proceeding to Tracadie, N.S., I tested the temperature at sea, and found the water in the Gulf to register 55°. On my arrival in Tracadie harbour, the temperature was found to be 63°, which shows that the outside currents are much colder than in the sheltered bays; thus giving the latter a better chance for the propagation of oysters. The highest temperature of the water registered during the summer months at Tracadie was 72°. It averaged 65° between the 26th June and the 25th August, but it gradually fell until the end of the season when the frost set in.

ERNEST KEMP,  
*Oyster Expert.*

#### FISH-BREEDING.

A full report, by Mr. S. Wilmot, chief superintendent of fish culture, on the operations of fish-breeding for the year 1894, forms Appendix No. 14 to this publication. This will also include a complete account of all the proceedings, such as the capturing of the parent fish, the collecting, impregnating and laying down of eggs in the different hatcheries, by the respective officers in charge.

*Fourteen* government fish-hatcheries were in operation in Canada this year dispersed by provinces as follows: Three in Nova Scotia, two in New Brunswick, four in Quebec, three in Ontario, one in British Columbia and one in Manitoba. The latter at Selkirk, near Lake Winnipeg, has been in operation for one year only.

The total number of all species of fish fry distributed from these establishments in our waters amounts to 254,919,000, consisting chiefly of salmon, salmon-trout, whitefish and lobster. The Bayview lobster-hatchery at Pictou is exclusively for the reproduction of the last species.

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A large supply of eggs has been collected, and is now undergoing the various processes of hatching, and will be ready for distribution in the spring.

The total expenditure for this branch of the service during the last fiscal year is given at \$45,024.

### CONCLUSION.

The foregoing pages sufficiently indicate the measures adopted for preserving our marine and inland fisheries as a permanent source of wealth and food for the Dominion as a whole.

These fisheries are a national heritage and there is a growing public opinion favourable to their preservation. It is satisfactory to find the work of the department, in this direction, is being increasingly appreciated, not least by those whose livelihood directly depends upon the fishing industry and upon whom regulations press most hardly.

I have the honour to be, sir,

Your obedient servant,

**WM. SMITH,**

*Deputy Minister of Marine and Fisheries.*

**Marine and Fisheries.**

**APPENDICES**





## Marine and Fisheries.

### APPENDIX No. 1.

#### SCHEDULE of Fishery Officers in the Dominion of Canada for the Year, as revised to December, 1894.

NOTE.—Names in *italics* receive no salary. (Of.) means Officers, (W.) Wardens, and (I.) Inspectors.

#### PROVINCE OF ONTARIO.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Dunn, Capt. E. ....	Owen Sound. ....	Having jurisdiction over Georgian Bay and the Great Lakes.
MacGregor, Capt. A. M. ....	Goderich. ....	Having jurisdiction over the whole province of Ontario.
Chadwick, Chas. W. ....	Rat Portage. ....	Lake of the Woods.
Macdonell, Donald F. ....	Port Arthur. ....	Lake Superior and its tributaries from Pigeon River to Cape Gargantua.
<i>Pim, Chas. Jas.</i> ....	Caribou Island. ....	Lake Superior around Caribou Island.
Elliott, Thos. H. ....	Sault Ste. Marie. ....	From the head of Lake Superior to French River, Algoma.
Macdonald, J. K. ....	Toronto. ....	Lake Kagewong, Manitoulin Island
<i>Lamorandière, P. R. de.</i> ....	Killarney. ....	Georgian Bay, from Little Current to French River.
<i>Barron, Ed., jr.</i> ....	French River. ....	Georgian Bay, from Killarney to Byng Inlet.
<i>Lamondin, Joseph.</i> ....	Byng Inlet. ....	Georgian Bay, Gladstone Island to Sophia Rock.
<i>Huff, Thos. W.</i> ....	Jones' Island. ....	Georgian Bay, part of Parry Sound Harbour.
<i>White C. L.</i> ....	Snug Harbour. ....	Georgian Bay, vicinity of Point au Baril.
<i>Oldfield, S. E.</i> ....	Point au Baril. ....	Georgian Bay, McCoy Islands to Alexander Inlet.
Smith, Frank J. ....	Midland. ....	Georgian Bay, from French River to Point Marks.
Donaldson, John. ....	Collingwood. ....	Georgian Bay, from Point Marks to Point Boucher.
<i>Marchildon, Thos.</i> ....	Lafontaine. ....	Georgian Bay, around Christian, Hope and Beckwith Ids.
Edmonstone, Robt. ....	Ballaclava. ....	Georgian Bay, from Allenwood to Colpo's Bay.
Lennox, Isaac. ....	Warton. ....	Georgian Bay, from Colpo's Bay to Cape Hurd.
Briggs, Chas. ....	Paisley. ....	Lake Huron, from Cape Hurd to Southampton.
Ball, H. W. ....	Goderich. ....	Lake Huron, from Southampton to Goderich.
Quarry, H. B. ....	Parkhill. ....	Lake Huron, from Goderich to Blue Point.
Pollock, J. C. ....	Forest. ....	Lake Huron and St. Clair River, Blue Point to Baby's Point
Raymond, C. W. ....	Mitchell's Bay. ....	Lake St. Clair, from Little Lake to its head.
Boismier, Joseph. ....	Sandwich. ....	Lake St. Clair, from Dover East to the mouth of Detroit River, and from thence to its outlet.
Quick, Jas. E. ....	Point Pelee Island. ....	Lake Erie, around Point Pelee Island and adjacent islands.
<i>Bartlett, Horace H.</i> ....	North Harbour Id. ....	Lake Erie, around North Harbour and Middle Sister Islands.
Wigle, Everitt. ....	Leamington. ....	Lake Erie, fronting on the county of Essex.
<i>Malott, E. A.</i> ....	Kingsville. ....	Lake Erie, fronting on the county of Essex.
Linley, Hy. ....	Cedar Springs. ....	Lake Erie, fronting on the county of Kent.
Freeland, Wm. ....	St. Thomas. ....	Lake Erie, fronting on the county of Elgin.
Sharp, David. ....	Port Ryerse. ....	Lake Erie, fronting on the counties of Norfolk and Haldimand as far as South Cayuga.
McCrae, Chas. H. ....	Dunnville. ....	Lake Erie, from Cayuga to Moulton Bay and Grand River (30 miles), from mouth to Caledonia.
Evans, Charles W. ....	Cayuga. ....	Grand River, from North Cayuga to Caledonia.
Kerr, Fred. ....	Hamilton. ....	Having jurisdiction over all Ontario, but district proper comprises Lake Ontario, from Burlington Beach, to Niagara River and Lake Erie to Low Banks.
Sargent, Wm. ....	Bronte. ....	Lake Ontario, from Burlington Beach, to Port Credit.
Gilchrist, Chas. ....	Port Hope. ....	Lake Ontario, fronting on the county of Northumberland; Rice Lake and tributaries.
Perry, Chas. ....	Whitby. ....	Lake Ontario, fronting on the county of Ontario South.
Clarke, W. P. ....	Belleville. ....	Bay of Quinté, from Mill Point to head waters of said bay in the township of Murray.
Redmond, Joseph, jr. ....	Pictou. ....	Lake Ontario, fronting on the county of Prince Edward.
Sills, E. H. ....	Napanee. ....	Lake Ontario, counties of Lennox and Addington, and upper part of Amherst Island.
Finkle, R. R. ....	Bath. ....	Lake Ontario, fronting Earnestown Township in Lennox and Addington, and the lower part of Amherst Island.
<i>Crosby, A. H.</i> ....	Belleville. ....	Head of Bay of Quinté from Three Brothers' Island, near Kingston, to Trenton.

## SCHEDULE of Fishery Officers, &amp;c.—Continued.

## PROVINCE OF ONTARIO—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
McGynn, Jas.....	Wolfe Island.....	Lake Ontario, around Wolfe, Simcoe, Horse-shoe and Pigeon Islands.
Ward, Wm.....	Toronto.....	The waters around Toronto Island, including Toronto and Ashbridge Bays and River Don.
Purdy, John.....	Kingston.....	Lake Ontario, fronting on the township of Storrington, Pittsburgh and Kingston, county Frontenac.
Brickwood, Jas. H.....	do.....	Lake Ontario, fronting on the township of Storrington, Pittsburgh and Kingston, county Frontenac.
Cox, John.....	Howe Island.....	Lake Ontario and River St. Lawrence, around Howe Island.
Acton, Nassau.....	Gananoque.....	River St. Lawrence, from Wolfe Island to Jack Straw Lighthouse, Admiralty Islands; also part of Gananoque River.
Wallace, J. G. (W).....	Ivy Lea.....	River St. Lawrence, from Jack Straw Lighthouse to Rockport.
Hunt, Henry (W).....	Rockport.....	do around the LaRue's Island.
Davis, John H.....	Gananoque.....	do Sheriff's Point to Head of Grenadier Id.
Poole, Robt.....	Poole's Resort.....	River St. Lawrence, from Rockport to Prescott.
Pattison, Sydney (W).....	Rockport.....	do do Gananoque to Brockville.
Mooney, John.....	Maitland.....	do do from Brockville to Cornwall.
Boyd, Robt. P.....	Lyn.....	do extending 3 miles above and 3 miles below Cole's Shoal Lighthouse.
McDonald, Donald J.....	Alexandria.....	River St. Lawrence, the counties of Stormont and Glengarry.
Miron, Olivier.....	Alfred.....	South Nation River, county of Prescott.
Hyndman, Jas. O.....	South Mountain.....	do and the counties of Dundas and Glengarry.
Boucher, W. W.....	Ottawa.....	Ottawa River and its tributaries, from Ottawa to Fitzroy township, county of Carleton.
Riddell, Matthew.....	Mohr's Corners.....	Ottawa River, from Fitzroy to McNab, including Lake des Chats.
Hicks, H.....	Arnprior.....	Ottawa River, from McNab to Horton and Lake des Chats.
Russell, M. L.....	Renfrew.....	Bonnechère River and tributaries, in the county of Renfrew.
Gallagher, Hugh.....	Lake Clear, county Renfrew.....	Townships Sebastopol, Radcliff, Lyndoch and Gratton, in Renfrew.
Douglas, Geo.....	Snake River.....	Muskrat Lake and Snake River, in Renfrew.
Richardson, J. S.....	Sturgeon Falls.....	Lake Nipissing, Mattawa River, French River and tributaries.
Bastedo, David E.....	Bracebridge.....	Townships of Macaulay, McLean, Ridout in N.R. Ontario Co., and Franklin, Brumel and Stephenson in Muskoka.
Steele, Geo. R.....	Lorimer Lake.....	Fourteen townships in the districts of Muskoka & Parry Sound.
Forsyth, Edmund.....	Loring.....	Townships of Walbridge, Brown, Wilson Mills, Mowat, Blair, McKonkey and Hardy, in Parry Sound.
Rumsey, J. G.....	Huntsville.....	Twelve townships in the districts of Muskoka & Parry Sound.
Lockhart, Wm.....	Denville.....	do do do
Clarke, Geo.....	Orillia.....	Lakes Simcoe and Couchiching, also Rivers Severn and Holland.
McDermot, Wm.....	Beeton.....	South riding of the county of Simcoe.
McFayden, H.....	Durham.....	The head waters of Saugeen River and tributaries.
Bishop, Orra.....	Wilkesport.....	N. branch of Sydenham River, from junction with main river to its sources.
McCann, Peter.....	London.....	River Thames, from Wardsville to London.
Peltier, Theo.....	Dover South.....	River Thames, from Lewisville to its mouth.
Croome, W. P.....	Brantford.....	Grand River and its tributaries, from Brantford upwards.
Henwood, Geo.....	do.....	Counties of Brant, Waterloo, Oxford, Norfolk and Haldimand.
Jelly, W. B.....	Bowling Green.....	North Riding of the county of Wellington.
Coleman, David.....	Alton.....	The whole county of Cardwell.
Graham, Joseph.....	Claude.....	River Credit, and tributaries.
Blakely, Alex.....	Port Credit.....	River Credit, from Norval to its mouth, in the county of Peel.
Simmons, Nelson.....	Meyersburg.....	Trent River, in Northumberland and Hastings.
Martin, Myron.....	Raglan.....	Lake Scugog, including Lindsay and Scugog Rivers, in the counties of Durham, Victoria and Ontario.
Bradshaw, Arch.....	Lindsay.....	Lake Scugog, Lindsay and Scugog Rivers.
Watson, John.....	Caesarea.....	do do do
Bowen, J. C.....	Marmora.....	Belmont Lake, Crow Lake and river in Hastings and Peterboro'.
Fitzgerald, Geo. W.....	Lakesford.....	The county of Peterboro' within the townships of Harvey, Burleigh, Dummer, Douro, Smith and Ennismore.
Braze, David.....	Peterboro'.....	Otonabee River, from Peterboro' to Rice Lake, Co. Peterboro'.
Greenforth, Wm.....	Haliburton.....	Gull and Burnt Rivers and tributaries, with Drag, Eagle, Moose, Redstone and Crooked lakes.
Sweet, B. H.....	Bancroft.....	Part of the N. Riding of Hastings county.

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### SCHEDULE of Fishery Officers, &c.—Continued.

#### PROVINCE OF ONTARIO—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Purcell, H. R. . . . .	Enterprise . . . . .	Townships of Camden, Portland, Loughboro', Sheffield and Kennebec, in Addington and Frontenac.
Gilbert, Robt. A. . . . .	McLaren Depot. . . . .	Townships of Palmerston, Clarendon, North Canonto, South Canonto and Miller, in Addington.
Lake, George. . . . .	Tichbourne. . . . .	Tps. of Bedford, Hinchinbrooke, Olden and Oso, Frontenac.
Boddy, Samuel . . . . .	Athens. . . . .	Beverley, Bass, Little, Wiltse and Mud Lakes, in Leeds.
Edgar, David W. . . . .	Delta. . . . .	Upper Beverley Lake and tributaries to Morton and Lyndhurst and Griffin Lake, in the county of Leeds.
Moorhead, John . . . . .	Long Point. . . . .	From Lyndhurst to the division line, between Leeds and Lansdowne, in the county of Leeds.
Greer, James. . . . .	Outlet . . . . .	Gananoque River from Marble Rock to township of Lansdowne, county of Leeds.
Hicks, Wm. . . . .	Athens. . . . .	Charleston Lake, in the county of Leeds.
Jeacle, George. . . . .	Westport. . . . .	Rideau, Upper Rideau, Openicon, Otty, and neighbouring lakes, county of Leeds.
Ross, Jas. H., (G.) . . . . .	Smith's Falls . . . . .	Rideau River, Burritt's Rapids to Smith's Falls.
Deacon, Eph. . . . .	Bolingbroke . . . . .	River Tay and tributaries and Fall Bay River, in Lanark.
Moore, John . . . . .	Carleton Place . . . . .	Mississippi River and Lake, in the county of Lanark.
Campbell, R. O. . . . .	Kemptville. . . . .	Rideau River and tributaries, from Ottawa to Burritt's Rapids, including Jock River, in Carleton.
McCuaig, R. C. W. . . . .	Ottawa . . . . .	Province of Ontario.

**NOTE.**—The following Customs Officers have also been appointed Fishery Officers for Georgian Bay :—

<i>Wabb, S. A.</i> . . . . .	Preventive officer. . . . .	French River.
<i>Potvin, P.</i> . . . . .	Acting customs officer. . . . .	Byng Inlet.
<i>Galna, John</i> . . . . .	Landing-waiter. . . . .	Parry Sound.
<i>Parkhill, W. J.</i> . . . . .	Sub-collector. . . . .	Midland.
<i>Clarke, Geo.</i> . . . . .	do . . . . .	Penetanguishene.
<i>Hogg, W. A.</i> . . . . .	Landing-waiter. . . . .	Collingwood.
<i>Cameron, A. Mc. K.</i> . . . . .	Sub-collector. . . . .	Meaford.

#### PROVINCE OF QUEBEC.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Wakeham, Wm. (Of.) . . . . .	Gaspé Basin . . . . .	Lower St. Lawrence River and Gulf.
Gregory, J. U. (Agt.) . . . . .	Quebec . . . . .	Having jurisdiction in the whole province of Quebec.
Smith, Joseph . . . . .	Cedar Hall. . . . .	Lake and River Metapedia, in the county of Bonaventure.
Verge, J. A. . . . .	Cross Point. . . . .	River Restigouche, Point Maguasha to Head of Tide, on the Quebec side, and Dalhousie to Head of Tide, in N.B.
Dagneau, John T. . . . .	Robitaille . . . . .	Bay des Chaleurs, Co. Bonaventure, coast from Maguasha to Grand Caspédia River.
Smith, John . . . . .	New Carlisle. . . . .	Bay des Chaleurs, Co. Bonaventure, coast from Grand Caspédia River to Paspebiac.
Ross, Walter C. . . . .	Hopetown . . . . .	Bay des Chaleurs, Co. Bonaventure, coast from Paspebiac to Point Macquereau.
Jones, Henry . . . . .	Little River West, . . . . .	County of Gaspé, Point Macquereau to corner of the Beach.
Annett, Geo. T. . . . .	Peninsula, Gaspé. . . . .	County of Gaspé from corner of the Beach to Cape Rosier.
Thériault, Pierre. . . . .	Griffin Cove, Gaspé . . . . .	County of Gaspé from Cape Rosier to Faure Point.
Chevrier, J. A. . . . .	Amherst. . . . .	Gulf of St. Lawrence around the Magdalen Islands.
*Joncas, P. L. . . . .	House Harbour, . . . . .	Magdalen Islands, except Amherst and Entry Islands.
	Magdalen Islands	

\* Collector of customs ; specially connected with the fishing bounty.

## SCHEDULE of Fishery Officers, &amp;c.—Continued.

## PROVINCE OF QUEBEC—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Lemieux, Joseph.....	Montlouis.....	River St. Lawrence, county of Gaspé, from Cape Rosier to Montlouis.
Létourneau, Jos. I.....	Ste. Anne des Monts.....	River St. Lawrence, county of Gaspé, from River Ste. Anne des Monts to Cap Chatte.
Joncas, Johnny.....	Matane.....	River St. Lawrence, county of Rimouski, from Cap Chatte to River Blanche, including River Matane.
Grondin, L. E.....	Rimouski.....	River St. Lawrence, county of Rimouski, from River Blanche to Rimouski.
Levesque, Nap.....	Rimouski.....	River St. Lawrence, from Rimouski, to Temiscouata county.
Pelletier, Xavier.....	Isle Verte.....	River St. Lawrence, fronting on the county of Temiscouata.
Beaubien, Octave V.....	Ste. Anne de la Pocatière.....	River St. Lawrence, fronting on the county of Kamouraska.
Huot, L. P.....	Montmagny.....	River St. Lawrence, fronting on the counties of L'Islet, Montmagny, Bellechasse and Lévis.
Bhéreur, U.....	St. Roch de Québec Malbaie.....	River St. Lawrence, around the Island of Orleans. <i>North Shore</i> of the River St. Lawrence, fronting on the county of Charlevoix.
Côté, Henri.....	Baie St. Paul.....	Lakes in rear of Murray Bay and Bay St. Paul.
Simard, Jos.....	Ste. Agnès.....	do do do
Catellier, L. N.....	Tadoussac.....	River St. Lawrence, fronting on the county of Saguenay up to Bersimis; also River Saguenay and tributaires to Chicoutimi.
Comeau, N. A.....	Godbout.....	Gulf of St. Lawrence, county of Saguenay from Manicouagan to Baie des Rochers.
.....	Montmagny.....	Gulf of St. Lawrence, county of Saguenay from Baie des Rochers to Point St. Charles.
Duburger, Geo.....	Pointe-à-Pic, Charlevoix.....	Gulf of St. Lawrence county of Saguenay from Point St. Charles to Esquimaux Point.
Gaudin, Geo.....	Cape Cove, Gaspé.....	Gulf of St. Lawrence, on the county of Saguenay from Esquimaux Point to Natashquan River.
Legouvie, John (W).....	Lobster C'Ve, Gaspé.....	Gulf of St. Lawrence, county of Saguenay and extending from Cape Whittle to Checatca.
Whitely, W. H.....	St. John's, Nfld.....	Gulf of St. Lawrence, county of Saguenay, from Checatca to Blancs Sablons.
Veilleux, V. (W.).....	St. Ephrem de Tring.....	The inland waters of the county of Beauce.
Bourke, P. C.....	Somerset.....	The whole county of Megantic.
McCaw, John.....	Sherbrooke.....	Lakes in counties of Megantic and Wolfe.
Darce, A. L.....	Sherbrooke.....	The waters of the counties of Richmond and Wolfe.
McLeod, Allan.....	Echo Vale.....	About 10 miles of the waters of Lake Megantic and Spider in the county of Compton.
Shurtleff, Joel.....	Compton.....	The waters of the county of Compton.
Nagle, P. W.....	Sherbrooke.....	The waters of the county of Stanstead.
Beach, N. A.....	Georgeville.....	The east side of Lake Memphremagog, in the county of Stanstead.
Green, Horace.....	East Bolton.....	The west side of Lake Memphremagog, in the county of Brome.
Phelps, Sylvester E.....	Bolton Centre.....	Township of Bolton, east and west, in the county of Brome.
.....	Knowlton.....	Brome Lake.
Luke, P. E.....	Philipsburg.....	Missisquoi Bay and Pike River, in the county of Missisquoi.
Finlay, Jas.....	St. Johns East.....	Richelieu River, from St. Johns to Lake Champlain.
Dion, J. O.....	Chambly Canton.....	Richelieu River, from Sorel to Richelieu Village.
Kelly, John.....	Beauharnois.....	River St. Lawrence, counties of Beauharnois and Huntingdon; also part of Châteauguay and Trout Rivers.
Matte, Arthur.....	St. Constant.....	River St. Lawrence, county of Châteauguay, including Châteauguay River.
Morris, John.....	St. Lambert.....	River St. Lawrence, the counties of Laprairie and Chambly.
Magnan, Gédéon.....	L'Épiphanie.....	St. Lawrence River, counties of L'Assomption and Verchères.
Lavallée, Narcisse.....	Sorel.....	River St. Lawrence, fronting on the county of Richelieu.
Shooner, Denis.....	Pierreville.....	Lake St. Peter, county of Yamaska, and the upper part of River St. Francis.
Picotin, J. F.....	Drummondville.....	River St. Francis, in the counties of Yamaska and Drummond.
Charbonneau, Joseph.....	St. Césaire.....	Yamaska River and its tributaries from West Farnham to St. Hugues.
Boisvert, Geo.....	Bécancour.....	River St. Lawrence and Lake St. Peter, county of Nicolet.
Vadebonceur, Chas.....	Three Rivers.....	River St. Lawrence, fronting on and including the county of St. Maurice and Three Rivers.
Grant, S. A.....	Louiseville.....	River St. Lawrence and Lake St. Peter, counties of Maskinongé and Berthier.

## Marine and Fisheries.

### SCHEDULE of Fishery Officers, etc.—Continued.

#### PROVINCE OF QUEBEC—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Mooney, Dan.....	St. Théodore.....	Inland waters of the county of Montcalm.
Lauzon, Jos.....	Terrebonne.....	The Rivers Jésus and des Prairies, comprising about 50 miles.
Filiatrault, Jos.....	Ste. Adèle, Terrebonne Co.	Townships of Morin, Beresford, de Salaberry and Grandison, in Terrebonne and Argenteuil counties.
Clontier, Toussaint.....	Piedmont do ..	Townships of Abercrombie, Wexford and Kilkenny, in Terrebonne and Montcalm counties.
Filiatrault, Damien.....	Ste. Rose, Laval Co.	River Jésus to St. François de Sales in Laval.
Montpetit, Julien.....	Isle Perrot.....	River St. Lawrence, surrounding Isle Perrot.
Boivin, Jos.....	River Beaudet.....	River St. Lawrence, fronting on the county of Soulanges.
Jones, R. W.....	St. Andrew's East.	Lower Ottawa River from Oka to Carillon.
Sabourin, Theo.....	Rigaud.....	South side of the Ottawa River, from Cascades to Point Fortune.
Clairoux, M. D.....	Hull.....	Both sides of the Ottawa River, fronting on the county of Ottawa.
Joynt, Robt. (W.).....	Joynt.....	The township of Masham, county of Ottawa, including Bernard Lake.
Weisener, Emiel.....	Blanche.....	Townships of Mulgrave and Lathbury, Ottawa county.
Mohr, Erwin.....	South Onslow.....	North side of Ottawa River, fronting on the county of Pontiac, from county line to Fort Coulonge.
Coghlan, J. T.....	Chapeau.....	Ottawa River, county of Pontiac, from Fort Coulonge to Des Joachims.

#### PROVINCE OF NOVA SCOTIA.

Rertram, A. C (I.).....	North Sydney.....	District No. 1.—Cape Breton Island.
Hockin, Robt. (I.).....	Pictou.....	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants counties.
Kinney, J. R. (I.).....	Yarmouth.....	District No. 3.—Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's counties.
Johnston, H. W. (Agt.)..	Halifax.....	The whole province.
	<i>Annapolis County.</i>	
Bailey, W. M.....	Round Hill.....	The whole county of Annapolis.
	<i>Antigonish County.</i>	
Aylmer, J. R. (W.).....	Pomquet Forks, Antigonish.	Vicinity of Pomquet Forks, including part of Pomquet and Black Rivers.
Cameron, Lochlin (W.)..	Fraser's River, Antigonish.	From McWilliams' Bridge to Fraser's Bridge.
Chisholm, Hugh (W.)...	Lower South Riv'r, Antigonish.	Antigonish Harbour to St. Andrew's Bridge.
Chisholm, Donald (W.)..	Salt Springs.....	From Trotter's Mill Brook to Thompson's dam.
Dexter, John (W.).....	Antigonish.....	From Harbour to Trotter's Mill Brook, including West River and Bailey's Brook.
Fraser, Duncan (W.)...	St. Joseph.....	Pinkeytown Bridge to Stewart's Mills.
Macadam, Alex. (W.)...	Addington Forks..	Thompson's dam to Addington Forks Bridge.
McDonald, John.....	Doctor's Brooke...	The whole county of Antigonish.
McDonald, Allan (W.)..	James River.....	James River.
McDougall, Arch'd (W.)	McNair's Cove, Cape George.	From Bun's Cove, Cape George, to Crebbing Head, St. George's Bay.
McInnes, Donald (W.)..	Addington Forks.	Vicinity of Addington Forks.
Randall, Albert (W.)...	Bayfield.....	From shore to lake.
	<i>Cape Breton County</i>	
Quinan, Francis.....	Sydney.....	No. 1.—Northern division.
Hickey, Richard.....	North Sydney.....	No. 2.—Western division.
Burke, William.....	Mira Ferry.....	No. 3.—Eastern division.
McDonald, Alexander...	East Bay.....	No. 4.—Southern division.

## SCHEDULE of Fishery Officers, &amp;c.—Continued.

## PROVINCE OF NOVA SCOTIA—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Colchester County.</i>		
Davidson, J. W. ....	Bas River.....	The county of Colchester.
Pollock, R. J. ....	Lower Stewiacke..	do
<i>Cumberland County</i>		
Fowler, Elijah.....	Parrsboro'.....	County of Cumberland.
Gilroy, Geo. W.....	Oxford.....	do
Bland, George.....	Wallace Bridge...	do
Wills, A. M. ....	Pugwash.....	do
<i>Digby County.</i>		
Schreve, T. C. ....	Digby.....	The whole county of Digby.
<i>Guysboro' County.</i>		
Cameron, Wm.....	Guysborough.....	County of Guysborough.
McQuarrie, Allan. ....	Sherbrooke..	do
<i>Halifax County.</i>		
Bartlett, John H.....	Terrance Bay....	County of Halifax.
Gaston, Robert.....	Pope's Harbour....	do
Howlings, Geo.....	Musquodoboit Hr.	do
<i>Hants County.</i>		
Colter, John (W.).....	Millford.....	Shubenacadie River.
Horne, Arch (W.).....	Enfield.....	Part of Shubenacadie and Nine Mile Rivers.
Mosher, James (W.).....	Brooklyn.....	Meander and Herbert Rivers.
Mosher, Noah (W.).....	Mosherville.....	Shubenacadie River to head of tide.
O'Brien, James (W.).....	Maitland.....	Walton and Kennetcook Rivers.
Smith, W. B. ....	do.....	Part of Shubenacadie River and Cobeguid Bay.
Snide, John.....	Shubenacadie.....	Part of Shubenacadie River.
<i>Inverness County.</i>		
McLean, D. F. ....	Port Hood.....	No. 1.—Western Division.
McEachern, Peter ....	Glendale.....	No. 2.—Southern Division.
McKeen, Lewis.....	Mabou.....	No. 3.—Mabou Division.
Coady, James.....	S. W. Margaree...	No. 4.—Eastern Division.
Ross, David.....	N. E. Margaree...	No. 5.—Northern Division.
<i>King's County.</i>		
Bishop, C. E. (W.).....	Horton.....	Gaspereau River.
Brown, Philip (W.).....	Blomidon.....	Vicinity of Blomidon.
Miller, James S.....	Canning.....	The whole of King's county.
Murphy, L. A. (W.).....	Gaspereau.....	Part of Gaspereau River.
McIntyre, W. (W.).....	Aylesford.....	Annapolis River.
Reid, R. F. ....	Wolfeville....	The whole of King's county.
Thorpe, J. W. (W.).....	Hall's Harbour...	Halls Point to Cape Split.
<i>Lunenburg County.</i>		
Evans, David.....	Cherter.....	The whole county of Lunenburg.
Solomon, W. M.....	W. LaHave Ferry.	do do
<i>Pictou County.</i>		
McPhie, Allan.....	Avondale.....	Eastern Division.
McQueen, J. D.....	Little Harbour...	Southern do
Pritchard, A. O.....	New Glasgow.....	Central do
Sutherland, Robt.....	River John.....	Western do

## Marine and Fisheries.

### SCHEDULE of Fishery Officers, &c.—Continued.

#### PROVINCE OF NOVA SCOTIA—Continued.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Queen's County.</i>		
Freeman, J. N. ....	Liverpool .. . . .	The whole of Queen's county.
<i>Richmond Co.</i>		
Lenoir, Alfred. ....	Arichat .. . . .	No. 1. Isle Madame and Arichat Division.
Cameron, Duncan. ....	St. Peters .. . . .	No. 2. Western Division.
Murchison, John. ....	Grand River. ....	No. 3. Eastern Division.
<i>Shelburne Co.</i>		
McGill, Wm. John. ....	Shelburne .. . . .	The whole of Shelburne county.
Goudey, E. S. ....	Barrington. ....	From Clyde River to Yarmouth county.
<i>Victoria Co.</i>		
Cambell, Chas. L. ....	New Campbellton. ....	No. 2. Middle Division.
McCharles, David. ....	Middle River. ....	No. 3. Southern Division.
Hellen, Wm. ....	Cape North. ....	The whole of Victoria county.
<i>Yarmouth Co.</i>		
Hatfield, J. A. ....	Tusket .. . . .	The whole of Yarmouth county.

#### PROVINCE OF NEW BRUNSWICK.

Pratt, J. H. (I). ....	St. Andrews. ....	District No. 1. The county of Charlotte.
Chapman, Robt. A. (I). ....	Moncton. ....	District No. 2. Ristigouche, Gloucester, Northumberland, Kent and Westmoreland counties.
Miles, H. S. (I). ....	Oromocto .. . . .	District No. 3. Albert, St. John, King's, Queen's, Sunbury, York, Carleton and Victoria counties.
Harding, J. H. (Agt.). ....	St. John. ....	The whole province.
<i>Albert Co.</i>		
Stewart, Suthd. ....	Alma. ....	The whole county of Albert.
Taylor, Wallace (W). ....	Salisbury .. . . .	Upper Petitcodiac River.
Wilbur, Kinnear T. (W). ....	Midway Harvey. ....	Shepody River and Germantown Lake.
<i>Charlotte Co.</i>		
Brown, Barth. ....	Campobello. ....	Vicinity of Campobello and West Isles.
Campbell, D. F. ....	St. Andrews. ....	Inner Bay, Passamaquoddy.
Mathewson, John. ....	St. George. ....	Parishes of St. George, Pennfield and Lepreau.
Martin, Frederick. ....	Grand Manan harbour. ....	Around Grand Manan Island.
McLaughlin, W. B. ....	Grand Manan. ....	Grand Manan Island and Spawning Grounds.
Todd, Frank. ....	St. Stephens. ....	The whole of Charlotte county.
<i>Gloucester Co.</i>		
Aché, Adolphe (W). ....	Shippegan. ....	Vicinity of Shippegan.
Albert, Xavier D. ....	Caraquet. ....	Caraquet herring banks.
Calman, John, jr. (W). ....	Kinsale. ....	Tête-à-Gauche River.
Dempsey, Miles (W). ....	Salmon Beach. ....	From Ross River to Grindstone Point.
Gibbs, Valentine (W). ....	Pokemouche. ....	Vicinity of Pokemouche.
Hache, Jos. L. ....	Caraquet. ....	Caraquet and Shippegan oyster beds.
Hickson, James. ....	Bathurst. ....	Bay des Chaleurs from Mill Stream to Grindstone Point and Nipissiquit River.
Landry, Arcade. ....	Shippegan. ....	Shippegan district.
Marks, William. ....	Miscou. ....	County of Gloucester.
Robichaud, Olivier (W). ....	Ferguson's Point. ....	Bariau Point to Green Point and Tracadie River.
Sweeney, William. ....	Green Point. ....	From Belledune to Mill Stream.
Thériault, James D. ....	Grand Anse. ....	Grand Anse to Point Mizenette.
Walsh, William. ....	Pokemouche. ....	District of Pokemouche.
Whelton, Michael (W). ....	Pokeshaw. ....	Vicinity of Pokeshaw.

## SCHEDULE of Fishery Officers, &amp;c.—Continued.

## PROVINCE OF NEW BRUNSWICK—Concluded.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
<i>Kent Co.</i>		
Despres, Thos. ....	Cocagne. ....	Parish of Dundas.
Leblanc, Olivier J. O. ....	Buctouche. ....	Parishes of Wellington and St. Mary.
Hannah, Wm. J. ....	Richibucto. ....	The whole county of Kent.
Leblanc, A. T. ....	Legerville. ....	Parishes of Harcourt and Huskisson.
Richard, Pierre L. ....	St. Louis. ....	Parish of St. Louis.
Beaty, John. ....	Kouchibouguac. ....	Parishes of Carleton and Acadieville.
<i>King's County.</i>		
Fenwick, Edwin (W.). ....	Studholm. ....	Millstream.
Grey, Justus H. ....	Springfield. ....	Parish of Springfield.
Heine, W. H. ....	Norton Station. ....	Kennebecasis River and Darling's Lake.
Nolan, James D. ....	Smith's Creek. ....	Parishes of Havelock, Waterford, Sussex and Hammond.
Pearson, Isaac R. (W.). ....	English Settlement. ....	Washademoak Lake and tributaries.
<i>Northumberland Co.</i>		
Williston, J. G. ....	Bay du Vin. ....	North part Miramichi Bay to Oak Point.
Abbott, Lemuel. ....	Chatham. ....	South part Miramichi Bay to Point au Quart.
Hogan, Patrick. ....	Newcastle. ....	Miramichi River to Newcastle.
.....	.....	N.W. Branch Miramichi River and tributaries.
.....	.....	S.W. Branch Miramichi River and tributaries.
<i>Queen's Co.</i>		
Case, Mayes. ....	Wickham. ....	The whole of Queen's county.
<i>Restigouche Co.</i>		
Mowat, Alex. ....	Campbelton. ....	Jurisdiction in the Maritime Provinces.
McLean, Donald. ....	Charlo. ....	Bay des Chaleurs, Belledune to Dalhousie.
Verge, J. A. ....	Cross Point. ....	From Dalhousie to Tide Head.
<i>Sunbury County.</i>		
Griffith, Chas. (W.). ....	Sheffield. ....	County of Sunbury.
Hoben, G. W. ....	Burton. ....	St. John River from Indiantown to York county.
<i>St. John County.</i>		
Cochrane, John. ....	I.C.R. Station, St. John. ....	St. John city and vicinity.
O'Brien, Joseph. ....	Carleton, St. John. ....	St. John county.
.....	.....	Coast from Quaco to Goose River.
<i>Victoria County.</i>		
Ryan, Thos. D. ....	Grand Falls. ....	The whole county of Victoria.
<i>Westmoreland County.</i>		
Cormier, D. T. ....	Pré d'en haut. ....	Dorchester Parish and Petitcodiac River.
Goodwin, Robt. ....	Bay Verte. ....	Parishes of Sackville and Westmoreland.
<i>York County.</i>		
Orr, Robt. ....	Fredericton. ....	The whole county of York.



## Marine and Fisheries.

### SCHEDULE of Fishery Officers, &c.—Continued.

#### PROVINCE OF PRINCE EDWARD ISLAND.

Name of Overseers.	P. O. Address.	Extent of Jurisdiction.
Lord, A. (Agt.).....	Charlottetown ....	Prince Edward Island.
Hackett, Edward (I.)...	do .....	do .....
McBrike, Patrick.....	Central Bedeque...	The whole county of Prince.
McCormack, Michael....	Souris.....	Prince Edward Island.

#### PROVINCE OF MANITOBA.

Tupper, R. LaTouche (I.)	Selkirk.....	The province of Manitoba.
Sutherland, M. (Asst. Inspector)	Winnipeg.....	do .....
Gardner, Rich.....	Selkirk.....	do .....
Martineau, H.....	The Narrows, Lake Manitoba.	Lakes Manitoba, Ebb and Flow, Dog and tributaries.
Gunn, Robt.....	Winnipeg.....	Within his district as forest ranger.
Stevenson, E. F.....	do .....	In his district as Crown timber agent.

#### NORTH-WEST TERRITORIES.

Gilchrist, F. C. (I.).....	Fort Qu'Appelle ..	All the North-west Territories.
Lucas, S. B.....	Holbrooke.....	District of Peace Hills, Alberta.
McKenzie, R. S.....	Stobart.....	do .....
Thompson, J. R.....	Calgary.....	do .....
Cook, R. S.....	Prince Albert.....	do .....
Aikman, Jno. H.....	Care of the commissioner of Dominion Lands, Winnipeg.	Each in his district as homestead inspector.
Rogers, John.....		
Park, R. S.....		
Arsenault, J. J.....		
Allison, John.....		
Allison, W. H.....		

#### PROVINCE OF BRITISH COLUMBIA.

McNab, John (I.) . . . . .	New Westminster.	The province of British Columbia.
McKay, J. W.....	Kamloops .....	District of Yale, B. C.
Mason, W. L.....	William's Lake ..	Kootenay R., from Clinton to Barkerville.
Philips, Michael.....	Kootenay .....	do .....
Higginson, T. S.....	New Westminster.	In his district as Crown timber agent.
Ellison, Price.....	Vernon.....	O'Kanagon lake and river.
Gaudin, Capt. James.....	Victoria.....	Having jurisdiction in the whole province.
Walbran, Capt. J. T.....	do .....	do .....
Woods, W. F.....	Kamloops.....	Vicinity of Kamloops.

## SCHEDULE of Fishery Officers, &amp;c.—Continued.

## FISH CULTURE.

Name.	Rank.	P. O. Address.
Wilnot, Samuel .....	Superintendent of Fish Culture .....	Ottawa, Ont.
Wilnot, A. B. ....	Officer in charge of Government Fish Hatchery .....	Newcastle, Ont.
Parker, Wm. ....	do do .....	Sandwich, Ont.
Walker, John. ....	do do .....	Ottawa, Ont.
Moore, A. H. ....	do do .....	Magog, Que.
Catellier, L. N. ....	do do .....	Tadoussac, Que.
Sheasgreen, Wm. ....	do do .....	Gaspé Basin, Que.
Mowat, Alexander .....	do do .....	Campbellton, N.B.
McCluskey, Chas. ....	do do .....	Grand Falls, N.B.
Sheasgreen, Isaac .....	do do .....	South Esk, Miramichi, N.B.
Ogden, A. ....	do do .....	Bedford Basin, N.S.
do .....	do do .....	Pictou, N.S.
Dunlop, W. J. ....	Asst. officer do .....	Sydney, C.B., N.S.
McNab, John .....	Officer do .....	New Westminster, B.C.
Tupper, LaTouche .....	do do .....	Selkirk, Man.

All captains of the Fisheries Protection Service are also fishery officers, with power of a justice of the peace for all purposes of the Fisheries Act. During the season of 1894 they were as follows:—

Commander O. G. V. Spain, of the cruiser "Acadia."  
 Capt. S. Belanger, of the cruiser "La Canadienne."  
 Capt. A. Finlayson, of the cruiser "Stanley."  
 Capt. J. H. Pratt, of the cruiser "Curlew."  
 Capt. Geo. M. May, of the cruiser "Constance."  
 Capt. H. McKenzie, of the cruiser "Vigilant."  
 Capt. W. H. Kent, of the cruiser "Kingfisher."  
 Capt. C. T. Knowlton, of the cruiser "Aberdeen."  
 Capt. Ed. Dunn, of the cruiser "Petrol," for Ontario.  
 Capt. A. M. MacGregor, of the ss. "Bayfield," for Ontario.

## RECAPITULATION OF FISHERY OFFICERS.

Provinces.	Number of Officers.
Ontario .....	105
Quebec .....	67
Nova Scotia .....	68
New Brunswick .....	53
Prince Edward Island .....	4
Manitoba .....	6
North-west Territories .....	11
British Columbia .....	9
Officers and crews of the fisheries protection vessels .....	195
Fishery guardians employed during the season of 1894 .....	200
Total .....	718

# Marine and Fisheries.

## APPENDIX No. 2.

# FISHING BOUNTIES.

GENERAL STATEMENT of Fishing Bounty Claims received for the Year 1893.

Province.	County.	Number of Claims received.	Number of Claims rejected.	Number of Claims paid.
Nova Scotia .....	Annapolis .....	151	7	144
	Antigonish .....	101	3	98
	Cape Breton .....	411	3	*411
	Colchester .....	1	1	
	Cumberland .....	3		3
	Digby .....	326	12	314
	Guysborough .....	1,164	16	1,148
	Halifax .....	1,441	9	*1,436
	Inverness .....	548	4	544
	King's .....	49	3	*48
	Lunenburg .....	1,046	3	1,043
	Pictou .....	29		29
	Queen's .....	281	10	271
	Richmond .....	940	6	*937
	Shelburne .....	771	5	766
Victoria .....	494	11	483	
Yarmouth .....	170	1	169	
	Totals .....	7,926	94	7,844
New Brunswick .....	Charlotte .....	395	6	*390
	Gloucester .....	448	14	*435
	Kent .....	87	67	*22
	Northumberland .....	8		8
	Restigouche .....			
	St. John .....	29	3	26
	Westmoreland .....			
	Totals .....	967	90	881
Prince Edward Island .....	King's .....	465	17	*452
	Prince .....	446	8	*443
	Queen's .....	116		*117
	Totals .....	1,027	25	1,012
Quebec .....	Bonaventure .....	904	136	*773
	Gaspé .....	2,343	20	*2,324
	Rimouski .....	66	3	63
	Saguenay .....	746	10	*738
	Totals .....	4,059	169	3,898

### RECAPITULATION.

Nova Scotia .....	7,926	94	7,844
New Brunswick .....	967	90	881
Prince Edward Island .....	1,027	25	1,012
ec .....	4,059	169	3,898
Grand Totals .....	13,979	378	13,635

\*NOTE—The number of claims paid includes several applications for previous years which, on inquiry, were found correct. This will explain the difference between claims paid and claims received after deducting those rejected.

DETAILED STATEMENT showing Fishing Bounties paid to Vessels in each County for the Year 1893.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
						\$ cts.
Nova Scotia .....	Annapolis .....	8	260	32	54	700 52
	Antigonish .....	1	11	11	3	15 95
	Cape Breton .....	7	120	17	26	317 34
	Cumberland .....	1	17	17	3	49 30
	Digby .....	55	1,550	28	403	4,250 87
	Guysborough .....	13	372	28	51	964 04
	Halifax .....	92	2,661	29	577	7,321 32
	Inverness .....	9	290	32	57	841 00
	King's .....	5	72	14	6	155 25
	Lunenburg .....	164	10,953	67	1,943	31,588 21
	Queen's .....	8	406	51	77	1,136 34
	Richmond .....	70	2,202	31	467	6,227 13
	Shelburne .....	53	1,880	35	493	5,256 94
	Victoria .....	2	48	24	6	139 20
Yarmouth .....	48	2,353	49	614	6,560 45	
	Totals .....	536	23,195	43	4,780	65,523 86
New Brunswick .....	Charlotte .....	52	929	18	156	2,427 24
	Gloucester .....	143	1,655	12	426	4,634 07
	Kent .....	2	46	23	3	69 01
	Northumberland .....	2	94	47	8	250 85
	St. John .....	11	198	18	41	535 92
	Westmoreland .....					
	Totals .....	210	2,922	14	634	7,917 09
Prince Edward Island..	King's .....	16	500	31	93	1,345 70
	Prince .....	8	358	45	48	989 02
	Queen's .....	3	52	17	10	133 40
	Totals .....	27	910	34	151	2,468 12
Quebec .....	Bonaventure .....	1	10	10	2	24 17
	Gaspé .....	4	130	32	35	370 71
	Saguenay .....	27	812	30	142	2,349 34
	Totals .....	32	952	30	179	2,744 22

RECAPITULATION.

Nova Scotia .....	536	23,195	43	4,780	65,523 86
New Brunswick .....	210	2,922	14	634	7,917 09
Prince Edward Island .....	27	910	34	151	2,468 12
Quebec .....	32	952	30	179	2,744 22
Grand totals .....	805	27,979	35	5,744	78,653 29

## Marine and Fisheries.

### DETAILED STATEMENT of Fishing Bounties paid to Boats for the year 1893.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1893.
				\$ cts.	\$ cts.
Nova Scotia.....	Annapolis.....	136	204	746 81	1,447 33
	Antigonish.....	97	154	559 00	574 95
	Cape Breton.....	404	759	2,677 00	2,994 34
	Cumberland.....	2	3	11 00	60 30
	Digby.....	259	472	1,675 00	5,925 87
	Guysborough.....	1,135	1,943	6,964 00	7,928 04
	Halifax *.....	1,344	1,978	7,283 00	14,604 32
	Inverness.....	535	1,207	4,156 00	4,997 00
	King's.....	43	64	235 00	390 25
	Lunenburg.....	879	1,040	3,996 00	35,584 21
	Pictou.....	29	36	137 00	137 00
	Queen's.....	263	414	1,505 00	2,641 34
	Richmond.....	867	1,257	4,635 00	10,862 13
	Shelburne *.....	713	1,182	4,256 00	9,512 94
Victoria.....	481	826	2,959 00	3,098 20	
Yarmouth.....	121	209	748 00	7,308 45	
	Totals.....	7,308	11,748	42,542 81	108,066 67
New Brunswick.....	Charlotte.....	338	554	2,000 00	4,427 24
	Gloucester.....	292	684	2,338 00	6,972 07
	Kent.....	20	34	122 00	191 01
	Northumberland.....	6	14	48 00	298 85
	St. John.....	15	28	99 00	634 92
	Westmoreland.....				
	Totals.....	671	1,314	4,607 00	12,524 09
Prince Edward Island.....	King's.....	436	717	2,578 00	3,923 70
	Prince *.....	435	964	3,326 50	4,315 52
	Queen's.....	114	281	957 00	1,090 40
	Totals.....	985	1,962	6,861 50	9,329 62
Quebec.....	Bonaventure.....	772	1,319	4,720 50	4,744 67
	Gaspé.....	2,320	4,517	15,859 00	16,229 71
	Rimouski.....	63	86	321 00	321 00
	Saguenay.....	711	1,323	4,676 00	7,025 34
	Totals.....	3,866	7,245	25,576 50	28,320 72

#### RECAPITULATION.

Nova Scotia.....	7,308	11,748	42,542 81	108,066 67
New Brunswick.....	671	1,314	4,607 00	12,524 09
Prince Edward Island.....	985	1,962	6,861 50	9,329 62
Quebec.....	3,866	7,245	25,576 50	28,320 72
Totals.....	12,830	22,269	79,587 81	158,241 10
LESS—Refunds: *N. S., \$6; †P.E.I., \$1.....			7 00	7 00
Grand totals.....	12,830	22,269	79,580 81	158,234 10
Legal expenses, Bounty prosecutions.....				560 44
				158,794 54

COMPARATIVE STATEMENT OF FISHING BOUNTIES PAID FROM 1882 TO 1893, INCLUSIVE.

Number.	Province.	County.	1882.			1883.			1884.			Number.
			Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	
			\$	\$	\$	\$	\$	\$	\$	\$	\$	cts.
1	Nova Scotia	Annapolis	472 00	1,998 00	2,470 00	838 00	1,207 50	2,045 50	648 00	1,503 50	2,151 50	1
2		Antigonish	.....	840 00	840 00	.....	482 50	482 50	.....	739 50	739 50	2
3		Cape Breton	294 00	5,167 00	5,461 00	436 00	2,853 50	3,289 50	383 00	3,909 00	4,292 00	3
4		Colchester	.....	.....	.....	.....	.....	.....	.....	.....	64 00	4
5		Cumberland	.....	20 00	20 00	.....	.....	.....	.....	.....	7 50	5
6		Digby	1,436 00	4,118 66	5,554 66	2,652 00	2,182 50	4,834 50	3,322 84	2,234 50	5,557 34	6
7		Guysboro'	2,380 73	7,913 75	10,294 48	2,914 00	4,645 00	7,559 00	3,371 90	6,485 50	9,887 40	7
8		Halifax	3,599 50	11,118 31	14,717 81	6,020 00	6,080 50	12,100 50	5,884 00	7,898 00	13,732 00	8
9		Inverness	950 00	5,432 00	6,382 00	572 00	3,422 50	3,994 50	1,208 00	4,522 00	5,730 00	9
10		King's	46 00	125 00	171 00	146 00	157 50	303 50	106 00	70 50	266 50	10
11		Lunenburg	15,161 03	3,112 00	18,273 03	17,658 00	1,850 00	19,508 00	19,648 24	3,162 00	22,810 24	11
12		Pictou	202 00	95 00	297 00	202 00	120 00	322 00	177 76	107 50	285 26	12
13		Queen's	1,638 00	1,917 00	3,555 00	1,826 00	810 00	2,636 00	2,408 00	836 50	3,244 50	13
14		Richmond	3,853 15	7,998 50	11,851 65	3,568 00	4,225 00	7,783 00	3,266 58	6,325 00	9,591 58	14
15		Shelburne	7,294 00	4,332 00	11,626 00	8,744 00	2,326 50	11,070 50	8,828 27	2,781 50	11,709 77	15
16		Victoria	284 00	4,861 00	5,145 00	492 00	2,830 50	3,322 50	60 00	4,045 50	4,105 50	16
17		Yarmouth	7,825 09	1,615 00	9,440 09	9,486 00	695 00	10,181 00	9,758 00	371 50	10,729 50	17
18		Totals	45,435 50	60,663 22	106,098 72	55,544 00	33,888 50	89,432 50	59,274 59	45,659 50	104,934 09	18
19	New Brunswick	Charlotte	2,140 00	5,641 00	7,781 00	2,380 00	2,830 00	5,210 00	2,782 00	3,085 00	5,827 00	19
20		Gloucester	422 00	5,368 00	5,790 00	492 00	3,568 50	4,060 50	508 00	4,799 00	5,307 00	20
21		Kent	768 00	965 00	1,733 00	206 00	1,197 50	1,463 50	246 00	764 50	1,010 50	21
22		Northumberland	.....	45 00	45 00	68 00	52 50	120 50	66 00	68 00	134 00	22
23		Restigouche	28 00	.....	28 00	52 00	.....	52 00	.....	.....	.....	23
24		St. John	964 00	591 00	1,575 00	861 20	587 50	1,448 70	956 00	260 00	1,216 00	24
25		Westmoreland	.....	45 00	45 00	.....	40 00	40 00	.....	81 50	81 50	25
26		Totals	4,342 00	12,655 00	1,6997 00	4,119 20	8,276 00	12,395 20	4,568 00	9,008 00	13,576 00	26

## Marine and Fisheries.

COMPARATIVE STATEMENT of Fishing Bounties paid from 1882 to 1893—Continued.

Number	Province.	County.	1882.			1883.			1884.			
			Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	
			Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	
27	P. E. Island.	King's.....	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Number
28		Prince.....	252 00	5,024 00	293 14	2,790 50	3,083 64	475 44	3,028 00	3,503 44	27	
29		Queen's.....	316 00	6,709 00	418 00	3,429 50	3,847 50	520 00	3,642 00	4,162 00	28	
			210 00	3,626 00	96 00	1,550 00	1,646 00	65 02	1,473 50	1,538 52	29	
30		Totals.....	778 00	15,359 00	807 14	7,770 00	8,577 14	1,060 46	8,143 50	9,203 96	30	
31	Quebec.....	Bonaventure.....		8,945 00		3,846 50	3,846 50		5,508 00	5,508 00	31	
32		Gaspé.....	2,070 00	17,899 75	2,152 00	9,302 50	11,454 50	1,906 00	13,879 50	15,785 50	32	
33		Rimouski.....									33	
34		Saguenay.....	2,350 00	1,773 00	2,320 01	2,319 00	4,639 01	2,023 09	4,687 50	6,711 43	34	
35		Temiscouata.....		15 00			15 00				35	
36		Totals.....	4,420 00	28,632 75	4,472 01	15,468 00	19,940 01	3,929 93	24,075 00	28,004 93	36	
RECAPITULATION.												
37	Nova Scotia.....		45,435 50	60,663 22	106,098 72	33,888 50	89,432 50	59,274 59	45,659 50	104,034 09	37	
38	New Brunswick.....		4,342 00	12,655 00	16,997 00	8,276 00	12,395 20	4,568 00	9,008 00	13,576 00	38	
39	P. E. Island.....		778 00	15,359 00	16,137 00	7,770 00	8,577 14	1,060 46	8,143 50	9,203 96	39	
40	Quebec.....		4,420 00	28,632 75	33,052 75	15,468 00	19,940 01	3,929 93	24,075 00	28,004 93	40	
41		Totals.....	54,975 50	117,309 97	172,285 47	65,402 50	130,344 85	68,832 98	86,886 00	155,718 98	41	

COMPARATIVE STATEMENT of Fishing Bounties paid from 1882 to 1893, inclusive—Continued.

Number.	Province.	County.	1885.			1886.			1887.			Number.
			Vessels.		Total.	Vessels.		Total.	Vessels.		Total.	
			Amount.	\$	cts.	Amount.	\$	cts.	Amount.	\$	cts.	
1	Nova Scotia	Annapolis	430 08	1,180 00	1,610 08	431 60	1,063 50	1,495 10	305 27	1,162 00	1,467 27	1
2		Antigonish	210 00	982 50	982 50	392 00	882 00	882 00	374 14	924 50	924 50	2
3		Cape Breton	74 00	4,012 50	4,222 50	74 00	3,765 00	4,157 00	74 00	3,600 00	3,974 14	3
4		Colchester	74 00	74 00	74 00	74 00	74 00	74 00	74 00	74 00	74 00	4
5		Cumberland	3,085 02	1,993 00	5,029 02	2,131 79	1,924 50	4,056 29	2,671 34	1,582 50	4,253 84	5
6		Digby	3,312 53	7,129 50	10,442 03	2,366 90	7,521 00	10,457 90	2,210 58	7,963 50	10,174 08	6
7		Guysboro'	5,984 77	8,308 00	14,382 77	4,947 02	8,290 50	13,147 52	5,097 61	8,333 50	13,431 11	7
8		Halifax	844 00	4,913 50	5,797 50	1,294 12	5,265 00	6,559 12	1,582 88	5,091 00	6,673 88	8
9		Inverness	54 00	185 50	239 50	96 00	297 50	393 50	218 00	242 00	460 00	9
10		King's	17,315 34	2,947 00	20,262 34	16,755 64	3,122 00	19,877 64	16,154 33	3,751 50	19,905 83	10
11		Lunenburg	154 00	132 00	286 00	156 00	34 50	250 50	1,650 00	130 00	130 00	11
12		Pictou	1,854 00	1,190 50	3,044 50	1,814 60	957 00	2,781 00	2,762 86	1,212 50	2,862 50	12
13		Queen's	3,164 49	7,046 00	10,210 49	2,650 00	6,941 00	9,591 00	6,078 62	7,704 00	10,468 86	13
14		Richmond	9,198 00	3,201 50	12,399 50	7,880 67	3,072 00	10,952 67	88 00	3,687 00	10,365 62	14
15		Shelburne	166 00	4,487 00	4,653 00	222 20	4,599 50	4,821 70	88 00	4,600 50	4,688 50	15
16		Victoria	9,415 50	968 50	10,384 00	8,513 60	829 00	9,342 60	8,539 40	1,230 50	9,769 90	16
17		Yarmouth	55,252 73	48,767 00	104,019 73	50,295 54	48,494 00	98,789 54	48,407 03	51,215 00	99,622 03	17
18	Totals	2,508 25	3,937 00	6,445 25	2,579 67	4,246 00	6,825 47	3,292 65	4,681 50	7,974 15	18	
19	New Brunswick	Charlotte	452 00	5,876 00	6,328 00	516 00	6,462 00	6,978 00	618 75	7,136 00	7,754 75	19
20		Gloucester	184 00	1,309 50	1,493 50	206 00	1,473 50	1,679 50	370 00	1,728 50	2,098 50	20
21		Kent	180 00	80 50	260 50	592 00	80 50	672 50	445 00	229 00	674 00	21
22		Northumberland	902 00	967 50	1,269 50	28 00	7 00	35 00	786 25	291 00	1,077 25	22
23		Resegouche	111 50	111 50	111 50	1,054 40	424 00	1,478 40	225 50	121 00	121 00	23
24		St. John	4,226 25	11,682 00	15,908 25	4,976 07	12,918 50	17,894 57	5,512 65	14,187 00	19,699 65	24
25		Westmoreland										25
26	Totals										26	



## Marine and Fisheries.

COMPARATIVE STATEMENT of Fishing Bounties paid from 1882 to 1893, inclusive—Continued.

Number.	Province.	County.	1885.				1886.				1887.			
			Vessels.		Boats.		Vessels.		Boats.		Vessels.		Boats.	
			Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.		
27	P. E. Island	King's	\$ 626 15	\$ 4,716 65	\$ 4,090 50	\$ 4,716 65	\$ 770 44	\$ 4,919 94	\$ 1,225 78	\$ 4,396 00	\$ 5,621 78	27		
28		Prince	426 00	3,978 50	3,552 50	3,978 50	967 40	4,380 40	1,127 00	3,636 00	4,763 00	28		
29		Queen's	76 00	1,569 50	1,433 50	1,569 50	271 53	1,635 53	734 73	1,409 00	2,143 73	29		
30		Totals	1,128 15	10,204 65	9,076 50	10,204 65	2,009 37	10,935 87	3,087 51	9,441 00	12,528 51	30		
31	Quebec	Bonaventure		8,005 00	8,005 00	8,005 00		9,294 00		8,862 00	8,862 00	31		
32		Gaspé	1,524 26	16,424 76	14,900 50	16,424 76	1,176 98	16,642 48	1,233 98	15,336 25	16,569 23	32		
33		Rimouski										33		
34		Saguenay	1,988 00	7,035 00	5,047 00	7,035 00	2,227 63	7,347 13	2,354 00	4,122 50	6,476 50	34		
35		Temiscouata										35		
36		Totals	3,512 26	31,464 76	27,952 50	31,464 76	3,404 61	33,283 61	3,587 98	28,319 75	31,907 73	36		

### RECAPITULATION.

37	Nova Scotia		55,252 73	104,019 73	48,767 00	50,295 54	98,739 54	48,407 03	51,215 00	99,622 03	37
38	New Brunswick		4,226 25	15,908 25	11,682 50	4,976 07	17,894 57	5,512 65	14,187 00	10,699 65	38
39	P. E. Island		1,128 15	10,204 65	9,076 50	2,009 37	10,935 87	3,087 51	9,441 00	12,528 51	39
40	Quebec		3,512 26	31,464 76	27,952 50	3,404 61	33,283 61	3,587 98	28,319 75	31,907 73	40
41		Totals	64,119 39	161,597 39	97,473 00	60,685 59	160,903 59	60,595 17	108,162 75	163,757 92	41
					Less—Refund						
				58 00							
				161,539 39							

COMPARATIVE STATEMENT of Fishing Bounties paid from 1882 to 1893, inclusive—Continued.

Number	Province.	County.	1888.			1889.			1890.			Number
			Vessels.		Total.	Vessels.		Total.	Vessels.		Total.	
			Amount.	Boats.		Amount.	Boats.		Amount.	Boats.		
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1	Nova Scotia	Annapolis	217	01	1,370	51	1,226	31	234	58	1,033	58
2		Antigonish			1,063	50	1,012	00	13	75	882	75
3		Capre Breton	423	33	4,041	33	3,777	47	435	19	4,351	19
4		Colchester	85	50	85	50						
5		Cumberland	1,696	68	3,446	18	3,329	61	1,381	05	3,108	05
6		Digby	1,289	71	8,274	50	9,067	57	500	44	8,349	00
7		Guysboro'	3,809	91	11,615	09	12,156	08	3,950	57	9,208	00
8		Halifax	1,247	90	6,679	90	6,207	96	732	67	5,094	00
9		Inverness	123	45	395	93	324	50	147	38	508	38
10		King's	272	50	3,794	00	3,577	00	15,957	09	4,061	00
11		Lunenburg	13,893	81	17,687	81	20,761	42	153	00	20,563	09
12		Pictou	110	50	110	50	120	00	146	00	146	00
13		Queen's	1,495	82	2,669	82	3,023	06	942	00	1,825	00
14		Richmond	2,390	65	8,108	50	6,534	00	9,359	92	8,008	00
15		Shelburne	5,193	59	9,036	09	4,240	00	3,087	27	7,767	27
16		Victoria	36	00	4,969	50	5,080	00	5,051	00	5,477	00
17		Yarmouth	5,661	46	858	50	5,428	81	886	00	1,065	00
18		Totals.	37,564	90	89,785	90	90,142	51	35,136	64	91,259	64
19	New Brunswick	Charlotte	2,113	50	4,447	50	2,127	15	4,803	00	6,322	07
20		Gloucester	537	46	8,749	96	590	95	9,822	00	10,811	00
21		Kent	214	48	1,770	50	2,014	98	2,177	15	2,235	85
22		Northumberland	155	34	73	00	228	34	414	37	216	26
23		Restigouche	28	50	28	50	7	00	28	00	28	00
24		St. John	487	64	312	00	799	64	377	00	864	66
25		Westmoreland			72	50	72	50	43	00	37	00
26		Totals.	3,566	92	14,888	00	18,454	92	3,712	64	21,026	79
											18,053	85
											21,111	83

## Marine and Fisheries.

COMPARATIVE STATEMENT OF Fishing Bounties paid from 1882 to 1893, inclusive—Continued.

Number.	Province.	County.	1888.			1889.			1890.			Number.
			Vessels.		Boats.	Vessels.		Boats.	Vessels.		Boats.	
			Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.		
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
27	P. E. Island.	King's	684 06	2,721 06	1,043 02	6,672 00	7,715 02	713 09	4,837 00	5,550 09	27	
28		Prince	782 00	3,826 50	651 25	4,114 00	4,765 25	683 93	3,941 00	4,574 93	28	
29		Queen's	180 90	1,582 50	69 26	1,445 00	1,514 26	63 30	1,498 00	1,561 30	29	
30		Totals.	1,616 96	9,092 96	1,763 53	12,231 00	13,994 53	1,410 32	10,276 00	11,686 32	30	
31	Quebec	Bonaventure		9,891 50		10,689 00	10,689 00	51 76	11,894 00	11,945 76	31	
32		Gaspé	1,098 05	17,625 55	836 34	16,597 00	17,453 34	376 51	16,914 00	17,290 51	32	
33		Rimouski	27 50	27 50		160 00	160 00		145 00	145 00	33	
34		Saguenay	1,573 20	5,314 20	1,600 87	3,459 50	5,060 37	1,287 45	3,542 00	4,829 45	34	
35		Temiscouata									35	
36		Totals.	2,671 25	32,458 75	2,457 21	30,905 50	33,362 71	1,715 72	32,495 00	34,210 72	36	
RECAPITULATION.												
37	Nova Scotia		37,564 90	52,221 00	89,785 90	30,848 51	50,294 00	90,142 51	35,136 64	56,123 00	91,259 64	37
38	New Brunswick		3,566 92	14,868 00	18,454 92	3,712 64	17,314 15	21,026 79	3,057 48	18,053 85	21,111 33	38
39	P. E. Island		1,616 96	7,476 00	9,092 96	1,763 53	12,231 00	13,994 53	1,410 32	10,276 00	11,686 32	39
40	Quebec		2,671 25	30,187 50	32,858 75	2,457 21	30,905 50	33,362 71	1,715 72	32,495 00	34,210 72	40
41		Totals.	45,420 03	104,772 50	150,192 53	47,781 89	110,744 65	153,526 51	41,320 16	116,947 85	158,268 01	41
		Less Refund ..		7 00					Less Refund....		27 00	
				150,185 53							158,241 01	

COMPARATIVE STATEMENT of Fishing Bounties paid from 1882 to 1893, inclusive—Continued.

Number.	Province.	County.	1891.			1892.			1893.			Total.	Number.
			Vessels.	Boats.	Total.	Vessels.	Boats.	Total.	Vessels.	Boats.	Total.		
			Amount.	cts.	cts.	Amount.	cts.	cts.	Amount.	cts.	cts.	cts.	
1	Nova Scotia	Annapolis	498 24	1,073 00	1,571 24	776 11	761 00	1,537 11	700 52	746 81	1,447 33	19,425 53	1
2		Antigonish	11 00	908 00	919 00	24 75	789 00	813 75	15 95	559 00	574 95	10,130 95	2
3		Cape Breton	184 35	3,539 00	3,723 35	324 51	2,806 00	3,130 51	317 34	2,677 00	2,994 34	47,414 33	3
4		Cochester										371 50	4
5		Cumberland							49 30	11 00	60 30	87 80	5
6		Digby	1,820 89	2,113 00	3,933 89	4,214 12	1,788 00	6,002 12	4,230 87	1,675 00	5,925 87	55,031 37	6
7		Guyaboro	756 35	8,714 00	9,470 35	1,396 35	7,186 00	8,582 45	964 04	6,944 00	7,928 04	112,246 95	7
8		Halifax	3,262 51	10,444 00	13,706 51	6,107 71	7,616 00	13,723 71	7,321 32	7,283 00	14,604 32	160,536 89	8
9		Inverness	498 90	5,355 00	5,853 90	6,137 89	4,123 00	4,960 89	4,841 00	4,156 00	4,997 00	69,563 32	9
10		King's	151 50	467 00	618 50	220 20	242 00	462 20	155 25	235 00	390 25	4,533 78	10
11		Lunenburg	14,664 68	4,793 00	19,457 68	31,260 36	4,057 36	31,588 21	31,588 21	3,996 00	35,584 21	270,008 63	11
12		Pictou	228 00	228 00	228 00	327 00	327 00	327 00		137 00	137 00	2,672 26	12
13		Queen's	770 46	1,978 00	2,748 46	1,041 61	1,600 00	2,641 61	1,136 34	1,505 00	2,641 34	34,614 79	13
14		Richmond	3,165 17	6,999 00	10,164 17	6,033 97	4,931 00	10,964 97	6,227 13	4,635 00	10,862 13	122,316 22	14
15		Shelburne	2,965 44	5,023 00	7,988 44	5,905 46	4,408 00	10,311 46	5,256 94	4,286 00	9,512 94	121,108 06	15
16		Victoria	67 13	6,398 00	6,465 13	85 00	3,049 00	3,134 00	139 20	2,959 00	3,098 20	34,961 03	16
17		Yarmouth	4,366 80	1,169 00	5,535 80	6,709 25	895 00	7,604 25	6,560 45	748 00	7,308 45	98,916 71	17
18		Totals.	33,183 42	59,201 00	92,384 42	64,837 39	44,576 00	109,413 39	65,523 86	42,542 81	108,066 67	1,183,949 14	18
19	New Brunswick.	Charlotte	1,540 52	4,130 00	5,670 52	2,519 65	2,405 00	4,924 65	2,427 24	2,000 00	4,427 24	74,898 71	19
20		Gloucester	820 84	7,634 00	8,454 84	1,513 09	2,955 00	4,468 09	4,634 07	1,328 00	6,972 07	86,899 31	20
21		Kent	117 10	2,044 00	2,161 10	47 50	615 00	662 50	69 01	232 00	191 01	19,069 09	21
22		Northumberland	346 50	49 00	445 50	288 00	97 00	385 00	250 85	48 00	298 85	4,058 82	22
23		Restigouche	108 00	31 00	31 00	271 87	66 00	337 87	535 92	99 00	634 92	202 50	23
24		St. John		316 00	424 00	71 50	21 00	92 50				11,649 44	24
25		Westmoreland		49 00	49 00							918 50	25
26		Totals.	2,932 96	14,303 00	17,235 96	4,711 61	6,159 00	10,870 61	7,917 09	4,607 00	12,524 09	197,694 37	26

# Marine and Fisheries.

## COMPARATIVE STATEMENT OF Fishing Bounties said from 1882 to 1893, inclusive—Concluded.

Number.	Province.	County.	1891.				1892.				1893.			
			Vessels.		Boats.		Vessels.		Boats.		Vessels.		Boats.	
			Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.	Amount.	Total.		
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Number.	
27	P. E. Island.	King's	528 03	6,054 03	1,102 30	3,364 00	4,446 30	1,345 70	2,578 00	3,923 70	57,551 65	27		
28		Prince.	484 14	4,938 14	1,276 85	2,673 00	3,949 85	989 02	3,326 50	4,315 52	55,308 50	28		
29		Queen's	99 13	1,779 13	250 64	1,116 00	1,366 64	133 40	957 00	1,090 40	21,384 41	29		
35		Totals	1,111 30	12,771 30	2,629 79	7,153 00	9,782 79	2,468 12	6,861 50	9,329 62	134,244 65	30		
31	Quebec.	Bonaventure	52 13	11,605 00	25 00	6,449 00	6,474 00	24 17	4,720 50	4,744 67	99,862 56	31		
32		Gaspé	371 25	18,133 25	363 25	16,692 00	17,055 25	370 71	15,859 00	16,229 71	200,633 83	32		
33		Rimouski	399 00	399 00	286 00	286 00	286 00	.....	321 00	321 00	1,338 50	33		
34		Saguenay	927 79	4,317 79	1,983 10	3,896 00	5,879 10	2,349 34	4,676 00	7,025 34	68,758 32	34		
55		Temisouata	.....	.....	.....	.....	.....	.....	.....	.....	15 00	35		
36		Totals	1,351 17	34,507 17	2,371 35	27,323 00	29,694 35	2,744 22	25,576 50	28,320 72	370,608 21	36		

### RECAPITULATION.

37	Nova Scotia	33,183 42	59,201 00	92,384 42	64,837 39	44,576 00	109,413 39	65,523 86	42,542 81	108,066 67	1,183,949 14	37
38	New Brunswick	2,932 96	14,363 00	17,235 96	4,711 61	6,159 00	10,870 61	7,917 09	4,607 00	12,524 09	197,694 37	38
39	P. E. Island	1,111 30	11,660 00	12,771 30	2,629 79	7,153 00	9,782 79	2,468 12	6,861 50	9,329 62	134,244 65	39
40	Quebec	1,351 17	33,156 00	34,507 17	2,371 35	27,323 00	29,694 35	2,744 22	25,576 50	28,320 72	370,608 21	40
41	Totals	38,578 85	118,320 00	156,898 85	74,550 14	85,211 00	159,761 14	78,053 29	79,587 81	158,241 10	1,886,496 37	41
			Less Refund.	7 00	Less Refund.	9 00	Less Refund.	.....	.....	7 00	115 00	
				156,891 85	159,752 14	158,234 10					1,886,381 37	

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1893, inclusive, showing:—  
(1) Total number of Fishing Bounty claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882.....	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883.....	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884.....	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885.....	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886.....	7,639	7,702	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887.....	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888.....	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889.....	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890.....	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891.....	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,663	18,506
1892.....	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893.....	7,926	7,844	967	881	1,027	1,012	4,050	3,898	13,979	13,635
Totals.....	97,529	96,621	21,433	20,107	13,969	13,433	50,034	49,024	182,965	179,185

## Marine and Fisheries.

**(2) NUMBER OF VESSELS, TONNAGE AND NUMBER OF MEN ENTITLED TO BOUNTY IN EACH YEAR.**

Year.	NOVA SCOTIA.			NEW BRUNSWICK.			P. E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.	No. of Vessels.	Ton- nage.	No. of Men.
	1882.....	588	22,841	5,343	120	2,171	531	15	389	74	63	2,210	538	786	27,611
1883.....	700	29,788	6,288	126	2,102	496	16	450	66	62	2,286	443	904	34,576	7,243
1884.....	700	29,828	6,327	139	2,289	540	16	582	92	56	1,965	382	911	34,664	7,361
1885.....	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886.....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887.....	566	24,520	4,900	154	2,889	563	38	1,077	338	54	1,883	334	812	30,969	6,135
1888.....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889.....	597	27,123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890.....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891.....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892.....	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893.....	536	23,195	4,780	210	2,922	634	27	910	151	32	932	179	805	27,979	5,744
<b>Totals.....</b>	<b>7,041</b>	<b>305,401</b>	<b>63,805</b>	<b>1,690</b>	<b>28,119</b>	<b>6,110</b>	<b>324</b>	<b>10,958</b>	<b>2,034</b>	<b>557</b>	<b>19,247</b>	<b>3,778</b>	<b>9,612</b>	<b>363,725</b>	<b>75,727</b>

## (3) NUMBER of Boats among which Bounty was distributed, and number of men engaged in boat fishing receiving Bounty.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882.....	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883. ....	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884. ....	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885. ....	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886. ....	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887. ....	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888. ....	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889. ....	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890. ....	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891. ....	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892. ....	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893. ....	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
Totals. ...	89,694	163,674	18,374	40,786	13,049	32,555	48,431	91,576	169,548	328,591

## (4) TOTAL Number of men receiving Bounty in each year.

YEAR.	NOVA SCOTIA.	NEW BRUNSWICK.	P. E. ISLAND.	QUEBEC.	TOTAL.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882.....	17,473	3,061	3,144	6,254	29,932
1883.....	19,791	3,805	3,172	6,631	33,399
1884.....	18,996	3,065	2,438	6,798	31,297
1885.....	19,293	3,750	2,719	7,802	33,564
1886.....	18,373	4,087	2,762	8,301	33,523
1887.....	18,897	4,557	3,049	7,884	34,387
1888.....	19,565	4,692	2,300	8,240	34,887
1889.....	19,802	5,597	3,807	9,137	38,348
1890.....	20,673	5,639	3,227	9,461	39,050
1891.....	21,170	4,537	3,582	9,570	38,859
1892.....	16,918	2,108	2,186	7,852	29,064
1893.....	16,528	1,948	2,113	7,424	28,013
Totals.....	227,479	46,896	34,589	95,354	404,318



## Marine and Fisheries.

### (5) TOTAL annual payments of Fishing Bounty.

YEAR.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1882.....	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883.....	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884.....	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885.....	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886.....	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887.....	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888.....	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889.....	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890.....	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891.....	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892.....	109,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893.....	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
Totals.....	1,183,882 14	197,685 37	134,205 65	370,608 21	1,886,381 37

## DETAILED STATEMENT of Fishing Bounties paid to Vessels for the Year 1893.

## PROVINCE OF NOVA SCOTIA.

## ANNAPOLIS COUNTY.

\* This denotes that some of the crew did not comply with the regulations, or are debarred from participating in the bounty and are not included in the column for crew.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							\$	cts.
75,888	Annie.....	Yarmouth...	22	James Morrison.....	Lower Granville.	* 3	55	83
85,684	Constitution.....	Digby.....	28	Joseph Anthony.....	do	* 9	73	55
94,704	Chas. Haskell.....	do.....	67	David Hayden.....	Thorneville.....	*11	180	22
94,700	Franklin S. Schenck	do.....	44	W. M. McGrath.....	do.....	* 9	121	22
94,693	John H. Kennedy.....	do.....	54	Stephen Haynes.....	Victoria Beach.....	12	156	60
75,594	Lizzie G.....	do.....	16	Edward Keans.....	do.....	3	46	40
88,685	Ladora.....	St. John, N. B.	12	William Roach.....	Margaretville.....	*	17	40
83,253	Rescue.....	Annapolis.....	17	Chas. W. Burrell.....	Clementsport.....	7	49	30

## ANTIGONISH COUNTY.

96,787	Benecia Boy.....	Halifax.....	11	Laurence Hylan.....	Strait of Canso.....	*..	15	95
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## CUMBERLAND COUNTY.

75,614	Fawn.....	Digby.....	17	Arthur Ogilvie.....	Parrsboro'.....	3	49	30
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## CAPE BRETON COUNTY.

88,507	Belle of Rome.....	Sydney.....	14	C. W. Mann.....	Gabarousse.....	5	40	60
100,372	Betsy Jane.....	do.....	11	Samuel Moore.....	Little Bras d'Or.....	3	31	90
85,381	Champion.....	do.....	16	Jno. Williams.....	Louisburg.....	4	46	40
61,948	Ellen Eliza.....	Arichat.....	21	Wm. Sutherland and F. Bagnell.....	Gabarousse.....	* 1	38	07
74,039	James Henry.....	Sydney.....	18	Peter Deveaux.....	Little Bras d'Or.....	4	52	20
100,380	Mary D.....	do.....	27	Simon Deveaux.....	do.....	* 4	70	47
92,600	Merit.....	do.....	13	Alex. Leblanc.....	do.....	5	37	70

## DIGBY COUNTY.

94,708	Ann Eliza.....	Digby.....	62	D. & O. Sproule.....	Digby.....	* 7	134	84
94,696	Annie M. Sproule.....	do.....	70	Jno. W. Sproule.....	do.....	*13	195	75
83,258	Alfred.....	Annapolis.....	22	M. Haines, M.O.....	Freeport.....	8	63	80
75,612	Alice.....	Yarmouth.....	17	do.....	do.....	7	49	30
83,431	Acadian.....	Weymouth.....	32	Geo. H. Stephens.....	do.....	8	92	80
88,598	Alph. B. Parker.....	St. John, N. B.	39	Holland Outhouse.....	Tiverton.....	11	113	10
90,660	Alice May.....	Yarmouth.....	18	Bradish Bailey.....	Westport.....	8	52	20
88,267	Bessie May.....	St. John, N. B.	23	Geo. McDormand.....	Westport.....	8	66	70
94,698	Carrie H.....	Digby.....	20	Augustus Haycock.....	do.....	7	58	00
74,331	Condor.....	Yarmouth.....	11	Howard Titus.....	do.....	5	31	90
75,711	Dove.....	do.....	20	Jos. Ossinger.....	Tiverton.....	7	58	00
94,707	Ernest F. Horwood	Digby.....	79	Ansel Snow.....	Digby.....	*14	214	79
90,662	Edward A. Norton	do.....	67	Jos. E. Snow.....	do.....	*13	176	09
88,408	Elihu Burritt.....	do.....	50	H. B. Allan.....	do.....	* 9	119	12

## Marine and Fisheries.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

### DIGBY COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
80,797	Ella H	Digby	13	Jno. Whitneck	Freeport	3	37 70
77,740	Elmer	do	15	James Gower	Westport	6	43 50
75,757	Etta	Yarmouth	17	J. W. C. Webber	do	7	49 30
100,535	Fair Play	Digby	11	Casimir R. Comeau	Meteghan	* 4	28 71
100,315	Freddie A	Yarmouth	10	Waitstill Lewis	Freeport	2	29 00
74,329	Fairy Queen	do	13	Wm. Coggins	Westport	* 3	23 23
80,798	Freddie G	Digby	18	Geo. Gower	do	6	52 20
77,963	Freeman Colgate	St. Andrews, N.B	26	Frank Morrell	do	8	75 40
85,550	Fairplay	Yarmouth	11	J. A. Powell	do	3	31 90
83,260	Gazelle	Digby	20	D. & O. Sproule	Digby	7	58 00
94,706	George J. Tarr	do	61	Jno. S. Hayden	do	12	176 90
100,534	Glydax R	do	18	Frank Thurber, M.O.	Freeport	6	52 20
90,436	Genesta	Barrington	32	Geo. Denton	Westport	10	92 80
80,800	Helen Maud	Digby	20	Chas. McDormand	do	7	58 00
88,401	Hattie	do	37	Wm. F. Cossinger	do	10	107 30
75,867	Ida Peters	St. John, N.B	32	F. K. Blackford	Mink Cove	* 7	87 00
100,064	Isma	do	31	Chas. Hicks	Westport	8	89 90
94,709	Jennie B. Thomas	Digby	52	John Apt.	Thorneville	13	150 80
80,604	Jennie C	Yarmouth	16	Chas. Hicks	Westport	6	46 40
85,689	James Beckwith	Digby	31	E. P. Ruggles	do	* 3	78 67
85,690	Laura T.	do	15	Jos. Thurber	Freeport	* 5	37 30
80,881	Lena May	St. Andrews, N.B	18	Amos Outhouse	Tiverton	* 6	45 68
97,022	M. & L. Chase	Digby	46	Gilbert Ellis <i>et al</i>	Granville	* 5	94 50
97,701	Mary E. Whorf	do	77	Howard Anderson	Digby	* 15	216 33
80,794	Minnie C.	do	19	Chas. H. Bailey	Westport	6	55 10
85,682	Malapert	do	23	E. C. Bowers, M.O.	do	* 7	62 54
85,553	Minnie C.	Yarmouth	12	Hy. Glaven	do	6	34 80
85,687	Mabel	Digby	38	F. B. Lent	do	* 9	104 69
94,833	Newsboy	St. Andrews, N.B	16	Edgar McDormand	do	* 3	37 12
94,825	On Time	Weymouth	19	M. Thibodeau	Church Point	6	55 10
75,714	Prince	Yarmouth	10	Sam'l Thurber	Freeport	* 5	26 59
83,132	Restless	Digby	25	Jackson Coggins	Westport	8	72 50
80,784	Silver Cloud	do	41	Handford Outhouse	Tiverton	10	118 90
85,558	S. A. Crowell	Yarmouth	23	Wallace Gower	Westport	8	66 70
75,726	Thrush	do	13	Jno. Outhouse	Freeport	6	37 70
94,694	Utah & Eunice	Digby	33	Milton Haines, M.O.	Freeport	8	95 70
37,282	Victoria	do	29	Handley Outhouse	Tiverton	* 8	75 70
75,595	West Wind	do	25	Syda & Cousins	Digby	* 4	56 97
88,264	Walter J. Clarke	St. John, N.B	20	H. P. Allen	do	7	58 00
85,759	Willie F.	Yarmouth	12	James Buckman	Westport	6	34 80
74,317	Willie	do	22	Johnson Denton	do	9	63 80

### GUYSBOROUGH COUNTY.

100,441	A. H. Lennox	Canso	73	Wm. D. McDonald	Boylston	* 3	158 78
41,771	Atalia	Guysboro'	34	Thos. H. Peeples	Pirate Harbour	4	98 60
61,629	Carrie R	do	17	Albert Fride	Sonora	6	49 30
80,999	Guardian Angel	do	21	Jos. Fougère, jr.	Larry's River	5	60 90
96,766	Golden Rule	Port Hawkesb'ry	42	O. & L. Maguire	Pirate Harbour	* 3	97 44
69,964	Lizzie A.	do	20	Jno. F. Reeves	Mulgrave Stat'n	4	58 00
74,355	La Mode	Pictou	26	James O'Neil	Auld's Cove	5	75 40
69,141	Mary Elizabeth	Halifax	16	Hubert Boudrot	Port Felix	3	46 40
80,970	Orion	do	24	Edwd. B. Pelrine	Larry's River	6	69 60
94,993	Onward	Charlott'n, P. E. I	15	Albert A. Hurst	Canso	* 1	25 37
83,838	Ocean Bride	Port Hawk'sb'ry	23	Jos. O'Neil, M.O.	Auld's Cove	* 4	60 03
75,892	Peter Mitchell	do	26	Wm. P. Power	Pirate Harbour	4	75 40
48,353	Ruby	Guysboro'	35	Freeman Myers	Cole do	* 3	88 82

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &amp;c.—Nova Scotia—Con.

## HALIFAX COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							¢
75,848	Annie Gaetz.	Halifax.	36	John G. Weston.	East Jeddore.	10	104 40
90,866	Alice.	do.	12	Abraham Cleveland.	West Dover.	3	34 80
90,844	Armada.	Guysboro'	25	Thos. O'Neil.	Halifax.	* 4	54 38
57,727	Agnes.	Halifax.	21	John Hayes.	Herring Cove.	4	60 90
74,020	Addie.	do.	17	Dennis Fagan.	Ketch Harbour.	3	49 30
100,221	Boleka.	do.	31	W. H. Henneberry.	Devil's Island.	8	89 90
94,662	Bessie Florence.	do.	12	Chas. W. Twohig.	Pennant.	2	34 80
90,496	Black Prince.	do.	18	Jas. W. Slaunwhite.	Terrence Bay.	4	52 20
90,721	Brilliant Star.	do.	36	P. & Jno. Hartlin.	East Jeddore.	10	104 40
73,969	Bertha E.	do.	21	Chas. Fader.	St. Margaret's B.	*	30 45
74,071	Condor.	do.	20	Jno. Julien.	W. Chezetcook.	4	58 00
92,566	Carrie M.	do.	13	W. H. Munroe.	Sheet Harbour.	2	37 70
96,799	Catherine A. C.	do.	17	Hezekiah Cleveland.	W. Dover.	5	49 30
85,655	Daisey.	do.	16	H. W. Richardson.	Indian Harbour.	* 4	41 76
85,663	Daring.	do.	18	Chas. Slaunwhite, sr.	Terrence Bay.	3	52 20
96,785	Eva M. B.	do.	45	F. Bonang, et al.	W. Chezetcook.	* 11	116 52
92,564	Evangeline.	do.	23	Henry, Young, sr.	E. Petpiswick.	4	66 70
80,832	Ella May.	do.	16	Amos Murphy.	French Village.	* 1	34 80
74,091	Eastern Clipper.	do.	35	Jno. H. Fader.	Head Harbour.	4	101 50
100,220	E. J. Smith.	do.	11	Wm. M. C. Boak.	Halifax.	3	31 90
90,481	Ella D.	do.	32	Arch. Darrah.	Herring Cove.	7	92 80
90,726	Ellen Maud.	do.	16	Geo. Schnare.	Pennant.	3	46 40
88,227	Fleetwing.	do.	32	Thos. Lapierre, et al.	W. Chezetcook.	11	92 80
83,180	Friend.	do.	17	Boak and Bennett.	Halifax.	5	49 30
88,357	Floresta.	do.	57	Jacob Nieforth, et al.	Seaforth.	* 16	160 44
55,836	Frank Newton.	Sydney.	40	Theo. Conrod.	Sheet Harbour.	* 5	99 44
94,636	Fortuna.	Halifax.	97	A. N. Whitman.	Halifax.	16	232 00
42,276	Foaming Billow.	do.	66	M. B. Wrayton.	do.	* 5	175 45
85,644	Flora.	do.	42	Ptk. Scallion.	Herring Cove.	10	121 80
80,996	Gertie Belle.	do.	15	James York.	Eastern Passage.	6	43 50
100,228	Golden Dawn.	do.	46	Geo. Conrod, et al.	Head Chezetcook.	12	133 40
90,489	Green Leaf.	do.	44	M. Julien, et al.	W. do.	* 12	122 70
94,979	Gleaner.	do.	57	L. B. Corkum.	East Jeddore.	15	165 30
96,782	Glide.	Halifax.	10	S. H. Garrison.	Peggy's Cove.	* 1	21 75
94,963	Golden Seal.	Lunenburg.	32	C. W. Hart.	Sambro.	* 6	86 18
88,220	Grandee.	Halifax.	14	J. P. Slaunwhite.	Terrence Bay.	3	40 60
69,097	Highland Jane.	do.	32	Geo. Hartlin, sr.	East Jeddore.	10	92 80
77,786	Hesperus.	do.	17	And. Brackett.	Herring Cove.	2	36 98
83,306	Iona.	do.	26	And. Sullivan.	do.	8	75 40
100,212	James R.	do.	51	C. & A. Mitchell.	East Jeddore.	12	147 90
54,132	John Franklin.	do.	18	Robt Johnson.	Halifax.	5	52 20
94,668	Louis Luby.	do.	41	Wm. Lapierre et al.	W. Chezetcook.	12	118 90
96,797	Laura Phoebe.	do.	18	John Kent.	Musquodboit Hr.	* 3	45 68
96,789	Lydia A. Mason.	do.	39	E. Mason et al.	Tangier.	* 7	106 03
78,605	Little Annie.	Digby.	27	Mathew Lynch, jr.	Ferguson's Cove.	8	78 30
100,217	Lydia E.	Halifax.	10	Wm. M. C. Boak.	Halifax.	3	29 00
94,661	L. C. Tough.	do.	12	Jno. E. Tough.	Pennant.	3	34 80
69,105	Lady of the Lake.	do.	20	Richard Christian.	Prospect.	4	58 00
96,805	Maggie May.	do.	62	Jeremiah Fillis et al.	W. Chezetcook.	* 14	163 96
46,498	Mariner.	do.	56	W. C. & J. H. Henley.	Spry Bay.	* 4	117 30
100,580	Maggie E. C.	do.	20	David F. Covey.	Glen Margaret.	5	58 00
92,330	Mary E. Leslie.	Liverpool.	99	James Fraser.	Halifax.	16	232 00
85,664	Mary E.	Halifax.	14	Andrew Twohig.	Pennant.	3	40 60
100,227	May.	do.	10	Wm. S. Henneberry.	Sambro.	4	29 00
80,841	Nina.	do.	13	Wm. Murphy.	Owls Head.	* 2	28 27
85,665	Nellie D.	do.	12	Daniel Smith.	Sambro.	* 4	34 80
64,018	Ocean Bride.	do.	23	Geo. Borgal.	Pleasant Hr.	* 6	61 94
94,677	Progress.	do.	14	J. E. Conrod.	Spry Bay.	* 3	35 53
54,161	Perseverance.	do.	24	Boak & Bennett.	Halifax.	* 5	63 80
92,571	Primrose.	do.	14	Jno. P. Slaunwhite.	Terrence Bay.	* 2	33 84
69,187	Queen of the Fleet.	Lunenburg.	46	Wm. White.	Ferguson's Cove.	8	133 40
96,806	Rising Sun.	Halifax.	28	Geo. Julien.	W. Chezetcook.	5	81 20
59,462	Rival.	do.	20	Henry Faulkner.	Jeddore.	6	58 00

## Marine and Fisheries.

### DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

#### HALIFAX COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
77,787	Rescue.....	Halifax.....	20	Henry Fader.....	East Dover.....	5	58 00
100,474	R. Beatrice.....	do.....	19	James Morash, jr.....	West Dover.....	* 4	49 59
57,688	Riverdale.....	do.....	48	Geo. E. Boak.....	Halifax.....	8	139 20
92,575	Robinetta.....	do.....	14	Henry Harris.....	do.....	* 4	36 54
100,566	Rob S.....	do.....	21	Geo. H. Marryatt.....	do.....	5	60 90
53,551	Roving Bird.....	do.....	24	Jno. Brown.....	Herring Cove.....	* 7	65 25
88,223	River Belle.....	do.....	11	Jno. D. Christian.....	Prospect.....	3	31 90
53,600	Starlight.....	do.....	29	Thos. Cooper.....	Jeddore.....	* 3	63 07
74,087	Sea Gem.....	do.....	30	James Jennex.....	East Jeddore.....	8	87 00
97,042	Sea Bird.....	do.....	17	Seymour Monk.....	Ship Harbour.....	* 3	43 14
37,519	Safeguard.....	do.....	36	W. C. Henley.....	Spry Bay.....	5	104 40
100,218	Sarah M. W.....	do.....	14	H. Wambolt.....	Indian Harbour.....	5	40 60
64,869	Sarah L. Oxner.....	do.....	34	Edward Hayes.....	Herring Cove.....	10	98 60
90,490	T. W. Wolfe.....	do.....	31	Chas. Wolf <i>et al.</i> .....	W. Chezzetcook.....	* 8	84 91
75,833	Twilight.....	do.....	14	Eli Baker.....	East Jeddore.....	6	40 60
90,494	Two Brothers.....	do.....	22	J. Bayers & J. Smith.....	Musquodob'it Hr.....	* 3	51 04
100,154	Triton.....	Lunenburg.....	60	Jno. Wm. Wentzell.....	Halifax.....	15	174 00
77,836	T. W. Smith.....	Halifax.....	35	Charles Beaver.....	Spry Bay.....	* 6	94 25
90,485	Violet West.....	do.....	36	Thos. Gaetz <i>et al.</i> .....	Seaforth.....	10	104 40
96,781	Venture.....	do.....	43	Edward Dempsey.....	Herring Cove.....	11	124 70
94,666	Winged Arrow.....	Halifax.....	56	Andrew Conrod.....	W. Chezzetcook.....	* 4	121 80
100,226	Willie H. Crosby.....	do.....	65	James Julien <i>et al.</i> .....	do.....	18	188 50
90,723	Winnie L.....	do.....	31	James J. Gaetz <i>et al.</i> .....	Seaforth.....	10	89 90
61,901	Water Lilly.....	do.....	14	Isaac Morash.....	W. Dover.....	2	40 60
83,042	Western Belle.....	do.....	23	Jno. Thomas.....	Herring Cove.....	* 4	55 58
92,578	Willetta.....	do.....	12	Joseph Gray.....	Sambro.....	3	34 80
85,378	Zephyr.....	do.....	16	Robt. Slaunwhite.....	Terence Bay.....	3	46 40

#### INVERNESS COUNTY.

71,302	Alice.....	Charlottetown, P. E. I.....	10	P. Cormier & D. Lelièvre.....	Eastern Harbour.....	6	29 00
90,739	Arizona.....	Pt. Hawkesbury.....	49	Wm. H. Paint.....	Pt. Hawkesbury.....	6	142 10
83,244	Claribel.....	Charlottetown, P. E. I.....	12	Chas. Doucet.....	Eastern Harbour.....	5	34 80
75,782	Crescent.....	Arichat.....	27	Camile White.....	Friars Head.....	5	78 30
96,765	Grenada.....	Pt. Hawkesbury.....	58	James Macdonald.....	West Bay.....	12	168 20
38,468	Hector.....	Arichat.....	35	James C. Skinner.....	Port Hastings.....	3	101 50
96,763	Lelia Linwood.....	Pt. Hawkesbury.....	67	Wm. H. Paint.....	Pt. Hawkesbury.....	10	194 30
69,125	May Flower.....	Halifax.....	11	Hyacinthe Chiasson.....	Eastern Harbour.....	6	31 90
48,358	Ripple.....	Guysboro'.....	21	Neil Martin.....	Boom.....	4	60 90

#### KING'S COUNTY.

74,308	Bald Eagle.....	Yarmouth.....	14	Leonard Houghton.....	Hall's Harbour.....	3	40 60
77,732	Heather Belle.....	Digby.....	13	Jos. Parker.....	do.....	2	37 70
92,484	Pilot.....	Windsor.....	14	Willard Coffill.....	Blomidon.....	* 1	30 45

#### LUNENBURG COUNTY.

100,578	Avon.....	Lunenburg.....	49	Wm. Lohnes, M.O.....	La Have.....	11	142 10
100,489	Algoma.....	do.....	56	Jeffrey Publicover.....	do.....	10	162 40
100,160	Amelia Corkum.....	do.....	100	Chas. Rafuse, M.O.....	do.....	14	232 00
100,872	Adventurer.....	do.....	55	James Richard, M.O.....	do.....	12	159 50

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia.—*Con.*LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.  \$ cts.
94,790	Abana	Lunenburg	85	James Romkey, M.O.	La Have	14	232 00
94,783	Alaska	do	87	Ben. Anderson, M.O.	Lunenburg	14	232 00
100,170	Atlanta	do	96	Freem'n Anderson, M.O.	do	14	232 00
100,472	Arcana	do	87	Alexr. Nickle, M.O.	do	14	232 00
96,831	Argo	do	42	Geo. A. Parker, M.O.	do	* 9	115 71
94,778	Argosy	do	84	Chas. Smith, M.O.	do	14	232 00
94,961	Altona	do	67	Emmanuel Zeller, M.O.	South	13	194 30
100,163	Beauty	do	65	J. N. Rafuse, M.O.	La Have	10	188 50
94,648	Batavia	do	99	James Spearwater, M.O.	do	14	232 00
92,637	Bertie C. H.	do	87	Thos. Hanum, M.O.	Lunenburg	*12	215 44
96,823	Burnham H.	do	88	Benjm. Morash, M.O.	do	14	232 00
94,782	Bona Fide	do	90	J. Jos. Rudolph, M.O.	do	14	232 00
96,828	Bonanza	do	87	Chas. Silver, M.O.	do	14	232 00
100,571	Britannia	do	90	Chas. Smith, M.O.	do	14	232 00
94,651	Bessie A.	do	99	Murd'h McGregor, M.O.	Ritcey's Cove	13	232 00
94,647	Bonus	do	86	Jno. M. Ritcey, M.O.	do	14	232 00
94,643	Carrie M. C.	do	39	Joshua Coolen, M.O.	Fox Point	9	113 10
94,658	C. A. Ernst	do	57	A. Ernst, M.O.	Mahone Bay	11	165 30
94,645	C. A. Chisholm	do	82	do	do	11	232 00
85,642	Charlotte E. C.	do	80	C. U. Mader, M.O.	do	12	232 00
100,159	C. U. Mader	do	88	do	do	14	232 00
100,823	Carrie	do	60	Adnah Burns, M.O.	Dayspring	12	174 00
96,835	Cora L.	do	100	A. V. Conrad, M.O.	La Have	12	2 00
97,084	Calla Lily	do	62	Edmund Virtle, M.O.	do	10	179 80
90,824	Ceto	do	95	Simon Parks, M.O.	do	14	232 00
96,825	Cecelia W.	do	41	Robt. Walfield, M.O.	La Have Islands	8	118 90
90,857	Capio	do	72	G. N. C. Hawkins, M.O.	Lunenburg	10	208 80
100,570	Clarence F.	do	52	David Smith, M.O.	do	11	150 80
90,869	Clara E. Mason	do	83	do	do	14	232 00
94,646	Carrie C. W.	do	92	Martin Westhaver, M.O.	do	13	232 00
100,483	Curfew	do	49	J. D. Sperry	Petite Riviere	10	135 65
100,579	Citizen	do	98	Murd. McGregor, M.O.	Ritcey's Cove	14	232 00
97,081	Carrie	do	99	Jno. M. Ritcey, M.O.	do	14	232 00
88,355	D. A. Mader	do	85	C. U. Mader, M.O.	Mahone Bay	*11	222 34
97,085	D. Cronan	do	59	Henry Schnare	do	* 6	132 23
97,089	Dictator	do	87	David Smith, M.O.	Lunenburg	14	232 00
96,826	Director	do	87	do	do	14	232 00
85,736	Doninion	do	97	Wm. Young, M.O.	do	14	232 00
85,344	Donzella	do	118	Adam Selig, M.O.	Voglers Cove	14	232 00
83,308	Ella	Liverpool	10	Jennis C. Hanson	Mahone Bay	2	29 00
94,659	Enterprise	Lunenburg	86	Wm. Cleversy, M.O.	La Have	14	232 00
75,569	Empress	do	47	F. Himmelman	do	10	136 30
96,821	Edgar T. Richard	do	55	Elias Richard, sr., M.O.	do	12	159 50
100,151	Ermine	do	92	Wm. Young, M.O.	Lunenburg	14	232 00
94,960	Eureka	do	99	Reuben Smith, M.O.	Ritcey's Cove	*12	215 44
94,650	Elsie	do	47	Jno. Schmeiser, M.O.	La Have	8	136 30
66,749	Flash	Halifax	23	Elias Cleveland, M.O.	Chester	7	66 70
100,481	Florence	Lunenburg	29	W. A. Pickels, M.O.	Mahone Bay	* 6	73 60
97,046	Fredona	Liverpool	12	J. W. Remby, M.O.	W. Dublin	3	34 80
94,771	Florence M. Smith	Lunenburg	99	Benj. Anderson, M.O.	Lunenburg	14	232 00
92,638	Florence M.	do	83	J. Alex. Silver, M.O.	do	12	232 00
80,829	Florence B.	do	32	Jno. W. Pearl, M.O.	Martin's Brook	* 3	81 20
71,338	Fish Hawk	do	49	Jno. L. Corkum, M.O.	NewCumberland	9	142 10
97,088	Glendale	do	38	Chas. Bell, M.O.	La Have	7	110 20
100,480	Gallant	do	57	Elias Richard, sr.	do	13	165 30
100,478	Gladiola	do	52	Kenneth Silver, M.O.	Upper La Have	12	150 80
100,825	Georgina	do	34	James Bell, M.O.	Lower Dublin	5	98 60
96,836	Gleaner	do	86	Samuel Herman	Lunenburg	14	232 00
94,773	Galatea	do	98	Jno. B. Young, M.O.	do	14	232 00
100,576	Glad Tidings	do	99	J. Wm. Young, M.O.	do	14	232 00
90,582	G. A. Smith	do	95	Wm. Young, M.O.	do	14	232 00
97,083	Garland	do	51	J. D. Sperry	Petite Riviere	8	147 90
100,488	Gurnet	do	56	Alvin Creaser, M.O.	Ritcey's Cove	*10	155 02

## Marine and Fisheries.

### DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c. —Nova Scotia—*Con.*

#### LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							\$	cts.
90,862	Grenada	Lunenburg	93	Reuben Romkey, M.O.	Ritcey's Cove	14	232	00
90,825	Henry N. Batchelder	Port Medway	99	Augus Herman	Broad Cove	17	232	00
100,156	Hustler	Lunenburg	44	L. B. Currie, M.O.	W. Dublin	9	127	60
100,569	Howard Young	do	99	James Young, M.O.	Lunenburg	15	232	00
90,859	Hector W. McG.	do	99	Mur. McGregor, M.O.	Ritcey's Cove	14	232	00
100,161	Hilda Maud	do	37	Adam Selig, M.O.	Vogler's Cove	10	107	30
100,490	Irene M. B.	do	66	Eli Ernst, M.O.	Mahone Bay	12	191	40
96,837	Irvin G.	do	80	Henry Gerhardt, M.O.	Lunenburg	14	232	00
59,475	Jessen	do	69	J. N. Rafuse, M.O.	Conquerall Bank	10	200	10
94,970	Joseph O.	do	53	Thos. Oakley, M.O.	LaHave	12	153	70
92,639	Jennie Miller	do	83	Henry Adams, M.O.	Lunenburg	12	232	00
94,654	J. W. Geldert	do	89	Jas. W. Geldert, M.O.	do	14	232	00
94,785	J. C. Schwartz	do	89	Chas. Hewitt, M.O.	do	14	232	00
100,164	J. H. Ernst	do	97	S. Watson Oxner, M.O.	do	14	232	00
94,789	Joseph McGill	do	99	Henry Ritcey, M.O.	Ritcey's Cove	14	232	00
94,788	Laura C. Zwicker	do	85	Abraham Ernst, M.O.	Mahone Bay	12	232	00
88,360	Lettie M. Hardy	do	98	W. A. Pickels, M.O.	do	19	232	00
97,092	Lurline	do	57	Amiel Corkum, M.O.	LaHave	12	165	30
90,854	Latona	do	97	Lewis Anderson & Co.	Lunenburg	13	232	00
96,838	LaFrance	do	89	S. Watson Oxner, M.O.	do	14	232	00
96,827	Leopold	do	93	Chas. Smith, M.O.	do	14	232	00
96,832	Laura M. Knock	do	87	David Smith, M.O.	do	14	232	00
94,780	Lawrence	do	87	G. Ab. Smith, M.O.	do	14	232	00
96,833	L. E. Young	do	89	Alex. Young, M.O.	do	14	232	00
100,484	Lavanda	do	53	Peter Young, M.O.	do	12	153	70
83,316	Lottie	Port Medway	81	S. E. Teel, M.O.	Vogler's Cove	14	232	00
100,562	Millie L. E.	Lunenburg	65	Abraham Ernst, M.O.	Mahone Bay	*11	180	65
96,840	May Flower	do	60	Robert Dawson, M.O.	Bridgewater	10	174	00
69,213	May Fly	do	12	Jacob Richard	LaHave	3	34	80
100,573	Marsala	do	38	Solomon Richard, M.O.	do	7	110	29
90,823	Miletus	do	96	Jno. Shankle, M.O.	do	12	232	00
97,052	Minnie Maud	Liverpool	85	Jno. S. Wolfe, M.O.	W. Dublin	15	232	00
92,640	Minerva	Lunenburg	83	Wm. C. Acker, M.O.	Lunenburg	12	232	00
94,772	Molega	do	99	Benj. Anderson, M.O.	do	14	232	00
94,775	Malabar	do	98	R. H. Griffiths, M.O.	do	14	232	00
100,487	Mabel B.	do	43	Thos. Hamm, M.O.	do	10	124	70
92,633	Magnolia	do	83	Joshua Heckman, M.O.	do	12	232	00
92,635	M. B. Smith	do	85	Wm. C. Smith, M.O.	do	14	232	00
97,100	Maggie M. W.	do	89	J. H. Wilson, M.O.	do	14	232	00
92,632	Monarch	do	83	do	do	14	232	00
94,777	Maurice C. Geldert	do	100	Jno. B. Young, M.O.	do	14	232	00
100,153	Milo	do	99	J. Wm. Young, M.O.	do	14	232	00
100,162	Magic	do	45	J. D. Sperry	Petite Riviere	8	130	50
100,574	Melrose	do	71	Allan R. Morash, M.O.	Lunenburg	12	205	90
88,342	Nova Zembla	do	79	Joseph Hamm	Mahone Bay	13	229	10
88,603	Nokomis	do	94	C. U. Mader, M.O.	do	14	232	00
100,485	Nightingale	do	52	Wallace Haughn	LaHave	12	150	80
90,827	Nyanza	do	116	Elias Walters, M.O.	Lunenburg	16	232	00
94,966	Nicanor	do	79	Davis Westhaver	do	12	229	10
92,636	Nonpareil	do	88	Jno. Zinck, M.O.	do	14	232	00
94,641	Ovando	do	88	Jeffry Publicover, M.O.	Getson's Cove	12	232	00
88,346	Olive	do	103	Daniel Getson, M.O.	LaHave	14	232	00
100,577	Oddfellow	do	58	James Kinley, M.O.	Lunenburg	12	168	20
85,562	Oresa	do	14	Alex. Knickle, M.O.	Lunenburg	4	40	60
94,779	O. P. Silver	do	89	Chs. L. Silver, M.O.	do	14	232	00
94,876	Ontario	do	89	Benj. Smith	do	14	232	00
100,157	Orinoco	do	56	Isaac Westhaver, M.O.	do	*10	155	02
100,231	Pearl	Halifax	17	Wm. F. Heyson	Mahone Bay	4	49	30
100,477	Pilot	Lunenburg	42	W. N. Reinhardt, M.O.	LaHave	9	121	80
85,647	Penbina	do	94	L. Anderson & Co.	Lunenburg	12	232	00
100,486	Pandora	do	53	Benj. Lohnes, M.O.	do	12	153	70
94,774	Puritan	do	94	Jas. W. Kresser, M.O.	Ritcey's Cove	14	232	00
97,087	R. C. Bruhm	do	61	A. Ernst, M.O.	Mahone Bay	9	176	90

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &amp;c.—Nova Scotia—Con.

## LUNENBURG COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100,572	Rowena	Lunenburg	51	Wm. Schmeisser, M.O.	La Have	10	147 90
90,593	Ralph	do	51	Solomon Smith, M.O.	Lower La Have	11	147 90
96,834	Robert F. Mason	do	87	Martin Mason, M.O.	Lunenburg	14	232 00
100,473	Rapture	do	57	Alvin Moser, M.O.	do	12	165 30
74,096	Silver Stream	Halifax	35	David Mills, M.O.	Chester	12	101 50
98,349	Senovar	Lunenburg	89	Nathan Hiltz, M.O.	Martin's Point	14	232 00
100,165	Snow Queen	do	67	Leander Meisner, M.O.	do	12	194 30
100,829	Stranger	do	11	Garret Richard	La Have	* 2	23 93
94,787	Samoa	do	90	Jas. W. Geldert, M.O.	Lunenburg	14	232 00
90,868	Sadie	do	79	Chas. Smith, M.O.	do	14	229 10
100,471	Secret	do	87	Jno. B. Young, M.O.	do	14	232 00
194,962	Stella E.	do	99	Reuben Ritcey, M.O.	Ritcey's Cove	14	232 00
100,475	Tartar	do	61	W. N. Reinhardt, M.O.	La Have	12	176 90
94,657	T. W. Langille	do	71	Francis Conrad, M.O.	Lunenburg	14	205 90
92,623	Torricon	do	97	Ant. Heckman, M.O.	do	14	232 00
00,575	Tyler	do	54	W. A. Zwicker, M.O.	do	10	156 60
100,476	Tokalon	do	52	Albt. McKean, M.O.	Pleasantville	11	150 80
154,072	Two Brothers	Halifax	30	Isaiah Ernst	Martin's River	* 2	65 26
97,098	Urania	Lunenburg	100	David Heisler, M.O.	Lunenburg	14	232 00
97,099	Union	do	78	Wm Smeltzer, M.O.	do	12	226 20
00,821	Venus	do	76	Jacob Hiltz, M.O.	Indian Point	12	220 40
194,649	Valenar	do	84	Nathan Hiltz, M.O.	Martin's Point	12	232 00
00,479	Venator	do	57	H. N. Gardner, M.O.	Bridgewater	*11	158 42
194,956	Venezuela	do	94	Isaac Corkum	La Have	13	232 00
97,086	Vevia G.	do	54	Daniel Getson, M.O.	do	11	156 60
90,597	Vivian	do	99	A. H. Zwicker, M.O.	Lunenburg	14	232 00
00,826	Vandala	do	72	Albert McKean, M.O.	Pleasantville	10	208 80
183,164	Valiant	do	88	Thos. A. Cook, M.O.	Ritcey's Cove	12	232 00
85,635	Vanilla	do	96	Jno. M. Ritcey, M.O.	do	12	232 00
94,953	W. D. Richard	do	98	Angus Richard, M.O.	Getson's Cove	15	232 00
94,642	Winnie C	do	55	Edmen Walters, M.O.	La Have	13	159 50
96,829	Wisteria	do	96	Freem. Anderson, M.O.	Lunenburg	14	232 00
100,152	Werra	do	85	David Smith, M.O.	do	14	232 00
71,368	Zelu	do	21	Gabriel Smeltzer, M.O.	do	3	60 90

## QUEEN'S COUNTY.

97,048	Annie and Lizzie	Liverpool	39	A. W. Hendry	Liverpool	10	113 10
85,564	Bessie Williams	Barrington	76	do	do	*13	212 53
75,762	May Queen	Liverpool	17	Edwd T. Campbell	do	* 4	44 37
83,310	Myosotis	Port Medway	92	Edwin Morine	Port Medway	*15	207 60
61,916	Only Son	Liverpool	16	Jos. Hagan	Hunts Point	* 5	42 54
90,832	Ronald H. C.	Port Medway	55	Lysander B. Cohoon	Port Medway	11	159 50
83,495	Utopia	Liverpool	98	James C. Inness	Liverpool	10	232 00
97,041	W. H. Smith	do	43	Herbert Smith	Brooklyn	9	124 70

## RICHMOND COUNTY.

69,143	Areguipa	Arichat	36	Philip Gruchy	D'Escousse	6	104 40
83,086	Ada M.	Pt. Hawkesbury	20	Wm. Burke	River Bourgeois	5	58 00
77,544	Alpha	Arichat	42	Wm. LeVesconte	do	10	121 80
88,456	Alice May	do	39	do	do	10	113 10
36,474	Alexander Fraser	Lunenburg	32	Anselme Sampson	do	10	92 80
35,996	Blue Bell	Arichat	25	David Gruchy	D'Escousse	8	72 50
94,680	Bonnie Glen	Halifax	17	Sylvester Boudrot	Petit de Grat	* 4	44 37
77,851	Buxom	Sydney	11	Thos. McGrath	L'Ardoise	* 2	26 59
75,561	Boreas	Lunenburg	41	Jno. Colford	Port Richmond	*11	113 95
38,501	B. Wier & Co.	Arichat	24	Celestin Cordeau	River Bourgeois	*7	69 60
88,459	Caroline	do	12	Wm. Babin	Arichat	2	34 80



# Marine and Fisheries.

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

### RICHMOND COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
53,875	Catharine	Arichat	61	Alex. George, jr.	Madam Islands.	4	176 90
43,109	Chatham Head	Miramichi, N.B.	24	Dom. Fougère	Poulamond.	8	69 60
74,100	Candid	Arichat	23	Désiré Burke	River Bourgeois	7	66 70
72,061	C. P. M.	do	22	do	do	6	63 80
72,058	Daisy	do	34	Patrick Richard	Arichat	3	98 60
83,395	Eleric	Halifax	29	F. Post & T. Lavache	do	5	84 10
77,616	Eliza Jane	Shelburne	22	Casimir Vigneau	do	3	63 80
77,822	Eliza Smith	Arichat	44	Patience Poirier	Low. D'Escousse	*10	121 80
83,083	Emma Proctor	Pt. Hawkesbury	41	Edward Proctor	Riv. Inhabitants	* 8	112 29
61,606	Edmund Russell	Arichat	28	Geo. Walker	Basin River Inhabitants.	3	81 20
38,477	Elizabeth	do	18	Placide Burke	River Bourgeois.	* 5	47 85
77,843	Elizabeth	Halifax	30	Isidore Sampson	do	9	87 00
74,116	Fama	do	44	Wm. LeVesconte	D'Escousse.	11	127 60
88,462	Fannie S.	Arichat	28	Daniel Sampson	River Bourgeois.	9	81 20
38,481	G. H. B.	do	36	Placide Forgeron	West Arichat	4	104 40
88,599	Guide	Halifax	38	Edward Poirier	Low. D'Escousse	*10	105 20
69,154	Head Reaches	Hawkesbury	56	L. Terris & F. M. Malzard	Arichat.	3	162 40
96,764	Ida C. Spofford	Pt. Hawkesbury	54	Robt. Murray	Port Richmond.	6	156 60
88,454	Jubilee	Arichat	34	David Gruchy	D'Escousse	* 8	88 74
85,560	Jacques	Yarmouth	58	Frederick Poirier	do	15	168 20
88,466	Julia	Arichat	20	Louis Burke	River Bourgeois.	6	53 00
80,972	John Vincin	Sydney	17	Peter Burke	do	6	49 30
88,455	Laura Victoria	Arichat	39	Jno. Mauger	Cape La Ronde.	10	113 10
72,070	Lennox	do	46	David Gruchy	D'Escousse	11	133 40
75,875	Lida and Lizzie	do	56	Wm. LeVisconte.	do	13	162 40
38,516	Lady of the Lake	do	26	Peter Landry	St. Peter's.	*6	70 02
72,071	Lumen Dei	do	20	Urbain Sampson	River Bourgeois.	6	58 00
72,066	Mary L.	do	19	Peter Haywood	Arichat.	2	55 10
83,100	Morning Star	Pt. Hawkesbury	13	Abraham Gerroir	West Arichat	2	37 70
46,082	Mary	Arichat	43	David Gruchy	D'Escousse	* 6	93 55
88,463	Maria	do	14	And. Boudrot.	Petit de Grat	6	40 60
38,417	Messenger	do	30	Remi Fougère	Ponlamond.	* 9	82 65
69,969	Morning Light	Port Hawkesb'ry	39	David Walker	Basin River Inhabitants.	4	113 10
38,522	Mary	Arichat	23	Isaiah Boudreau	River Bourgeois.	7	66 70
72,063	May Flower	do	12	Jno. Burke	do	4	34 80
88,431	Mayflower	Halifax	21	Docite Fougère	do	6	60 90
88,464	Mary E.	Arichat	10	Chas. DeWolf	Arichat	3	29 00
74,365	Nova Stella	do	53	Leon N. Poirier	Low. D'Escousse	14	153 70
72,048	Neptune	do	26	Hy. Sampson.	River Bourgeois.	*4	59 26
61,630	Olive J	Halifax	57	John Malcolm	Port Malcolm.	7	165 30
54,139	Ocean Belle	do	20	Elias Bouchard	River Bourgeois.	7	58 00
74,322	Proditor	do	54	Désire Poirier	Low. D'Escousse	14	156 60
69,959	Quick Step	Port Hawkesb'ry	35	Lewis Murray	Port Richmond.	*3	88 82
73,119	Royal	Halifax	12	E. Thibodo & E. Boudrot	Arichat	*2	29 00
88,439	Ripple	do	20	Isidore Boudrot.	Petit de Grat	4	58 00
88,452	R. Ferguson	Arichat	24	Maurice Burke	St. Peter's.	*3	52 20
64,033	Ripple	Port Hawkesb'ry	34	Geo. Cruickshank	Port Richmond.	5	98 60
75,763	Ripple	Arichat	17	Dan. McDonald	Basin River Inhabitants.	2	49 30
51,781	S. E. Cove	do	54	Peter Campbell	Arichat	14	156 60
37,612	Sea Slipper	Lunenburg	41	Chas. Mauger	Cape La Ronde.	*11	118 90
96,810	S. E. Parker	Halifax	40	Alf. Langlois.	D'Escousse.	*8	104 40
88,465	Stella	Arichat	46	Angus J. Boyd	River Bourgeois.	*8	111 18
85,645	Sissie Belle	Halifax	40	Ptk. Pate.	do	10	116 00
92,599	Thistle	Sydney	11	A. Manbourquette	Upper L'Ardoise	3	31 90
38,480	Two Brothers	Arichat	32	Simon Landry	River Bourgeois.	8	92 80
61,990	Union	Halifax	20	Arthur & Alex. Leblanc	Arichat	3	58 00
61,946	Union	do	23	Lawrence Lavache	West Arichat	3	66 70
71,034	Vanguard	Barrington	48	Thos. Boudrot	Petit de Grat	7	139 20
57,662	Village Bride	Halifax	24	Peter Malcolm	Port Malcolm.	5	69 60

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &amp;c.—Nova Scotia—Con.

## SHELBURNE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							§ cts.
90,655	Annina	Yarmouth	12	Wm. H. Kenny	Clarke's Harbour	7	34 80
71,032	Arthur	do	21	Edgar Nickerson	South Side	9	60 90
90,426	Amanda	Barrington	38	Isaac Nickerson	do	*10	105 20
88,552	Afton	Shelburne	72	Jonathan Locke	Lockeport	*16	202 66
94,632	A. C. Greenwood	do	15	Chas. E. Hagar	Round Bay	5	43 50
90,900	Bertha Kelly	Yarmouth	12	Wm. P. Snow	Port La Tour	3	34 80
97,028	Bertha	do	10	Henry Williams	Brighton	6	29 00
88,551	Blanch M. Thorburn	Shelburne	96	Wm. H. Thorburn	Jordan Bay	20	232 00
85,400	Billy Browne	do	88	Enos Churchill	Lockeport	16	232 00
100,604	Bell McKinnon	do	35	C. Locke & Co.	do	9	101 50
96,976	Charlie Richardson	do	26	Jno. B. Harding, sr.	do	8	75 40
94,942	Coronilla	do	24	C. Locke & Co.	do	8	69 60
83,492	Dessie	Liverpool	11	E. A. Capstick	do	5	31 90
75,244	Dwina	Shelburne	52	Wm. Lloyd, jr.	do	*12	140 04
90,644	Eva Mc.	Yarmouth	19	Thos. L. Nickerson	Wood's Harbour	*7	48 98
83,043	Ella A. Downie	Shelburne	73	Enos Churchill	Lockeport	*11	189 02
96,976	Edith	do	40	Churchill Locke	do	9	116 00
85,731	Eva L. H.	do	62	B. P. Thorburn	Sandy Point	*11	172 31
85,503	G. P. Taylor	Yarmouth	13	Erastus N. Nickerson	Wood's Harbour	*3	26 94
85,478	Glenora	Shelburne	76	Churchill Locke	Lockeport	*14	206 64
80,799	Hattie T.	Digby	16	Isaac Kendrick	Shag Harbour	*6	40 60
90,647	Hattie Emeline	Yarmouth	11	C. A. Reynolds	Upper Port la Tour	5	31 90
90,879	Hope	Barrington	22	Raymond Nickerson	Clarke's Harbour	10	60 90
100,607	Iceland	Shelburne	19	Kelly McMillan	Lewis Head	5	55 10
85,554	Jersey Lily	do	96	Enos Churchill	Lockeport	*15	232 75
94,941	John Purney	do	98	Geo. H. King	Sandy Point	22	234 00
73,967	Katie	Liverpool	14	Burns McKenzie	Green Harbour	6	40 60
77,957	Kedron	Annapolis	22	Churchill Locke	Lockeport	*6	55 84
90,438	Lark	Barrington	13	Sam. S. Atwood	Barrington	4	31 42
80,624	Lima	Yarmouth	12	Joshua Nickerson	Bear Point	*6	32 32
90,429	Lettie May	Barrington	10	J. E. Smith	do	2	29 00
88,271	Magellan Cloud	Shelburne	20	Melvin Atkinson	West Head	*7	51 56
85,488	Mabel Somers	do	98	Enos Churchill	Lockeport	16	232 00
100,606	Myra Louise	do	17	Jno. Mathews	Ragged Island	5	49 30
83,493	Mary C.	Liverpool	84	Wm. McMillan	Lockeport	20	232 00
96,975	Mary	Shelburne	99	Jno. A. McGowan	Shelburne	*19	216 19
72,977	Nellie H. Hamm	Digby	26	D. V. Kenney	Clarke's Harbour	11	75 40
90,439	Oscar F.	Barrington	17	Jas. E. Swim	do	9	49 30
96,977	Oriole	Shelburne	43	C. Locke & Co.	Lockeport	11	124 70
100,319	Rob Roy	Yarmouth	12	Freeman Lowe	Clarke's Harbour	7	34 80
92,320	Rialto	Shelburne	46	A. E. Thorbourn	Sandy Point	*10	127 34
85,390	Susan C.	Barrington	21	Peter P. Smith	Centerville	6	60 90
90,433	St. Ann	do	11	Jno. Lowe	Clarke's Harbour	5	31 90
85,483	Sarah H. Seeton	Shelburne	95	C. Locke & Co.	Lockeport	18	232 00
100,609	Swan	do	57	Jno. A. McGowan	Shelburne	*9	135 80
90,893	Thomas H.	Barrington	13	Fred. Nickerson	Clarke's Harbour	9	37 70
96,961	Tivoli	Shelburne	24	R. J. Swansburg	Little Harbour	7	69 60
90,895	Union St. Pierre	Yarmouth	19	Frank Nickerson	Clarke's Harbour	*7	51 66
100,811	Vesta Pearl	Barrington	40	Wm. B. Smith, jun.	West Head	*10	110 73
100,608	Vesper	Shelburne	14	Jno. Ringer	Little Harbour	5	40 60
90,430	Will Carleton	Barrington	89	G. L. Nickerson	Port la Tour	*14	224 27
77,744	Whip-poor-Will	Shelburne	15	James S. Perry	Black Point	6	43 50
75,722	Yuba	Yarmouth	15	Isaac Nickerson	Shag Harbour	*6	38 07

## VICTORIA COUNTY.

72,047	Mary Moulton	Arichat	26	Roderick Kerr	Englishtown	3	75 40
57,681	Quick Step	Halifax	22	Jno. Rose	McKinnon's Harbour	3	63 80

## Marine and Fisheries.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—Nova Scotia—Con.

### YARMOUTH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
97,034	A. D'E.	Yarmouth	15	A. D'Entremont	West Pubnico	6	43 50
94,980	Aurore	do	86	Leon D'Eon	do	* 21	232 00
88,586	Alma	do	18	Wm. Kenney	Lower Argyle	* 4	39 16
66,683	Bellarose	do	40	T. A. Crosby	Yarmouth	6	116 00
94,977	Civilian	do	97	David L. Amiro	West Pubnico	18	232 00
85,536	Circassian	do	99	A. F. Stoneman & Co.	Yarmouth	*17	225 56
69,217	Chlorus	do	57	do	do	*15	160 14
66,679	Diploma	do	84	Simon D'Eon	West Pubnico	21	232 00
90,871	Dora	Yarmouth	63	A. F. Stoneman & Co.	Yarmouth	*17	169 02
85,551	Ethel	do	93	J. H. Porter & Co.	Tusket Wedge	19	232 00
97,036	Eva	do	10	Gabriel Bourque	Bourque's Cove	* 4	24 18
90,654	Flora	do	64	David D'Entremont	W. Pubnico	*19	176 78
75,601	Flash	Digby	10	James A. Peters	Westport	* 4	26 10
90,885	Georgina	Yarmouth	90	H. & N. B. Lewis	Yarmouth	*20	226 48
85,554	Hazel Glen	do	96	Arthur D'Entremont	W. Pubnico	*24	227 36
100,326	Helena	do	14	Wm. McNair	Lower Argyle	* 4	33 84
100,327	Hattie	do	10	Robert Ellenwood	Yarmouth	5	29 00
80,643	Hazel Dell	do	87	Parker, Eakins & Co.	do	16	232 00
80,641	Jonathan	do	68	C. T. D'Entremont	W. Pubnico	* 20	197 20
88,587	Jessie May	do	14	Angus Daley	Pubnico Head	* 4	29 34
90,643	Komoroff	do	10	Henry Hilton	Yarmouth	* 3	25 38
88,581	Kingfisher	do	47	A. F. Stoneman & Co.	do	17	136 30
100,320	Lens	do	13	Peter Amiro	W. Pubnico	* 5	34 56
51,972	Lydia Ryder	do	57	La. P. D'Entremont	do	*18	157 04
90,887	L'Etoile	do	48	J. H. Porter & Co.	Tusket Wedge	* 9	117 80
80,614	Louise	do	85	do	do	18	232 00
88,596	M. A. Louis	do	64	Chas. D. D'Eon	Pubnico	19	185 60
74,322	Morning Star	do	25	J. B. Lewis	Yarmouth	* 6	67 33
74,339	Maitland	do	45	H. & N. B. Lewis	do	17	130 50
85,539	Maggie Jane	do	12	Wm. Robbins	Port Maitland	4	34 80
88,583	Mary O'Dell	do	14	David Smith	Kelly's Cove	* 2	30 46
90,659	N. A. Laura	do	59	T. D'Entremont	W. Pubnico	19	171 10
90,892	Nellie	do	59	J. H. Porter & Co.	Tusket Wedge	19	171 10
85,553	Onyx	do	139	Parker, Eakins & Co.	Yarmouth	18	232 00
90,873	Primrose	do	34	Wm. McKenzie	Port Maitland	* 5	73 95
80,628	Roseneath	do	92	Byron Hines	East Pubnico	18	232 00
100,313	Souvenir	do	71	Nicholas D'Entremont	West Pubnico	20	205 90
100,323	Senora	do	85	Marc. A. Surette	do	22	232 01
83,254	Sea Foam	Annapolis	28	Jno. T. Amiro	East Pubnico	* 2	50 76
100,325	Starlight	Yarmouth	10	James Goodwin	Argyle Sound	5	29 00
75,724	Sea Foam	do	75	J. H. Porter & Co.	Tusket Wedge	20	217 50
85,535	Sigefroi	do	41	Geo. R. Beveridge	Melbourne	* 7	91 48
77,956	Speed	do	13	Jos. H. Eldridge	Yarmouth	2	37 70
96,962	Sunrise	do	18	James E. Crosby	do	* 1	32 63
88,597	Uncle Sam	do	97	David D'Entremont	West Pubnico	*20	221 46
90,882	Will o' the Wisp	do	51	A. F. Stoneman & Co.	Yarmouth	*19	144 21
90,896	Wapiti	do	100	do	do	18	232 00
90,897	Wrasse	do	56	do	do	*17	150 22

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &amp;c.—Continued.

## PROVINCE OF NEW BRUNSWICK.

## CHARLOTTE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							\$	cts.
83,469	Austin P.	St. Andrews	12	Daniel Richardson	Deer Island	* 2	26	10
94,727	Aurelia	St. John	22	James Scovill	Flagg's Cove	* 2	53	17
35,338	Carolina	St. Andrews	18	Henry Stuart	Lord's Cove	* 5	52	20
59,375	Cadet	do	19	Ethelbert Savage	Wilson's Beach	* 1	27	55
88,409	Carrie	Digby, N.S.	12	Thomas Cook	Flagg's Cove	* 3	34	80
88,387	Comet	Windsor, N.S.	10	Thomas Carter	Pennfield	* 2	29	00
92,503	Defiance	St. Andrews	17	Frank Calder	Welchpool	* 3	49	30
92,515	Dispute	do	13	Fredk. Russell	Seal Cove	* 2	37	70
74,326	Dreadnaught	Yarmouth, N.S.	19	Alfred Stanley	Flagg's Cove	* 3	55	10
59,373	E. M. Oliver	St. Andrews	14	S. L. Justason	Pennfield	* 2	13	54
92,516	Emma	do	22	Wm. Shaw	Lepreaux	* 4	63	80
92,515	Edith R.	do	47	Conley & Richardson	Leonardville	* 9	136	30
80,803	Exenia	Windsor, N.S.	18	Wm. F. Parker	Beaver Harbour	* 3	52	20
88,286	Eagle	St. Andrews	11	Jos. Richardson, sr.	Leonardville	* 2	23	93
88,280	E. B. Lane	do	12	F. Tewkesbury	do	* 2	29	00
80,882	Ella Mabel	do	14	Walter Calder, jr.	Wilson's Beach	* 3	40	60
94,834	Flora Wooster	do	22	Henry Burnham	Flagg's Cove	* 3	31	90
98,276	Falcon	do	12	Jas. Brown <i>et al.</i>	Wilson's Beach	* 3	34	80
92,511	Fleetwing	do	11	Ben. H. Cossaboom	Whitehead Isl'd.	* 2	31	90
97,146	Free Trader	do	10	Geo. Scott <i>et al.</i>	Flagg's Cove	* 3	19	00
94,835	George Linwood	do	25	Jno. Hawkins <i>et al.</i>	Beaver Harbour	* 7	72	50
59,396	Gertie Westbrooke	do	16	James Cline	Lord's Cove	* 3	37	12
92,508	Grey Eagle	do	14	Nehemiah Mitchell, sr.	Welchpool	* 2	33	83
59,379	Gazelle	do	47	Wm. Watt	Flagg's Cove	* 4	95	43
97,150	Gleaner	do	13	Jno. Cook	Back Bay	* 2	26	39
80,650	Happy Home	Yarmouth, N.S.	14	Jno. A. Dover & Jos. Connors	Black's Harbour	* 3	40	60
83,463	Havelock	St. Andrews	33	Wm. James	Wilson's Beach	* 5	95	70
97,148	John and Frank	do	56	Hugh C. McKay	Beaver Harbour	* 6	150	80
59,342	Lizzie McGee	do	14	Andrew McGee	Back Bay	* 3	40	60
88,273	Lillian E.	do	13	do	do	* 3	37	70
59,395	Little Minnie	do	14	Jos. McGee	do	* 2	40	60
75,598	Lizzie Jane	Digby, N.S.	18	Chas. Green	Fairhaven	* 3	52	20
59,321	Little Nell	St. Andrews	21	Wm. McLellan	Welchpool	* 4	60	90
88,407	Linnett	Digby, N.S.	15	Alva Brown	Wilson's Beach	* 3	43	50
77,965	Lydia B.	St. Andrews	18	W. & Jno. M. Calder	Welchpool	* 3	52	20
77,783	Lost Heir	Pt. Medway, N.S.	15	Jno. P. Moses <i>et al.</i>	Flagg's Cove	* 1	21	75
92,501	Maybe	St. Andrews	11	Jno. Kelly	Le Tête	* 2	26	58
92,514	Maggie Jane	do	10	Louis Stanley <i>et al.</i>	Flagg's Cove	* 3	29	00
77,967	Naomi	do	14	Chas. Hagerty	Wilson's Beach	* 3	40	60
92,518	Peril	do	18	M. Eldridge & Geo. Dixon	Beaver Harbour	* 3	52	20
75,591	Rise and Go.	do	16	Wm. Sirls	Wilson's Beach	* 3	46	40
88,284	Sea Foam	do	13	Daniel Leavitt	Back Bay	* 2	37	70
59,357	Silver Bell	do	13	A. Malloch <i>et al.</i>	Wilson's Beach	* 3	37	70
88,272	Simeon H. Bell	do	14	James Hatt <i>et al.</i>	Flagg's Cove	* 3	40	60
88,414	Trumpet	St. John	20	G. U. Wright	Beaver Harbour	* 3	58	00
77,969	Telephone	St. Andrews	19	C. H. Greenwood	Wilson's Beach	* 4	55	10
97,145	Thistle	St. Andrews	12	Frank Ingersoll	Flagg's Cove	* 2	34	80
88,282	Veritas	do	10	Simeon Leonard	Leonardville	* 2	24	17
94,832	Venus	do	42	Simeon Brown	Wilson's Beach	* 6	113	10
103,111	Volunteer	do	13	A. W. Ingersoll	Woodwards Cove	* 2	28	28
77,969	Wave Queen	do	11	Hiram Foster	Grand Harbour	* 4	31	90
83,427	Zoulou	Weymouth, N.S.	12	Eben Gaskill	Flagg's Cove	* 1	17	40

# Marine and Fisheries.

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick— Continued.

### GLOUCESTER COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100,984	Alice	Chatham..	11	Chas. DeGruchy	Caraquet	3	31 90
96,739	Argeline	do	14	Octave Gionet	do	3	40 60
100,987	Arabi	do	12	Philip Rive	do	* 2	29 00
100,990	Alberta	do	11	do	do	3	31 90
100,960	Annie M	do	11	W. S. Loggie	do	3	31 90
100,909	Adeline Gladys	do	12	Richard Young	Shippegan	* 2	29 00
92,419	Anna	do	12	Docité Chiasson	Lameque	3	34 80
72,099	Adelina	do	12	Auguste Paulin	do	* 1	26 10
97,194	Alika	do	12	Lange Paulin, sr	do	3	34 80
96,725	Bessie T.	do	10	Colin C. Turner	Tracadie	3	29 00
100,983	Bee	do	11	Chas. DeGruchy	Caraquet	3	31 90
100,780	Brittanic	do	12	C. Hubbard	do	3	34 80
100,909	Bluenose	do	11	Jos. Sewell	do	3	31 90
100,975	Big Bear	do	10	Robt. Young	do	* 2	24 17
100,783	Belle	do	11	do	do	4	31 90
100,299	Blanchard	do	12	Peter Fiott	Cape Cove, Co. Gaspé	3	34 80
61,431	Bee	Miramichi	11	Paul Noël	Lameque	3	31 90
72,079	Betsy	Chatham..	13	Sebastien Noël	Little Lameque	3	37 70
96,730	Christina	do	11	Chas. DeGruchy	Caraquet	* 2	26 59
100,774	Calliope	do	12	Philip Rive	do	4	34 80
100,971	Cyprian	do	10	Elie Syvret	do	2	29 00
100,789	Chazalie	do	11	Robt. Young	do	3	31 90
100,784	Charlotte	do	13	do	do	4	37 70
100,916	Cygnat	do	12	Geo. Romeril	Paspebiac, P.Q.	* 2	29 00
101,000	Condor	do	10	Thos. Ahier	Shippegan	3	29 00
92,412	Dollie Dutton	do	13	John Young	Tracadie	3	37 70
100,915	Dawn	do	12	Geo. Romeril	Paspebiac, P.Q.	3	34 80
100,917	Dora	do	11	do	do	4	31 90
100,999	Dove	do	11	Thos. Ahier	Shippegan	3	31 90
100,913	Daffodil	do	10	do	do	2	29 00
100,772	Estelle	do	13	Philip Rive	Caraquet	* 2	31 42
100,905	Evangeline	do	10	do	do	3	29 00
100,293	Eliza	do	15	Robt. Young	do	3	43 50
100,786	Empress	do	12	do	do	4	34 80
100,787	Ethel	do	11	do	do	3	31 90
100,998	Eagle	do	10	Thos. Ahier	Shippegan	4	29 00
100,911	Emperor	do	10	do	do	3	29 00
92,417	Evangeline	do	11	Richard Young	do	* 3	27 92
96,723	Emma	do	15	Ludger Duguay	Lameque	3	43 50
96,737	Elmina	do	11	Jacques Noël, sr	do	4	31 90
85,699	Four Sisters	do	10	Marcel Caron	Caraquet	3	29 00
100,977	Fly	do	12	Chas. DeGruchy	do	3	34 80
100,782	Flying Foam	do	12	Robt. Young	do	4	34 80
103,001	Falcon	do	10	Thos. Ahier	Shippegan	3	29 00
100,913	Foam	do	10	do	do	3	29 00
96,736	Fly	do	14	Rich'd Young	do	* 3	35 53
61,445	Flavie	do	13	Theophile Duguay	Lameque	4	37 70
100,298	Fisher	do	12	Elie Chiasson	Little Lameque	3	34 80
92,416	Grip	do	12	James Davidson	Tracadie	3	34 80
100,968	Gem	do	11	Chas. DeGruchy	Caraquet	* 2	26 59
100,778	Gambetta	do	12	C. Hubbard	do	4	34 80
100,954	Gazelle	do	10	do	do	3	29 00
100,910	Gleaner	do	13	Luke Lanteigne	do	3	37 70
100,993	Garfield	do	10	Philip Rive	do	3	29 00
100,992	Great Mogul	do	11	do	do	3	31 90
100,989	Gladiator	do	11	do	do	3	31 90
100,964	Gladstone	do	10	do	do	3	29 00
100,790	Guiding Star	do	11	Robt. Young	do	3	31 90
100,919	Gazelle	do	12	Geo. Romeril	Paspebiac, P.Q.	3	34 80
96,733	Gem	do	12	Rich'd Young	Shippegan	* 3	30 45
100,994	Hercules	do	10	Philip Rive	Caraquet	3	29 00

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick—  
Continued.

## GLOUCESTER COUNTY—Continued.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100,906	Hotspur.	Chatham.	10	Philip Rive.	Caraquet.	3	29 00
100,903	Hope.	do	11	Robt. Young.	do	3	31 90
61,425	Hope.	New Carlisle, P. Q.	13	Geo. Romeril.	Paspebiac, P. Q.	3	37 70
100,956	Harold N.	Chatham.	12	W. S. Loggie.	Chatham.	3	34 80
100,997	Ivanhoe.	do	10	Thos. Ahier.	Shippegan	* 2	24 17
96,724	Isabel.	do	11	Pierre Noël.	Lamèque.	3	31 90
100,294	Jean.	do	13	Dom. Gallien.	Caraquet.	* 2	31 42
100,965	Josephine.	do	11	Philip Rive.	do	* 2	26 59
100,969	John Bull.	do	10	Jos. Sewell.	do	3	29 00
100,958	John B.	do	11	W. S. Loggie.	Chatham.	3	31 90
100,981	Kite.	do	11	Chas. DeGruchy.	Caraquet.	3	31 90
100,980	Lynx.	do	11	do	do	3	31 90
100,951	Leo.	do	13	Hyacinthe Lanteigne.	do	* 3	32 99
100,972	Lizzie D.	do	11	Robt. Young.	do	* 2	26 59
100,902	Lord Stanley.	do	10	do	do	4	29 00
103,003	Lark.	do	10	Thos. Ahier.	Shippegan	3	29 00
92,403	Maria.	do	25	Ubalde Landry.	Grande Anse.	* 3	63 44
92,413	Mary Jane.	do	14	Theodore Savoy.	Tracadie.	4	40 60
100,779	Mermaid.	do	11	C. Hubbard.	Caraquet.	3	31 90
100,955	Majestic.	do	10	do	do	* 2	24 17
100,781	Mary Louise.	do	11	do	do	3	31 90
100,295	Marie Louisa.	do	18	Jos. A. Paulin.	do	* 3	45 68
85,692	Mary.	do	11	Robt. Young.	do	3	31 90
100,785	Midnight.	do	12	do	do	3	34 80
100,300	Mikado.	do	13	Peter Fiott.	Cape Cove, P. Q.	3	37 70
100,957	Mary R.	do	12	W. S. Loggie.	Chatham.	3	34 80
88,669	Morning Star.	do	12	Gustave Gionet.	Pokemouche.	* 1	23 20
92,420	Mary Louise.	do	13	Wm. LeBreton.	do	4	37 70
61,447	Merida.	Miramichi.	13	André Aché, sen.	Lamèque.	3	37 70
72,100	Marie.	Chatham.	11	Onésime Chiasson.	do	3	31 90
100,292	Marie Joseph.	do	12	Lazare Gauvin.	Little Lamèque.	3	34 80
100,991	MacMahon.	do	11	Philip Rive.	Caraquet.	* 2	26 59
100,970	Nellie.	do	11	Dom. Gallien.	do	3	31 90
103,005	Osprey.	do	10	Thomas Ahier.	Shippegan	5	29 00
103,004	Oriole.	do	11	do	do	3	31 90
96,740	Providence.	do	13	Prosperé Albert.	Caraquet.	3	37 70
100,996	Parisian.	do	10	Philip Rive.	do	3	29 00
100,776	Patrick.	do	11	do	do	3	31 90
100,904	P. T. S.	do	11	Robert Young.	do	* 2	26 59
103,007	Petrel.	do	10	Thomas Ahier.	Shippegan	3	29 00
96,732	Providence.	do	11	Jos. L. Robichaud.	do	* 3	15 95
100,297	Palma.	do	14	Olivier Duguay.	Lamèque.	4	40 60
100,967	Queen.	do	10	Robert Young.	Caraquet.	3	29 00
61,406	Reward.	do	11	Hyacinthe Boutillier.	do	3	31 90
100,979	Ranger.	do	10	Chas. DeGruchy.	do	3	29 00
97,191	Rita.	do	12	do	do	3	34 80
100,905	Rosalie.	do	10	Jos. N. LeBoutillier.	do	3	29 00
100,773	Rupert.	do	12	Philip Rive.	do	3	34 80
100,775	Red Gauntlet.	do	11	do	do	3	31 90
100,962	Replevin.	do	10	Geo. Romeril.	Paspebiac, P. Q.	3	29 00
61,438	Rosane.	do	13	Aimé Duguay.	Alexander's Pt.	3	37 70
92,404	Rosa.	do	17	Octave Aché.	Lamèque.	4	49 30
96,727	Ryse.	do	11	Sinai Aché.	do	3	31 90
100,978	Speedy.	do	11	Chas. DeGruchy.	Caraquet.	3	31 90
100,986	Swift.	do	11	do	do	* 2	26 59
100,982	Snowdrop.	do	11	do	do	* 2	26 59
100,976	St. John.	do	10	Théotime Gionet.	do	3	29 00
103,010	Sarah B.	do	10	Jos. N. LeBoutillier.	do	3	29 00
100,963	Stanley.	do	10	Philip Rive.	do	3	29 00
100,901	Sea Flower.	do	12	Robert Young.	do	3	34 80
100,907	Sarah.	do	10	do	do	3	29 00
100,974	Sivret.	do	10	do	do	3	29 00

## Marine and Fisheries

### DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—New Brunswick— *Continued.*

#### GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100,788	Sir Charles .....	Chatham .....	11	Robert Young .....	Caraget .....	3	31 90
100,914	Sea Flower.....	do .....	11	Geo. Romeril.....	Paspebiac, P.Q..	3	31 90
100,961	Silver Moon.....	do .....	14	W. S. Loggie.....	Chatham.....	3	40 60
103,006	Swallow.....	do .....	11	Thomas Ahier.....	Shippegan.....	4	31 90
96,731	Sea Star.....	do .....	13	Jos. M. Savoy.....	do .....	3	37 70
103,008	St. Joseph.....	do .....	12	Adolphe Aché.....	Lamèque.....	3	34 80
74,401	Sara.....	Miramichi.....	11	Nazaire Noël.....	do .....	3	31 90
92,408	Sarah A. W.....	Chatham.....	15	Robt. J. Wilson.....	Miscou.....	3	43 50
100,777	Teutonic.....	do .....	11	C. Hubbard.....	Caraget.....	3	31 90
100,918	Tickler.....	do .....	12	Geo. Romeril.....	Paspebiac, P.Q..	4	34 80
96,738	Three Brothers .....	do .....	12	Richard Young.....	Shippegan.....	4	34 80
100,771	Umbria.....	do .....	12	Philip Rive.....	Caraget.....	3	34 80
100,995	Voltaire.....	do .....	10	do .....	do .....	*1	19 34
100,966	Von Moltke.....	do .....	11	do .....	do .....	3	31 90
100,985	Wasp.....	do .....	12	Chas. DeGruchy .....	do .....	3	34 80
100,973	World's Fair.....	do .....	11	Robt. Young.....	do .....	3	31 90
100,953	White Wings.....	Chatham.....	10	Robert Young.....	Caraget.....	3	29 00
96,735	White Fish.....	do .....	12	Joseph Savoy.....	Lamèque.....	4	34 80
100,920	Zephyr.....	do .....	12	George Romeril.....	Paspebiac, P.Q..	3	34 80

#### NORTHUMBERLAND COUNTY.

79,996	Amy B.....	Chatham.....	60	W. S. Loggie.....	Chatham.....	*3	152 25
100,296	Leigh J. ....	do .....	34	do .....	do .....	5	98 60

#### ST. JOHN COUNTY.

88,270	Alice May.....	St. John.....	10	Henry Craft .....	Mace's Bay.....	3	29 00
88,253	E. B. Colwell .....	do .....	19	Addison Thompson .....	do .....	7	55 10
83,259	Hettie May.....	Annapolis, N.S..	15	John Butler .....	Musquash .....	3	43 50
57,181	Hattie.....	Windsor, N.S....	13	Samuel Galbraith.....	Pisarinco.....	4	37 70
42,089	Lilley.....	St. Andrews.....	10	Frs. Campbell.....	Dipper Harbour.	3	29 00
59,326	Maud Holmes .....	do .....	21	Patrick Murray.....	Chance Harbour.	5	60 90
71,011	Red Breast.....	St. John.....	30	Chas. Harkins.....	Dipper Harbour.	5	87 00
59,322	Sea Flower.....	do .....	11	Janes Thompson.....	Chance Harbour.	3	31 90
72,973	Sea Breeze.....	Digby, N.S.....	13	Jno. J. Graham.....	Musquash.....	3	37 70
75,740	Vivid.....	Yarmouth, N.S..	44	Albert T. Craft.....	Dipper Harbour.	*2	89 32
97,149	Winnie.....	St. Andrews.....	12	Robert McLellan.....	do .....	3	34 80

## DETAILED STATEMENT of Fishing Bounties paid to Vessels, &amp;c.—Continued.

## PROVINCE OF PRINCE EDWARD ISLAND.

## KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							\$	cts.
69,132	Belle of the Bay ...	Guysboro', N.S.	20	Matthew Gosbee .....	Murray Harbour	*6	53	86
74,141	Belle .....	do	31	Alex. Jackson .....	do	3	89	90
92,675	Can't help it .....	Pictou, N.S.	40	Jno. Herring .....	do	8	116	00
92,465	Elisha Crowell .....	Charlottetown ..	69	Danl. Davies .....	Charlottetown ..	*6	154	65
83,196	Ethel Blanche .....	Pictou, N.S.	17	Reuben Cahoon .....	Cape Bear .....	4	49	30
33,335	Elizabeth .....	Arichat, N.S.	17	Dan. W. Hemphill .....	Georgetown .....	5	49	30
100,691	Francis E. Willard ..	Pictou, N.S.	23	Ben. H. Herring .....	Murray Harbour (South) .....	*5	61	15
88,644	Hattie .....	Charlottetown ..	18	Jos. R. McDonald .....	Georgetown .....	3	52	20
75,481	Julia Ward .....	do	39	Wm. Harris .....	Beach Point .....	9	113	10
90,640	Lorena .....	do	11	L. Batchelder .....	Souris (West) .....	*3	23	92
90,639	Morell .....	do	16	Ed. D. Delorey .....	Brudenell .....	2	34	80
69,109	Marcella Butler .....	Halifax, N.S.	38	Jno. Hemphill .....	Georgetown .....	3	96	43
94,667	Nettie M. G. ....	do	32	Jno. Cahoon .....	Murray Harbour ..	*7	82	50
88,350	Orion .....	Charlottetown ..	77	Aaron O. Cogswell .....	Georgetown .....	15	223	30
90,488	Wave .....	do	19	James Delorey .....	Brudenell River ..	*4	49	59
88,228	Welcome .....	Halifax, N.S.	33	Dan. J. McCormack ..	Boughton Island ..	8	95	70

## PRINCE COUNTY.

90,622	Annie T. McKie .....	Charlottetown ..	68	Scobie McKie .....	Stanley Bridge ..	7	197	20
71,310	Black Watch .....	do	24	Benj. Perry .....	Alberton .....	4	69	60
88,642	Express .....	do	47	Jno. Champion .....	do	*11	125	82
97,072	Gracie M. Parker ..	do	92	J. H. Myrick & Co. ...	Tignish .....	*5	198	86
97,074	Katie E. Wall .....	do	23	M. Wall, senr .....	Baltic Lot 18 .....	*5	61	14
59,663	Lettie .....	Charlottetown ..	57	J. H. Myrick & Co. ...	Tignish .....	6	165	30
96,926	Sea Foam .....	do	15	Wm. G. Ramsay .....	Princetown .....	3	43	50
92,610	S. A. Parkhurst .....	do	44	James S. Gordon .....	Alberton .....	7	127	60

## QUEEN'S COUNTY.

92,466	G. H. Gardner .....	Charlottetown ..	17	Isaac Marshall .....	N. Rustico .....	4	49	30
96,986	Katie & Ella .....	do	20	Stanislas Buotte .....	do	5	58	00
71,334	Watchman .....	Barrington, N.S.	15	Frank A. Churchill .....	do	*1	26	10



## Marine and Fisheries.

DETAILED STATEMENT of Fishing Bounties paid to Vessels, &c.—*Concluded.*

### PROVINCE OF QUEBEC.

#### BONAVENTURE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
80,716	Annie . . . . .	New Carlisle....	10	Francis Duguay.....	New Carlisle....	2	24 17

#### GASPÉ COUNTY.

73,495	Canadienne.....	Halifax, N.S....	52	J. N. Arseneau.....	Grindstone Isl'd.	*11	144 51
71,357	Emma Gidney.....	do	48	J. P. Savage.....	Amherst, M.I.	12	139 20
94,695	Success.....	do	16	R. J. Leslie.....	do	6	46 40
73,492	Thirza.....	Magdalen Isl'ds.	14	J. P. Savage.....	do	6	40 60

#### SAGUENAY COUNTY.

74,270	Amarilda.....	Quebec.....	24	Pierre Bernier....	Bic.....	4	69 60
42,436	Amelia.....	Gaspé.....	50	Paul Cormier.....	Pt. Esquimaux..	10	145 00
57,742	Acara.....	Halifax, N.S....	30	Fred. Jomphe.....	do	6	87 00
100,463	B. C.....	Quebec.....	15	Frs. Métivier.....	Montmagny.....	2	43 50
83,370	C. M. G. P.....	do	46	Nap. Picard.....	Pt. Esquimaux..	5	133 40
61,966	D. Cronan.....	Halifax, N.S....	40	Pierre Marchand..	do	9	116 00
59,909	Elizabeth.....	Quebec.....	27	E. & J. Caron.....	Sandy Bay.....	14	78 30
80,754	Eugenie.....	do	48	André Vigneau....	Pt. Esquimaux..	7	139 20
85,750	H. B.....	do	57	Hypolite Boudreau.	do	9	165 30
85,753	Java.....	do	46	Dominique Cormier.	do	10	133 40
100,464	Marie Oliva.....	do	12	Horace Demel.....	Quebec.....	2	34 80
69,584	Marie Louise.....	do	23	Pierre Ouellette..	do	4	66 70
100,469	Marie Victoire....	do	20	Alph. Pedneaud....	Ile aux Coudres.	4	58 00
100,462	Mary.....	do	19	Thos. Taché.....	Ste. Irénée.....	4	55 10
69,380	Marie Anne.....	Gaspé.....	36	Chas. Landry.....	Pt. Esquimaux..	5	104 40
42,434	Marguerite.....	Quebec.....	27	Zoël Jomphe.....	do	4	78 30
69,382	Marie du Sacré Cœur	Gaspé.....	46	Onésime Turbide..	do	10	133 40
55,863	Marie Adelmina....	Quebec.....	13	Cyrille Lévesque..	Isle Verte.....	2	37 70
77,866	Pioneer.....	do	39	Chas. Lebrun.....	Pt. Esquimaux..	7	113 10
75,445	Phoenix.....	Gaspé.....	28	Louis Vigneau....	do	5	81 20
80,753	Stella Maris.....	Quebec.....	51	La. Cummings.....	do	10	147 90
69,591	Ste. Marie.....	do	37	Alex. Sherer.....	do	8	107 30
73,026	Ste. Anne.....	do	20	Arthur Michaud...	Isle Verte.....	2	58 00
83,360	Ste. Anne.....	do	13	P. & D. Fraser....	do	2	37 70
88,319	Ste. Anne.....	do	14	V. Charest.....	Fraserville.....	* 2	33 84
66,727	Willow.....	do	18	La. Boulet.....	Montmagny.....	3	52 20

The following vessel claims, held in abeyance, were paid in 1893-94:—

PROVINCE OF NOVA SCOTIA.

HALIFAX COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
90,726	Ellen Maud.....	Halifax.....	16	Geo. Schnair.....	Pennant.....	3	\$ cts. 48 00
90,717	Florence.....	do.....	89	C. W. Anderson....	Halifax.....	*15	116 25

KING'S COUNTY.

88,396	Brant.....	Windsor.....	12	Wm. Coffill.....	Medford.....	*	18 00
75,453	Susan.....	do.....	19	Carr Bolsor.....	Kingsport.....	*	28 50

PROVINCE OF NEW BRUNSWICK.

GLOUCESTER COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
61,431	Bee.....	Chatham.....	11	Paul Noël.....	Lamèque.....	3	\$ cts. 33 00

KENT COUNTY.

72,080	Advance.....	Chatham.....	23	Anthony Arseneau...	Richibucto.....	2	38 34
72,080	do.....	do.....	23	do.....	do.....	1	30 67

PROVINCE OF QUEBEC.

SAGUENAY COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
83,360	Ste. Anne.....	Quebec.....	13	Pierre Fraser.....	Green Island....	2	\$ cts. 39 00

## Marine and Fisheries.

### APPENDIX No. 3.

#### REPORT ON THE FISHERIES PROTECTION SERVICE OF CANADA BY COMMANDER O. G. V. SPAIN.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries.

SIR,—I beg to report to you on the work of the Fisheries Protection Service under my command for the past season as follows:—

The vessels forming the fleet were—

“Acadia,” Commander O. G. V. Spain; commissioned 1st June, paid off 20th November.

“Stanley,” Captain A. Finlayson; commissioned 15th June, paid off 15th September.

“Aberdeen,” Captain Knowlton; commissioned September, paid off 2nd December.

“Curlew,” Captain J. H. Pratt; commissioned 15th April, paid off 2nd December.

“Constance,” Captain Geo. May; commissioned April, paid off November.

“La Canadienne,” Captain Belanger; commissioned April, paid off November.

“Petrel,” Captain E. Dunn; commissioned April, paid off December.

“Dolphin,” Captain J. B. Peterson; commissioned April, paid off November.

“Kingfisher,” Captain W. Kent; commissioned April, paid off 15th December.

“Vigilant,” Captain H. Mackenzie commissioned April, paid off November.

The “Acadia” was employed during the season on the Nova Scotia shores and in the Gulf of St. Lawrence, protecting the inshore fisheries, and in enforcing the various regulations established by the department.

“La Canadienne’s” district was on the Quebec shore, and the Labrador coast. She was also employed for a considerable time in lighthouse and buoy work.

The “Stanley” cruised between the East Point of Prince Edward Island and Port Daniel in Quebec, occasionally running across to Anticosti and the Magdalen Islands.

The “Aberdeen.” This vessel arrived from Great Britain in September, and as soon as possible she was commissioned to take the “Stanley’s” place in the protection of the fisheries in the gulf, the “Stanley” being paid off earlier than usual on account of getting her ready for winter work.

The “Curlew” cruised in the Bay of Fundy, and round the south-east coast of Nova Scotia as far east as Prospect.

“Constance” employed in revenue work on the upper gulf and river St. Lawrence.

“Petrel” employed at first on Georgian Bay, then on Lake Erie, and then back again to the Georgian Bay and Lake Huron, and the latter part of the commission on Lake Erie.

This cruiser has done exceedingly good work in the lakes protecting Canadian interests. A report of her work is appended.

“Dolphin” employed in Lake Erie off Port Dover and Long Point.

“Kingfisher,” this schooner was employed off the East Point of Prince Edward Island, and off the Cape Breton coast during the season. She has been purchased since my last report, and has given me great satisfaction. She reflects great credit on her builder.

"Vigilant," this schooner was employed on the south-east coast of Nova Scotia, to the eastward of Halifax, and round of Cape Breton coasts. A good deal of her time has been devoted to putting a stop to illegal lobster fishing.

These vessels have protected 61,000 miles of our coast this past season.

The Fisheries Protection and Marine Service of Canada now has a regularly recognized and authorized uniform which came into force this spring for the first time, and I have found that the very fact of wearing this uniform has tended to increase the efficiency of the service to a large extent.

#### SEIZURES.

Three seizures of United States fishing vessels were made on the Atlantic coast this year: the "Henry L. Phillips" for illegally fishing within territorial waters at Anticosti. This case has been tried but judgment has not yet been given.

The "Mabel R. Bennett" for dressing fish in Sydney Harbour. This vessel was released on taking out a Dominion license.

The "Charlotte" for infraction of the customs laws.

A United States fishing tug, the "Grace," was seized in Lake Erie. The case was tried and the vessel confiscated.

Three other tugs were also seized.

Captain Kent in the Dominion cruiser "Kingfisher" seized a schooner, the "Quick," off the east point of Prince Edward Island with contraband liquor on board, which was confiscated.

In former reports I have respectfully drawn attention to the fact of the great importance of retaining our good men, more especially as the service is regularly accepted everywhere as of vital necessity to the well-being of our fishermen.

This year I have been enabled to draft a certain number of men into the Government ships which remain in commission, and consequently I hope to be enabled to start with a few old and more or less experienced men next spring.

In former years we have been very much handicapped for the reason that just as they are getting accustomed to the absolutely necessary strict discipline on board an armed government vessel, the time for paying off comes. The men, however much they would wish to come back themselves, are unable to remain idle all the winter, and, consequently, we seldom see any of them in the following spring.

I have instituted a plan that helps me considerably, that is, to allow fifty cents a month more, in addition to their regular wages, to the second period men.

The men themselves are capital. They are, as a rule, smart, active fellows, regular sailors; were brought up to the life since they were seven or eight years old, and we have the material round our coast for building up a grand naval reserve if the opportunity could be given. This force of men would be of invaluable assistance in time of necessity.

#### LOBSTERS.

The vessels of the fleet have been very busily engaged putting a stop to illegal lobster fishing, during the past summer.

The deplorable results of illegal lobster fishing have been so serious that it was deemed expedient to take effective steps. For this reason an Act was passed, and the extent of each canner's pack and the number of cases handled will be known to the local fishery officers, and afford a certain amount of supervision which will be of great utility.

During the last season I have been endeavouring to get reliable statistics with regard to this fishery in certain parts of Prince Edward Island, by having the government trawls down; one in Egmont and one in Bedeque Bay, which were attended to by the Dominion cruiser "Stanley," and from these experiments really useful information has been obtained.

## Marine and Fisheries.

### NUMBER OF LICENSES TAKEN OUT DURING THE LAST SIX YEARS.

YEAR.	No.	\$
1889 .....	78.....	9,589 50
1890.....	119.....	14,461 50
1891.....	98.....	11,098 50
1892 .....	108.....	13,410 50
1893.....	71 .....	9,130 90
1894.....	53.....	6,776 00

This shows a very decided falling off. I think it is mainly attributable to the large number of Americans who now procure their bait from Newfoundland.

Peculiarly enough, the same falling off, but to a much more marked degree is noticed in the first four years during which the license system was in force :

1866... ..	365	licenses issued.
1867.....	270	do
1868.. ..	56	do
1869.....	25	do

This led to the abandonment of the license system. There is no doubt if Canada and Newfoundland were to refuse to supply bait to the United States vessels, their fishing would have to stop. Consequently, there is no argument, as far as I can see, in favour of the *modus vivendi* except it most distinctly shows our friendly inclination towards the United States. From the point of view of a fisherman, the agreement is very much in favour of the United States, and it seems reasonable that if they put duty on our fish, we should not help them to catch fish themselves.

Fifty-four vessels will probably comprise the Newfoundland frozen herring fleet this year, a large falling off. In 1893, 72 vessels went, and in 1892, 75.

## LICENSES FOR FOREIGN FISHING VESSELS.

SCHEDULE of United States Fishing Vessels to which licenses were issued under the act, entitled "An Act respecting Fishing Vessels of the United States of America," during the year, 1894.

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Fee.
Eliza H. Parkhurst	Gloucester	115	Liverpool, N. S.	\$ 172 50
W. Parnell O'Hara	Boston	82	Yarmouth, N. S.	123 00
Arthur Binney	do	112	Shelburne, N. S.	168 00
Monitor	Gloucester	104	Pubnico, N. S.	156 00
Alice R. Lawson	do	115	do	172 50
Electer	do	113	do	169 50
Annie Wesley	do	88	Tusket, N. S.	132 00
Eleazer Boynton	do	84	Yarmouth, N. S.	126 00
General Cogswell	do	130	Tusket, N. S.	195 00
Rushlight	do	64	Digby, N. S.	96 00
Margaret	Boston	44	do	66 00
Carl W. Baxter	Gloucester	70	Pubnico, N. S.	105 00
Louisa J. Kenny	do	155	Liverpool, N. S.	232 50
Henry Wilson	do	88	Tusket, N. S.	132 00
Madonna	do	110	N. Sydney, N. S.	165 00
Mary J. Wells	do	86	Canso, N. S.	129 00
Gardner W. Tarr	do	62	Liverpool, N. S.	93 00
Hustler	do	93	Port Mulgrave, N. S.	139 50
James S. Steele	do	75	do	112 50
Thetis	do	91	N. Sydney, N. S.	136 50
Helen G. Wells	do	90	Port Hastings, N. S.	135 00
Lizzie M. Centre	do	77	N. Sydney, N. S.	115 50
Lizzie J. Greenleaf	do	88	Harbour au Bouche, N. S.	132 00
Argo	do	108	Port Hawkesbury, N. S.	162 00
Eddie Davidson	do	77	N. Sydney, N. S.	115 50
Mildred V. Lee	do	102	Arichat, N. S.	153 00
Gertie Evelyn	do	81	do	121 50
Amy Hanson	do	103	Yarmouth, N. S.	154 50
A. R. Crittenden	do	81	Canso, N. S.	121 50
Hurricane	Rockland	19*	do	28 50
Volunteer	Gloucester	102	do	153 00
Pinta	do	94	do	141 00
Helen Story	Boston	55	Pubnico, N. S.	82 50
Puritan	Gloucester	84	Canso, N. S.	126 00
Lizzie M. Stanwood	do	100	do	150 00
Willie L. Swift	Provincetown	95	St. Peters, N. S.	142 50
Chas. H. Taylor	Gloucester	92	Port Hawkesbury, N. S.	138 00
Robin Hood	do	88	Arichat, N. S.	132 00
M. A. Baston	do	45	Halifax, N. S.	67 50
Shenandoah	do	105	Canso, N. S.	157 50
Masconoma	do	92	Amherst, M. I.	138 00
Commonwealth	do	81	St. Anns, N. S.	121 50
Emma and Helen	do	90	Liverpool, N. S.	135 00
Herald of the Morning	do	68	Port Hawkesbury, N. S.	102 00
Bessie M. Wells	do	93	Lockeport, N. S.	139 50
Elmer E. Randall	Salem	54	Pubnico, N. S.	81 00
Lucy W. Dyer	Portland	78	Souris, P. E. I.	117 00
Centennial	Gloucester	5	Amherst, M. I.	7 50
Josie M. Calderwood*	do	86	Canso, N. S.	129 00
James A. Garfield	do	69	Harbour au Bouche, N. S.	103 50
Geo. W. Pierce	Portland	59	Souris, P. E. I.	88 50
Oliver Cronwell	Provincetown	60	Port Hawkesbury, N. S.	90 00
Mabel E. Bennett	Gloucester	115	N. Sydney, N. S.	172 50
		4,517	*Overpaid	6,775 50 0 50
			Total	6,776 00

## SUMMARY.

Total number of vessels	53
Total tonnage	4,517
Total amount received in fees	\$6,776 00

## Marine and Fisheries.

During the months of June, July and August the following vessels were boarded by the Dominion cruisers off the East Point of Prince Edward Island, and the Cape Breton coast.

These vessels were continually boarded at different times, and a record of their catch taken :

Date.	Name of Vessel.	Tonnage.	Men.	Port of Registry.	Remarks.
1894.					
June 4...	Pendragon .....	60	16	Gloucester .....	3 weeks out; 280 bbls.; shelter.
do 4...	Emma and Ellen. . . .	90	16	do .....	Just out; seeking bait; took license.
do 4...	Mertie Delmar .....	78	17	Chatham.....	1 week out; 90 bbls.; shelter.
do 4...	Linwood .....	66	16	Hawkesbury.....	Just out; landed 165 bbls.
do 4...	Pinta.....	94	18	Gloucester .....	1 week out; seeking bait and ice license.
do 7...	Mertie Perry.. .....	59	13	Boston .....	2 weeks out; 185 bbls.; shelter.
do 7...	Grayling.....	115	18	Gloucester.....	2 do 300 do do
do 8...	E. H. Parkhurst.....	115	18	do .....	5 do 415 do do and license.
do 8...	Rapid Transit.....	80	17	do .....	3 weeks out; 300 do do
do 8...	W. E. Morissey.....	117	16	do .....	2 months out; 125,000 cod; Cape Neck.
do 8...	Chas. Levy Woodberry..	100	17	do .....	7 weeks out; 300 bbls.; shelter.
do 8...	Quickstep .....	99	17	do .....	3 do 250 do do
do 8...	James Dyer .....	81	17	Portland .....	4 do 90 do do
do 8...	Miranda.....	100	18	Gloucester .....	4 do 281 do do
do 8...	Lula E. Wilbur .....	100	18	Dennis.....	3 do 180 do do
do 8...	Margaret.....	131	18	Beverly .....	2 months out; 120,000 cod; shelter
do 8...	Norumbega.....	120	18	Gloucester.....	3 weeks out; 490 bbls.; shelter.
do 8...	Lizzie Smith.....	73	17	Provincetown.....	2 do no fish do
do 8...	Jos. Rowe.....	127	17	Gloucester.....	3 do 300 bbls. do
do 8...	Fredonia.....	109	17	do .....	2 do 300 do do
do 8...	F. F. Baird.....	95	16	do .....	3 do 60 do do
do 8...	Elsie W. Smith.....	106	17	do .....	3 do 175 do do
do 8...	Lottie Gardner.....	111	17	do .....	3 do 300 do do
do 8...	John P. McKenzie.....	124	18	do .....	3 do 250 do do
do 8...	Emma.....	77	16	Portland .....	4 do 330 do do
do 8...	Ralph E. Eaton.....	65	16	Gloucester .....	1 do no fish do
do 8...	Roulette.....	79	18	Boston.....	6 do 275 bbls. do
do 8...	Hattie and Lottie.....	96	16	Dennis.....	2 do 200 do do
do 8...	F. H. Smith.....	71	16	North Haven .....	3 do 150 do do
do 8...	Hattie Maud.....	86	17	Portland .....	3 do 100 do do
do 8...	Agnes E. Downie.....	81	16	Gloucester .....	3 do 200 do do
do 8...	Ethel and Addie.....	86	16	Portland .....	3 do 260 do do
do 8...	Andrew Burnham.....	86	18	Boston.....	2 months out; 200 do do
do 8...	Mertie and Delmer.....	78	17	Chatham.....	2 weeks out; 170 do do
do 8...	Lizzie M. Center.....	77	16	Gloucester.....	2 months out; 350 do do and license.
do 8...	Alice C. Jordan.....	82	15	do .....	3 weeks out; 270 do do
do 8...	Canopus .....	68	17	do .....	3 do 120 do do
do 8...	G. N. Pierce .....	59	16	Portland .....	3 do 160 do do
do 8...	Cynosure.....	61	16	Booth's Harbour.....	3 do 180 do do
do 8...	John M. Plumer.....	95	17	Portland .....	5 do 163 do do
do 8...	Fannie A. Spinbey.....	81	17	Gloucester .....	2 do 100 do do
do 8...	Maud B. Wethrell.....	102	17	Portland .....	3 do 150 do do
do 8...	Minnie E. Waterman.....	78	17	Wellfleet .....	3 do 152 do do
do 8...	Henrietta Francis.....	73	16	Portland .....	4 do 320 do do
do 8...	Maud L.....	75	16	North Haven .....	2 do 200 do do
do 8...	Norman Fisher.....	76	17	Gloucester.....	2 do 230 do do
do 8...	Helen F. Whitten .....	127	17	do .....	3 do 300 do do
do 8...	Ellen Lincoln .....	92	17	Portland .....	3 do 130 do do

## THE MACKEREL FISHERY.

The mackerel fishery season of 1894 has not been by any means a good one on the whole.

The season opened particularly well in the spring, and a good catch was made. After this catch at first, things looked bright, but the large body of fish which were supposed to go into the bay were not picked up again; they did not school, and the remainder of the season has proved practically a failure.

In the fall bad weather stopped fishing, and fish were very scarce.

The reason for this falling off, I think, may without doubt be put down to the use of that most destructive engine, the purse-seine.

Once inside of this seine, little or nothing is allowed to escape.

I was informed by a most experienced man that he had seen hundreds of barrels of fish thrown overboard, dead. This must do an enormous amount of harm.

Another point against purse-seining is that fishermen did nearly just as well with the hook and line this year.

The "Gardner W. Tarr," the only United States vessel that pursued this mode of fishing, got home with 180 barrels of fish. She had a crew of thirteen middle aged men, who were out of practice.

The captain and crew assert, and from my experience I agree with them, that if there had been a large fleet in the north bay this season with hook and line, they would have all done much better, and with infinitely less destruction to the fish.

The schooners in the north bay would heave to sometimes, and directly the mackerel took the bait, the seine boat would be manned, and the seine put round the ship, and, as a rule this year, only a very small catch made, and the part of the crew who remained on board did much better with the hook and line.

Another great point in favour of doing away with the purse-seine, is the enormous expense entailed in using it.

The cost of a voyage with hook and line is, say, \$400 or \$500, and the cost of a schooner completely fitted out with seining apparatus is more than \$3,000.

A reason advanced also for the scarcity of fish is this, that it is due to the work on the Cape Shore. The fish are impeded coming in from the ocean, and cut off before they reach their breeding grounds. Nearly all the fish taken are full of spawn, and thus very large quantities are destroyed.

The last vessels of the mackerel fleet arrived at Gloucester on the 27th November. They had small trips from the north bay

The catch has been 41,935 barrels, as against 51,448 barrels last year, and 422,187 barrels in 1884.

During October and November the following vessels were boarded continually by the Dominion cruisers off Sydney, and the eastern shore of Cape Breton.

These vessels had nearly all small fares. On November 23rd, the "Mabel R. Bennett" brought the largest trip home, having 334 barrels.

Date.	Name of Vessel.	Tonnage.	Men.	Port of Registry.	Remarks.
1894.					
Oct. 18	Hattie D. Lennell.....	90	19	Gloucester..	2 wks, 12 brls. mackerel, shelter, no license.
do 18	Mabel R. Bennett.....	115	18	do ..	2 do no fish do do
do 18	Ethel B. Jacobs.....	127	17	do ..	2 do 40 brls. mackerel do do
do 18	Lucy W. Dwyer.....	79	16	Portland....	12 do 62 do do has license.
do 18	Gardner W. Tarr.....	62	14	Gloucester..	15 do 173 do do do
do 18	George W. Pierce.....	59	10	Portland....	12 do 90 do do do
do 18	Centennial.....	110	10	Gloucester..	3 do 7 do do no license.
do 18	Edith S. Whalen.....	78	16	do ..	7 do 80 do do do
do 18	Harvard.....	106	17	do ..	6 do 81 do do do
do 18	Joseph Rowe.....	127	17	do ..	5 do 140 do do do
do 18	Harry G. French.....	95	16	do ..	6 do 85 do do do



# Marine and Fisheries.

## MACKEREL FISHING VESSELS.

Date.	Name of Vessel.	Tonnage.	Men.	Port of Registry.	Remarks.
1894.					
Oct. 18	John M. Plummer.....	95	16	Portland.....	16 wks, 238 brls. mackerel, shelter, no licence.
do 18	Golden Hope.....	101	16	Gloucester..	11 do 125 do do do
do 18	Eliza H. Parkhurst ..	115	18	do ..	11 do 234 do do has licence.
do 18	Jas. G. Blaine.....	98	18	do ..	11 do 325 do do no licence.
do 18	Alice C. Jordan.....	81	17	do ..	3 do 4 do do do
do 18	Ellen Lincoln.....	92	17	Portland.....	11 do 125 do do do
do 18	Herald of the Morning...	68	16	Gloucester..	19 do 218 do do has licence.
do 18	Norumbega.....	120	17	do ..	3 do 20 do do no licence.
do 18	Rapid Transit.....	80	17	do ..	1 do no fish. do do
do 18	Alva.....	97	17	do ..	1 do 3 do do do
do 18	Kersage.....	101	17	do ..	1 do no fish do do
do 18	Yosemite.....	115	17	do ..	1 do 12 do do do
do 18	Fanny Spurling.....	81	16	do ..	1 do no fish do do
do 18	David Crockett.....	81	16	do ..	1 do do do do
do 18	Flora Deleway.....	74	14	do ..	4 do 140,000 codfish do do
do 18	Nellie G. Thurston.....	82	16	do ..	11 do 130,000 do do do
do 18	Dora A. Lawson.....	119	12	do ..	22 do 325,000 do do do

### NEW STEAMER.

The new vessel which has been built for the Dominion Government by Messrs. Fleming & Ferguson was christened the "Aberdeen," and arrived in Canada in September.

She has proved herself, during the short time she has been in the service, a most efficient and useful boat, both for fisheries protection and buoy work.

I gave a full account of her dimensions, engines, &c., in my last annual report.

It will be noticed by the following long list of United States fishermen who called at our different ports, how important these ports are to foreign fishermen.

List of United States Vessels which reported at the Customs Office, Port of Canso, N.S., during the year 1893—94.

Date of Arrival.	Name.	Port of Registry.	Tons.	Men.	Whence arrived.	Licensed, L; unlicensed, U.	What in Port for.
1893.							
Dec. 16	Harvard.....	Gloucester....	106	8	Gloucester....	U	In for shelter.
do 18	Gertie Evelyn.....	do .....	81	14	Banks.....	U	do
do 19	L. M. Stevens.....	do .....	100	18	do .....	L	Transshipment fish.
do 23	Clara F. Friend.....	do .....	61	12	do .....	U	In for shelter.
do 27	Henrietta.....	do .....	74	14	do .....	L	Bait and supplies.
1894.							
Jan. 16	Alton S. Marshall....	Gloucester....	133	19	Nland .....	U	In for repair sails.
do 19	Jenny Severn.....	do .....	106	7	do .....	U	In for shelter.
do 25	Davy Crockett.....	do .....	80	6	do .....	U	do
Feb. 3	Golden Hope.....	do .....	101	7	Gloucester....	U	do
Apl. 28	Mystery.....	do .....	114	16	Banks.....	U	In for repairs.
do 28	Chas. E. Seers.....	Lubec.....	152	6	Lubec.....	U	do shelter.
do 30	Mary I. Wells.....	Gloucester....	86	14	Banks.....	L	do supplies, &c.
May 3	Ella G. King.....	do .....	71	13	Gloucester....	U	do shelter.

List of United States Vessels which reported at the Customs Office, Port of Canso, &c.—Continued.

Date of Arrival.	Name.	Port of Registry.	Tons.	Men.	Whence Arrived.	Licensed U. Unlicensed U.	What in Port for.
1894.							
May 14	G. W. Tarr	Gloucester	62	14	Liverpool	L	In for bait, water, &c.
do 18	A. R. Crittenden	do	81	14	Gloucester	L	do do
do 19	Carrie and Annie	Boston	90	7	do	U	do shelter.
do 30	Hy. L. Philips	Rockland	76	14	Liverpool	U	do do
do 31	Alice	Provincetown	85	17	Off shore	U	do do
do 31	S. S. Hurricane	Rockland	19	12	do	U	do do
do 31	L. B. Fernald	Portland	78	17	do	U	do do and water.
une 1	M. E. Wetherell	do	102	17	do	U	do do do
	S. Pendragon	Gloucester	68	16	do	U	do do do
	Helen F. Whiten	do	127	16	do	U	do do do
	Hattie Maud	Portland	86	16	do	U	do do do
	G. W. Tarr	Gloucester	62	14	Banks	L	do do do
do 2	Volunteer	do	102	18	Gloucester	L	do do do
do 4	Pintu	do	94	18	do	L	do do do
	Mertie and Dellman	Chatham	74	17	Off shore	U	do do do
do 5	Emma and Helen	Gloucester	89	16	Gloucester	U	do do do
do 6	Ralph F. Hodgson	do	85	16	do	U	do do do
do 8	Chas. H. Taylor	do	92	18	Hawkesbury	L	do do do
do 11	Puritan	do	85	16	Gloucester	U	do do do
do 11	Mary I. Wells	do	86	14	do	L	do bait, water, &c
do 14	L. M. Stanwood	do	100	18	White Hover.	L	do shelter.
do 15	A. R. Crittenden	do	81	14	Banks	L	do bait, water, &c.
do 16	Hustler	do	93	18	Gloucester	L	do do do
do 23	Shenandoah	do	105	16	do	U	do shelter.
do 28	H. L. Belden	do	117	17	Banks	U	do do
	H. D. Linnelle	do	90	18	Souris	U	do do
	Edith Whelan	do	78	16	Banks	U	do do
	Jas. G. Blaine	do	98	16	do	U	do do
do 29	Chas. H. Taylor	do	92	18	Gloucester	L	do bait, water, &c
	Mary I. Wells	do	86	14	do	L	do do do
do 30	A. R. Crittenden	do	81	14	Banks	L	do do do
July 6	Masconoma	do	92	18	do	L	Tranship, fish, &c.
do 11	Sarah B. Putman	Salem	76	7	Boston	U	In for shelter.
do 13	P. W. Holmes	Gloucester	101	18	Pubnico	U	do do
	Puritan	do	94	17	Halifax	L	do bait, water, &c.
do 14	M. A. Basten	do	45	12	Banks	L	do do do
	L. M. Stanwood	do	100	18	Gloucester	L	do do do
do 24	A. R. Crittenden	do	81	14	do	L	do do do
do 24	Chas. H. Taylor	do	92	18	Banks	L	Tranship, fish, &c
do 28	Centennial	Newport	5	2	Halifax	U	In for shelter.
Aug. 8	Hattie Maud	Portland	87	17	Banks	U	do do
do 13	Nella M. Davis	Gloucester	89	18	Gloucester	L	do do
do 15	Shenandoah	do	105	16	Banks	U	do bait, ice, &c.
do 18	Mist	do	68	13	do	L	
do 20	Pinta	do	94	18	Halifax	L	In for bait, ice, &c.
	I. M. Caldesunad	do	86	16	Gloucester	L	do water, men, &c.
	Thetis	do	91	18	do	L	do water, &c.
do 21	Everett Pearce	do	62	12	do	U	do do
do 22	Bessie M. Wells	do	93	16	Banks	L	do ice, bait, &c.
do 24	Puritan	do	84	16	Gloucester	L	do do
	Maud M. Story	do	71	12	Banks	U	do water, shelter.
Aug. 29	Heary Wilson	Gloucester	88	16	Banks	L	Bait, water, &c.
Sept. 1	Carlton Bell	Booth Bay	132	20	do	U	do shelter.
do 3	Eleazer Boynton	Gloucester	84	15	Gloucester	L	do water, &c.
do 5	J. W. Campbell	do	79	14	do	U	do shelter.
do 7	J. L. Nicholson	do	118	18	do	U	do do
do 8	Lizzie Greenleaf	do	88	16	Banks	L	do supplies, &c.
do 13	Volunteer	do	102	16	Gloucester	U	do shelter.
do 17	Flora Dilloway	do	77	14	do	U	do do
	S. B. Putnam	Salem	76	6	Louisburg	U	do do
do 18	Marathan	Gloucester	65	12	Banks	U	do do
do 21	Blue Jacket	do	110	18	Gloucester	U	do do
do 24	Electer	do	113	18	Banks	U	do do

## Marine and Fisheries.

LIST of United States Vessels which reported at the Customs Office, Port of Canso,  
&c.—*Concluded.*

Date of Arrival.	Name.	Port of Registry.	Tons.		Whence Arrived.	Licensed U.		What in Port for.
				Men.		L.	U.	
1894.								
Sept. 34	Hustler	Gloucester	93	18	Gloucester	L		Bait, shelter.
do 24	Mary E.	do	63	11	Banks	U		do do
do	Meteor.	do	119	18	do	U		do do
do 27	D. A. Story	do	86	16	do	U		do repairs.
Oct. 5	Chas. H. Taylor	do	92	18	Gloucester	L		do bait, ice, &c.
do 8	Robin Hood	do	88	16	Liverpool	L		do do
do	D. Crockett	do	80	16	Banks	U		do shelter.
do 9	Mystery	do	114	18	do	U		do do
do	Edgar S. Foster	Beverly	94	16	do	U		do do
do 10	Any Knight	Bucksport	68	11	do	U		do do
do 15	Masconoma	Gloucester	91	18	Arichat.	L		do do
do 15	Gatherer	do	90	16	Banks	U		do do
do	L. J. Greenleaf	do	88	16	Gloucester	L		do do
do	Norman Fisher	do	76	18	do	U		do do
do 18	Columbia	do	118	19	Banks	U		do do
do 19	Dora A. Lawson	do	119	16	do	U		do do
do 20	Lucie M. Jenkyns	Plymouth	70	5	Arichat.	U		do cargo from Boston.
do 22	Meteor	Gloucester	119	18	Banks	U		do shelter.
do	F. W. Hornans	do	62	12	do	U		do do
do	Margerite	Beverly	131	18	do	U		do do
Nov. 3	Thetis	Gloucester	91	16	Banks	U		do do
do 5	Annie Wesley	do	88	18	do	L		do do
do 6	Aroostook	do	67	12	Gloucester	U		do and repairs.
do 7	G. W. Pearce	Portland	59	16	Mulgrave	L		do shelter.
do 8	M. S. Houston	Gloucester	68	12	Gloucester	U		do do
do 8	Winonah	do	103	16	Arichat.	U		do do
do 14	Alice C. Jordan	do	81	17	Off shore	U		do do
do	Mondego	do	100	17	do	U		do do
do 15	Senator Silsby	do	102	18	do	U		do do
do	Blue Jacket	do	110	16	do	U		do do
do	Norman Fisher	do	76	18	do	U		do do
do	J. M. Plummer	Portland	95	18	do	U		do do
do	H. D. Linnell	Gloucester	90	17	do	U		do do
do	Alva	do	97	17	do	U		do do
do	Margaret Mather	do	91	18	Banks	U		do do
do	Harvard	do	116	17	Gloucester	U		do do
do	Lucy W. Dyer	Portland	78	18	Off shore	L		do do
do	Chas. H. Taylor	Gloucester	92	18	Gloucester	L		do do
Nov. 24	Andrew Burnham	Boston	84	7	Boston	U		Cargo for P. E. I.
do	Flora Dilleway	Gloucester	77	14	Banks	U		Shelter.
do	Masconomak	do	91	18	do	L		Bait, ice, &c.
Nov. 27	Laura	do	119	18	Louisburg	U		do shelter.
Dec. 1	Henry Wilson	do	88	7	Gloucester	L		do for Newfoundland.
do 4	J. S. Pressen	do	88	6	Grand River	U		Cargo for United States.
do	S. P. Willard	do	122	18	Banks	U		Shelter.
do 5	Edward Grover	do	73	13	do	U		do do
do 7	J. L. Nicholson	do	117	8	Gloucester	U		do for Newfoundland.
do 17	And. Burnham	Boston	94	7	Alberton	U		do for Boston.
do 20	Chas. H. Taylor	Gloucester	92	18	Banks	L		

List of United States Vessels which reported at the Customs Office, Port of  
North Sydney.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
1894.							
May 7.	Madona.....	Gloucester....	110	18	Yarmouth.....	In for license.....	L
do 11.	Henry Wilson.....	do.....	88	15	Shelburne.....	do harbour.....	
do 11.	Alice R. Lawson.....	do.....	115	18	Pubnico.....	do repairs.....	L
do 12.	Carl W. Baxter.....	do.....	70	12	Shelburne.....	do water.....	L
do 15.	General Cogswell.....	do.....	130	18	Newfoundland.....	do harbour.....	L
do 31.	Henry Morganthou.....	Portland.....	85	17	Liverpool.....	do water.....	
June 1.	W. S. Morriey.....	Gloucester.....	117	18	Newfoundland.....	do doctor.....	
do 1.	Miranda.....	do.....	103	17	Gloucester.....	do harbour.....	
do 1.	Fanny A. Spaulding.....	do.....	81	17	Shelburne.....	do do.....	
do 1.	Norembega.....	do.....	120	18	do.....	do do.....	
do 1.	George W. Pierce.....	do.....	59	16	do.....	do water.....	
do 1.	S. F. Mabor.....	do.....	103	17	Liverpool.....	do harbour.....	
do 1.	Fanny W. Freeman.....	do.....	90	17	Shelburne.....	do do.....	
do 1.	Lizzie M. Center.....	do.....	77	15	Newfoundland.....	do do.....	L
do 1.	Eliza A. Parkhurst.....	do.....	115	18	Liverpool.....	do do.....	L
do 1.	Grayling.....	do.....	115	16	C. Negro.....	do water.....	
do 1.	Canopas.....	do.....	68	17	Liverpool.....	do do.....	
do 1.	W. S. Syre.....	do.....	76	16	Shelburne.....	do harbour.....	
do 2.	SS. Hurricane.....	Rockland.....	19	16	Canso.....	do coal.....	L
do 2.	Nathan Cleaves.....	Portland.....	75	15	Liverpool.....	do harbour.....	
do 2.	Henry Morganthou.....	do.....	85	17	From fishing.....	do do.....	
do 4.	Ethel & Addie.....	do.....	86	17	Sand Point.....	do water.....	
do 4.	Eddie Davidson.....	Gloucester.....	77	17	From fishing.....	do repairs.....	L
do 4.	Dora A. Lawson.....	do.....	119	16	Newfoundland.....	do doctor.....	
do 4.	Eliza A. Parkhurst.....	do.....	115	18	From fishing.....	do supplies.....	L
do 5.	Flora Dilloway.....	do.....	77	14	Souris.....	do repr's to sail.....	
do 5.	SS. Hurricane.....	Rockland.....	19	16	From fishing.....	In to land fish.....	L
do 5.	Mondego.....	Gloucester.....	100	17	La Have.....	In for water.....	
do 7.	Norman Fisher.....	do.....	76	18	Cow Bay.....	do doctor.....	
do 7.	Alice C. Jordon.....	do.....	81	13	From fishing.....	do shelter.....	
do 7.	Ethel & Addie.....	do.....	86	17	do.....	do do.....	
do 7.	Hattie and Lottie.....	Dennis.....	96	16	Louisburg.....	do harbour.....	
do 7.	Mannie E. Waterman.....	Wellfleet.....	75	17	do.....	do do.....	
do 7.	Lizzie M. Center.....	Gloucester.....	77	16	Fishing voyage.....	do supplies.....	L
do 7.	Chymon.....	Boston.....	69	16	do.....	do water.....	
do 7.	Ralph E. Eaton.....	Gloucester.....	65	16	Gloucester.....	do do.....	
do 7.	Master H. Perry.....	Boston.....	61	14	Newfoundland.....	do harbour.....	
do 7.	Hattia Maud.....	Portland.....	86	17	Liverpool.....	do do.....	
do 7.	Lizzy E. Wilber.....	Dennis.....	99	17	Louisburg.....	do do.....	
do 7.	Andrew Burnham.....	Boston.....	86	18	Sand Point.....	do do.....	
do 7.	Rapid Transit.....	Gloucester.....	80	17	Liverpool.....	do do.....	
do 7.	Grayling.....	do.....	115	16	From fishing.....	do do.....	
do 7.	Maud S.....	North Haven.....	75	16	N. Harbour.....	do water.....	
do 8.	George W. Pierce.....	Portland.....	59	16	From fishing.....	do repairs.....	
do 8.	Canopas.....	Gloucester.....	68	17	do.....	do harbour.....	
do 8.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do do.....	L
do 8.	Fanny Spaulding.....	do.....	81	17	do.....	do do.....	
do 8.	Joseph Row.....	do.....	127	17	Lunenburg.....	do water.....	
do 8.	Roulette.....	Boston.....	79	18	Liverpool.....	do repairs.....	
do 8.	Thomas F. Bayard.....	Gloucester.....	95	16	From fishing.....	do harbour.....	
do 8.	Quick Step.....	do.....	99	17	Liverpool.....	do do.....	
do 8.	Charles L. Woodbury.....	do.....	100	17	do.....	do do.....	
do 8.	John E. McKenzie.....	do.....	124	18	Sand Point.....	do do.....	
do 8.	Elsie M. Smith.....	do.....	106	17	Louisburg.....	do do.....	
do 8.	Emma.....	Portland.....	77	16	Liverpool.....	do do.....	
do 8.	Nosembeo.....	Gloucester.....	120	18	From fishing.....	do do.....	
do 8.	Margaret.....	Beverly.....	131	18	do.....	do repairs.....	
do 8.	John M. Plummer.....	Portland.....	95	17	Liverpool.....	do harbour.....	
do 8.	Miranda.....	Gloucester.....	103	17	From fishing.....	do repairs.....	
do 8.	Lottie Gardner.....	do.....	111	17	do.....	do water.....	
do 8.	Lizzy Smith.....	Provincetown.....	73	17	Louisburg.....	do harbour.....	
do 8.	Henrietta Francis.....	Portland.....	73	16	Liverpool.....	do do.....	
do 8.	Agnes E. Douns.....	Gloucester.....	80	16	do.....	do do.....	

## Marine and Fisheries.

List of United States Vessels which reported at the Customs Office, Port of North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of men.	Where From.	In Port for.	License.
1894.							
June 8.	Maud Witherall.....	Portland.....	102	17	Louisburg.....	In for harbour.....	
do 8.	James Dyer.....	do.....	81	17	Ingonish.....	do do.....	
do 8.	Fredonia.....	Gloucester.....	109	17	La Have.....	do do.....	
do 9.	Ellen Lincoln.....	Portland.....	92	17	Fishing voyage.....	do repairs.....	
do 9.	Hattie and Lottie.....	Dennis.....	96	16	do.....	do shelter.....	
do 9.	Grayling.....	Gloucester.....	115	16	do.....	do harbour.....	
do 9.	Eliza H. Parkhurst.....	do.....	115	18	do.....	do do.....	
do 16.	Harry L. Balden.....	do.....	117	17	Cow Bay.....	do water.....	
July 23.	Lottie Gardener.....	do.....	111	17	Fishing voyage.....	do harbour.....	
Aug. 6.	Lottie Goodwin.....	do.....	111	17	do.....	do repairs.....	
do 6.	Lucy M. Dyer.....	Portland.....	78	17	do.....	do do.....	
do 14.	J. W. Campbell.....	Gloucester.....	79	14	do.....	do water.....	
do 15.	Eliza H. Parkhurst.....	do.....	115	18	do.....	do harbour.....	
do 18.	John McKenzie.....	do.....	124	17	do.....	do repairs.....	
do 21.	Hattie D. Linnele.....	do.....	90	17	do.....	do harbour.....	
do 21.	Mabele R. J. Bennett.....	do.....	115	17	do.....	do do.....	L
do 21.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do do.....	
do 21.	Kearsage.....	do.....	101	17	do.....	do repairs.....	
do 21.	Golden Hope.....	do.....	101	17	do.....	do harbour.....	
do 21.	Norman Fisher.....	do.....	76	16	do.....	do repairs.....	
do 21.	Lottie Gardener.....	do.....	111	17	do.....	do harbour.....	
do 21.	Quick Step.....	do.....	99	17	do.....	do repairs.....	
do 21.	Hattie M. Graham.....	do.....	133	18	do.....	do harbour.....	
do 22.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do do.....	
do 24.	Alma.....	do.....	97	17	do.....	do repairs.....	
do 27.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do supplies.....	L
do 27.	Carl W. Baxter.....	do.....	70	14	do.....	do repairs.....	L
do 27.	Ellen Lincoln.....	Portland.....	92	16	do.....	do do.....	
do 28.	Mabele R. Bennett.....	Gloucester.....	115	17	do.....	do water.....	
do 29.	American.....	do.....	118	17	do.....	do do.....	
do 29.	Carrie, C.....	do.....	71	13	do.....	do harbour.....	
do 29.	Lottie Goodwin.....	do.....	111	17	do.....	do do.....	
do 29.	Hattie M. Graham.....	do.....	133	18	do.....	do do.....	
do 29.	Norembege.....	do.....	120	17	do.....	do do.....	
do 29.	Kearsage.....	do.....	101	17	do.....	do doctor.....	
do 29.	Hattie D. Linnele.....	do.....	90	17	do.....	do water.....	
do 29.	Quick Step.....	do.....	99	17	do.....	do shelter.....	
do 29.	Eliza A. Parkhurst.....	do.....	118	18	do.....	do to ship fish.....	L
do 29.	Ellen Lincoln.....	Portland.....	92	16	do.....	do repairs.....	
do 29.	James G. Blaine.....	Gloucester.....	98	17	d.....	do harbour.....	
do 29.	Alma.....	do.....	97	17	do.....	do do.....	
do 29.	Norman Fisher.....	do.....	76	16	do.....	do do.....	
do 29.	Golden Hope.....	do.....	101	17	do.....	do shelter.....	
Sept. 1.	Norembege.....	do.....	120	17	do.....	do do.....	
do 1.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do harbour.....	L
do 1.	Quick Step.....	do.....	99	17	do.....	do do.....	
do 1.	Hattie M. Graham.....	do.....	133	18	do.....	do do.....	
do 1.	Ellen Lincoln.....	Portland.....	92	16	do.....	do shelter.....	
do 3.	Ellen Lincoln.....	do.....	92	16	do.....	do repairs.....	
do 3.	American.....	Gloucester.....	118	17	do.....	do shelter.....	
do 3.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do harbour.....	L
do 3.	Norembege.....	do.....	120	17	do.....	do shelter.....	
do 3.	Alma.....	do.....	97	17	do.....	do harbour.....	
do 3.	Norman Fisher.....	do.....	76	16	do.....	do do.....	
do 3.	Hattie D. Linnell.....	do.....	90	17	do.....	do shelter.....	
do 3.	Kearsage.....	do.....	101	17	do.....	do harbour.....	
do 3.	Lottie Goodwin.....	do.....	111	17	do.....	do shelter.....	
do 3.	Golden Hope.....	do.....	110	17	do.....	do harbour.....	
do 3.	James G. Blaine.....	do.....	98	17	do.....	do do.....	
do 3.	Hattie M. Graham.....	do.....	133	18	do.....	do do.....	
do 5.	Hattie Evelyne.....	do.....	66	13	do.....	do do.....	
do 5.	Regal.....	do.....	107	18	do.....	do to and wreck- ed crew.....	

## List of United States Vessels which reported at the Customs Office, Port of North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
1894.							
Sept. 6.	James G. Blaine	Gloucester	98	17	Fishing voyage	In for harbour	
do 6.	Quick Step	do	99	17	do	do do	
do 6.	John M. Plummer	do	95	17	do	do do	
do 6.	Norman Fisher	do	76	16	do	do shelter	
do 6.	Edith Whalen	do	78	15	do	do do	
do 6.	Norembego	do	120	17	do	do harbour	
do 6.	Alma	do	97	17	do	do do	
do 6.	Fomewood	do	124	18	do	do doctor	
do 6.	Alice R. Lawson	do	115	18	Pubnico	do water	L
do 6.	Yosemite	do	115	16	Souris	do harbour	
do 6.	Eliza A. Parkhurst	do	115	18	Fishing voyage	do do	L
do 6.	Ethel B. Jacobs	do	125	17	Souris	do shelter	
do 7.	Norman Fisher	do	76	16	Fishing voyage	do do	
do 7.	Lottie Goodwin	do	111	17	do	do do	
do 7.	John L. Plummer	do	95	17	do	do do	
do 7.	Olive	do	97	17	do	do do	
do 7.	Golden Hope	do	110	17	do	do do	
do 7.	Yosemite	do	115	16	do	do do	
do 7.	Hattie D. Linnell	do	90	17	do	do do	
do 7.	Edith Whalen	do	78	15	do	do do	
do 7.	Harry G. French	do	95	17	Louisburg	do do	
do 7.	Kearsage	do	101	17	Fishing voyage	do do	
do 7.	Thomas F. Bayard	do	95	16	Souris	do do	
do 7.	Ellen Lincoln	Portland	92	16	Fishing voyage	do do	
do 7.	Eliza A. Parkhurst	Gloucester	115	18	do	do do	L
do 7.	Norumbega	do	120	17	do	do do	
do 7.	Ethel B. Jacobs	do	125	17	do	do do	
do 8.	Alma	do	97	17	do	do do	
do 8.	Norman Fisher	do	76	16	do	do harbour	
do 8.	Yosemite	do	115	16	do	do do	
do 8.	Hattie D. Linnell	do	90	17	do	do do	
do 8.	John M. Plummer	Portland	95	17	do	do do	
do 8.	Olive	Gloucester	97	17	do	do do	
do 8.	Edith Whalen	do	78	15	do	do do	
do 8.	Harry G. French	do	95	17	do	do do	
do 8.	Golden Hope	do	101	17	do	do do	
do 8.	Herald of Morning	do	68	16	Georgetown	do do	L
do 8.	Norumbega	do	120	17	Fishing voyage	do shelter	
do 8.	John McKenzie	do	124	17	do	do harbour	
do 8.	Lottie Goodwin	do	111	17	do	do do	
do 8.	Ethel B. Jacobs	do	125	17	do	do shelter	
do 8.	Otis P. Lard	do	71	12	Newfoundland	do do	
do 8.	Quick Step	do	99	17	Fishing voyage	do do	
do 8.	American	do	118	17	do	do harbour	
do 8.	James G. Blain	do	98	17	do	do do	
do 10.	Golden Hope	do	110	17	do	do do	
do 10.	Eliza A. Parkhurst	do	115	18	do	do do	L
do 10.	American	do	118	17	do	do do	
do 10.	Harry G. French	do	95	17	do	do do	
do 11.	Thetis	do	91	18	Canso	do do	L
do 11.	American	do	118	17	Fishing voyage	do do	
do 11.	Carrie C.	do	71	13	do	do do	
do 13.	Hattie D. Linnell	do	90	17	do	do do	
do 13.	Ethel Whalen	do	75	15	do	do do	
do 13.	James G. Blaine	do	98	17	do	do do	
do 13.	Mabell R. Bennett	do	115	17	do	do do	
do 13.	Thomas F. Bayard	do	95	16	do	do do	
do 13.	Norman Fisher	do	76	16	do	do do	
do 13.	Kearage	do	101	17	do	do do	
do 13.	Lottie Goodwin	do	111	17	do	do do	
do 13.	Harry G. French	do	95	17	do	do do	
do 13.	Mystery	do	114	18	do	do repairs	
do 13.	Herald of the Morning	do	68	16	do	do do	

## Marine and Fisheries.

LIST of United States Vessels which reported at the Customs Office, Port of  
North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where From.	In Port for.	License.
1894.							
Sept. 13.	Ellen Lincoln	Portland	92	16	Ingonish	In for harbour	
do 13.	M. H. Perkins	Gloucester	72	12	Fishing voyage	In with dead man	
do 17.	Thomas F. Bayard	do	95	16	do	In for shelter	
do 17.	George W. Pierce	Portland	59	16	Ingonish	do harbour	L
do 17.	American	Gloucester	118	17	Fishing voyage	do do	
do 19.	Penobscot	do	85	14	Arichat	do do	
do 19.	Jennie W. Colderwood	do	86	16	Canso	do do	L
do 19.	Eliza A. Parkhurst	do	115	18	Fishing voyage	do do	L
do 20.	James G. Blaine	do	98	17	do	do shelter	
do 20.	Quick Step	do	99	17	do	do do	
do 20.	Golden Hope	do	110	17	do	do shelter	
do 20.	Herald of the Morning	do	68	16	do	do water	
do 20.	John M. Plummer	Portland	95	15	do	do harbour	
do 20.	Norman Fisher	Gloucester	76	16	do	do do	
do 20.	Harvard	do	106	17	do	do do	
do 20.	American	do	118	17	do	do do	
do 20.	Thomas F. Bayard	do	95	16	do	do shelter	
do 21.	Oliver W. Holms	do	101	18	Newfoundland	do harbour	
do 21.	George W. Pierce	Portland	59	16	Fishing voyage	do do	
do 21.	Harry G. French	Gloucester	95	17	do	do shelter	
do 21.	Hattie D. Linnell	do	90	17	do	do do	
do 25.	Thomas F. Bayard	do	95	16	do	do harbour	
do 25.	L. W. Munro	do	110	18	Newfoundland	do water	
do 26.	Joseph Rowe	do	127	17	Cheticamp	do shelter	
do 26.	Golden Hope	do	101	17	From fishing	do harbour	
do 26.	Eliza A. Parkhurst	do	115	18	do	do water	L
do 26.	American	do	118	17	do	do harbour	
do 26.	Harvard	do	116	17	do	do do	L
do 26.	George W. Pierce	Portland	59	16	do	do stores	
do 26.	Harry G. French	Gloucester	95	17	do	do harbour	
do 26.	John M. Plummer	Portland	95	17	do	do do	
do 26.	Herald of the Morning	Gloucester	68	16	do	do do	
do 26.	James G. Blaine	do	98	17	do	do do	
do 26.	Lucy M. Dyer	Portland	78	17	Souris	do do	L
do 26.	Centennial	Gloucester	110	18	Gloucester	do do	
do 26.	Ellen Lincoln	Portland	92	16	Cheticamp	do repairs	
do 28.	Madona	Gloucester	110	18	Pubnico	do water	L
do 29.	Harry G. French	do	95	17	From fishing	do do	
do 29.	Gardiner W. Tarr	do	62	13	Souris	do harbour	L
do 29.	American	do	118	17	From fishing	do shelter	
do 29.	Ellen Lincoln	do	92	17	do	do harbour	
do 29.	Herald of the Morning	do	68	16	do	do do	
do 29.	Edith Whalen	do	78	16	do	do do	
do 29.	Eliza A. Parkhurst	do	115	18	do	do shelter	L
do 29.	Joseph Rowe	do	127	17	do	do do	
do 29.	Caine W. Bobson	do	85	16	Greenland	do harbour	
do 29.	John M. Plummer	Portland	95	17	From fishing	do do	
do 29.	Harvard	Gloucester	116	17	do	do do	
do 29.	George W. Pierce	Portland	59	16	do	do do	
do 29.	Golden Hope	Gloucester	101	17	do	do do	
Oct. 2.	Lizzy M. Standwood	do	100	18	Liverpool	do repairs	L
do 3.	Alice Gordon	do	81	17	From fishing	do harbour	
do 3.	Eliza A. Parkhurst	do	115	18	do	do do	L
do 3.	Lucy M. Dyer	Portland	78	17	do	do repairs	
do 3.	Herald of the Morning	Gloucester	68	16	do	do harbour	
do 3.	Edith Whalen	do	78	15	do	do do	
do 3.	Golden Hope	do	110	17	do	do do	
do 3.	Centennial	do	118	18	do	do do	
do 3.	John L. Plummer	Portland	95	17	do	do shelter	
do 4.	Golden Hope	Gloucester	110	17	do	do harbour	
do 4.	Harry G. French	do	95	17	do	do shelter	
do 4.	Harvard	do	106	17	do	do do	
do 4.	James G. Blaine	do	98	17	do	do do	

## List of United States Vessels which reported at the Customs Office, Port of North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
Oct. 4.	Edith Whalen.....	Gloucester....	78	15	From fishing.....	In for shelter.....	
do 4.	George W. Pierce.....	Portland.....	59	16	do.....	do water.....	L
do 4.	Ellen Lincoln.....	do.....	92	17	do.....	do harbour.....	L
do 4.	Joseph Rowe.....	Gloucester.....	127	17	do.....	do do.....	
do 4.	Gatherer.....	do.....	90	16	do.....	do water.....	
do 5.	George W. Pierce.....	Portland.....	59	16	do.....	do repairs.....	
do 5.	Norembgo.....	Gloucester.....	120	17	Gloucester.....	do harbour.....	
do 6.	Edith Whalen.....	do.....	78	15	From fishing.....	do do.....	
do 6.	Joseph Rowe.....	do.....	127	17	do.....	do do.....	
do 6.	Lucy M. Dyer.....	Portland.....	78	17	do.....	do do.....	L
do 6.	Harvard.....	Gloucester.....	116	17	do.....	do do.....	
do 6.	James G. Blaine.....	do.....	98	17	do.....	do shelter.....	
do 6.	Golden Hope.....	do.....	110	17	do.....	do harbour.....	
do 6.	Herald of the Morning.....	Gloucester.....	68	16	From fishing.....	In for shelter.....	
do 6.	Harry G. French.....	do.....	95	17	do.....	do do.....	
do 6.	Ellen Lincoln.....	Portland.....	92	17	do.....	do repairs.....	
do 6.	Orphis.....	Gloucester.....	105	18	do.....	do water.....	
do 6.	J. W. Campbell.....	do.....	79	14	do.....	do do.....	
do 6.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do harbour.....	L
do 8.	Penobscot.....	do.....	85	14	do.....	do do.....	
do 9.	Gardiner W. Tarr.....	do.....	62	13	do.....	do do.....	
do 9.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do supplies.....	L
do 10.	Mabel R. Bennett.....	do.....	115	18	do.....	do harbour.....	
do 10.	Herald of the Morning.....	do.....	68	16	do.....	do do.....	
do 10.	Ellen Lincoln.....	Portland.....	92	17	do.....	do do.....	
do 10.	George W. Pierce.....	do.....	59	16	do.....	do do.....	L
do 10.	Centennial.....	Gloucester.....	110	18	do.....	do do.....	
do 10.	Harry G. French.....	do.....	95	17	do.....	do do.....	
do 10.	Ethel B. Jacobs.....	do.....	125	17	Gloucester.....	do do.....	
do 10.	James G. Blaine.....	do.....	98	17	From fishing.....	do do.....	
do 10.	Hattie D. Linnell.....	do.....	90	19	do.....	do do.....	
do 10.	Alice C. Jordan.....	do.....	87	17	do.....	do do.....	
do 10.	Lucy M. Dyer.....	do.....	78	17	do.....	do do.....	
do 10.	Edith Whalen.....	do.....	78	15	do.....	do do.....	
do 10.	Golden Hope.....	do.....	110	17	do.....	do do.....	
do 10.	John M. Plummer.....	Portland.....	95	17	do.....	do do.....	
do 10.	Norumbega.....	Gloucester.....	120	17	do.....	do do.....	
do 11.	Harvard.....	do.....	116	17	do.....	do do.....	
do 11.	Norumbega.....	do.....	120	17	do.....	do do.....	
do 11.	Alice Raymond.....	Rockland.....	65	12	do.....	do do.....	
do 15.	Harvard.....	Gloucester.....	116	17	do.....	do water.....	
do 15.	Yosemite.....	do.....	115	16	do.....	do do.....	
do 15.	Golden Hope.....	do.....	101	17	do.....	do harbour.....	
do 15.	Fannie Spaulding.....	do.....	81	16	do.....	do do.....	
do 15.	George W. Pierce.....	do.....	59	16	do.....	do do.....	
do 15.	John M. Plummer.....	do.....	95	17	do.....	do do.....	
do 15.	Eliza A. Parkhurst.....	do.....	115	18	do.....	do do.....	L
do 15.	J. W. Campbell.....	do.....	79	16	do.....	do do.....	
do 15.	James G. Blaine.....	do.....	98	17	do.....	do do.....	
do 15.	Hattie D. Linnell.....	do.....	90	17	do.....	do do.....	
do 15.	Harry G. French.....	do.....	95	17	do.....	do do.....	
do 15.	Rapid Transit.....	do.....	80	17	Gloucester.....	do do.....	
do 15.	Ethel B. Jacobs.....	do.....	125	17	From fishing.....	do do.....	
do 15.	Alice C. Jordan.....	do.....	81	17	do.....	do do.....	
do 15.	Dora A. Lawson.....	do.....	119	14	Newfoundland.....	do do.....	
do 15.	Davy Crocket.....	do.....	80	16	Canso.....	do do.....	
do 15.	Kearsage.....	do.....	101	17	Gloucester.....	do do.....	
do 15.	Norumbega.....	do.....	121	17	From fishing.....	do water.....	
do 15.	Ellen Lincoln.....	do.....	92	17	do.....	do wood.....	
do 15.	Oliver W. Holms.....	do.....	101	18	do.....	do harbour.....	
do 15.	Alva.....	do.....	97	17	Gloucester.....	do do.....	
do 15.	Carrier Dove.....	do.....	82	16	Newfoundland.....	do do.....	
do 15.	Mabel R. Bennett.....	do.....	115	18	From fishing.....	do do.....	
do 15.	Edith Whalen.....	do.....	78	15	do.....	do shelter.....	
do 15.	Joseph Rowe.....	do.....	127	17	do.....	do water.....	



## Marine and Fisheries.

LIST of United States Vessels which reported at the Customs Office, Port of North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	When from.	In Port for.	License.
1894.							
Oct. 15.	Herald of the Morning...	Gloucester	68	16	From fishing	In for harbour	
do 15.	Lucy M. Dyer	Portland	78	17	do	do do	
do 16.	Hazel Oneto	Gloucester	104	18	do	do shelter	
do 16.	Nelly G. Thurston	do	81	16	Louisbourg	do harbour	
do 16.	Flora Dilloway	do	77	14	Canso	do water	
do 17.	Hattie D. Linnell	do	90	17	From fishing	do do	
do 17.	Rapid Transit	do	80	17	do	do harbour	
do 17.	Yosemite	do	115	16	do	do do	
do 17.	Ethel B. Jacobs	do	125	17	do	do do	
do 17.	Ellen Lincoln	Portland	92	17	do	do do	
do 17.	Norman Fisher	Gloucester	76	18	Gloucester	do do	
do 17.	Norumbega	do	120	17	From fishing	do do	
do 17.	Centennial	do	110	18	do	do do	
do 17.	George W. Pierce	Portland	59	16	do	do do	
do 17.	Cordova	Gloucester	99	18	Baddeck	do harbour	
do 18.	J. H. Corey	do	95	16	Ingonish	do do	
do 18.	Yosemite	do	115	16	From fishing	do repairs	
do 18.	M. H. Perkins	do	72	12	do	do harbour	
do 18.	John L. Nicholson	do	118	18	Canso	do do	
do 18.	Fany S. Spaulping	do	81	16	From fishing	do do	
do 18.	J. W. Campbell	do	79	14	do	do water	
do 18.	Harry G. French	do	95	17	do	do harbour	
do 18.	John M. Plummer	Portland	95	17	do	do no	
do 18.	Norman Fisher	Gloucester	76	18	do	do do	
do 19.	Penobscot	do	85	14	do	do do	
do 19.	Eliza A. Parkhurst	do	115	18	do	do do	L
do 19.	Golden Hope	do	110	17	do	do do	
do 19.	Hattie D. Linnell	do	90	17	do	do do	
do 19.	Lucy M. Dyer	Portland	78	17	do	do do	
do 19.	Edith Whalen	Gloucester	78	15	do	do do	
do 19.	Alva	do	97	17	do	do do	
do 19.	James G. Blaine	do	98	17	do	do do	
do 19.	Ethel B. Jacobs	do	125	17	do	do do	
do 19.	Rapid Transit	do	80	17	do	do do	
do 19.	George W. Pierce	Portland	59	16	do	do do	
do 19.	Norumbego	Gloucester	121	17	do	do do	
do 19.	Yosemite	do	115	16	do	do do	
do 19.	Harvard	do	116	17	do	do do	
do 19.	Davy Crockett	do	80	16	do	do do	
do 19.	Kearsage	do	101	17	do	do do	
do 19.	Harry G. French	do	95	17	do	do do	
do 20.	Ellen Lincoln	do	92	17	do	do repairs	
do 22.	Rapid Transit	do	80	17	do	do harbour	
do 22.	Joseph Rowe	do	127	17	do	do do	
do 22.	Alice C. Jordan	do	81	17	do	do do	
do 22.	Davy Crockett	do	80	16	do	do do	
do 22.	Norumbego	do	120	17	do	do do	
do 22.	Norumbego	do	120	17	do	do do	
do 22.	Alice Raymond	Rockland	65	12	do	do repairs	
do 22.	James G. Blaine	Gloucester	98	17	do	do harbour	
do 22.	Golden Hope	do	110	17	do	do do	
do 22.	Fany Spaulding	do	81	16	do	do water	
do 22.	Ethel B. Jacobs	do	125	17	do	do harbour	
do 22.	George W. Pierce	Portland	59	16	do	do do	
do 22.	Alma	Gloucester	97	17	do	do do	
do 22.	Penobscot	do	85	14	do	do do	
do 22.	Eliza A. Parkhurst	do	115	18	do	do do	L
do 22.	Mondego	do	100	17	Gloucester	do do	
do 22.	Lucy W. Dyer	do	78	17	From fishing	do do	
do 22.	Harvard	do	116	17	do	do do	
do 22.	Quick Step	do	99	17	do	do do	
do 22.	Hattie D. Linnell	do	90	17	do	do do	
do 22.	Centennial	do	110	18	do	do do	

LIST of United States Vessels which reported at the Customs Office, Port of North Sydney.—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
1894.							
Oct. 22.	Ellen Lincoln	Portland	92	17	From fishing	In for harbour	
do 23.	Sarah E. Lee	Gloucester	98	18	do	do do	
do 23.	Carrier Dove	do	82	16	do	do do	
do 26.	Wynonah	do	103	18	do	do water	
do 26.	Herald of the Morning	do	68	16	do	do harbour	
do 26.	Golden Hope	do	110	17	do	do do	
do 27.	Harvard	do	116	17	do	do do	
do 27.	Norembego	do	121	17	do	do do	
do 27.	Cordova	do	99	18	do	do do	
do 27.	Sarah E. Lee	do	98	18	do	do do	
do 27.	Hazel Oneto	do	104	18	do	do do	
do 27.	Alma	do	97	17	do	do do	
do 27.	Alice C. Jordan	do	81	17	do	do do	
do 27.	Lottie M. Graham	do	133	18	Louisburg	do do	
do 27.	John M. Plummer	Portland	95	17	From fishing	In wood and water.	
do 27.	Norman Fisher	Gloucester	96	18	do	In for harbour	
do 27.	Hattie D. Linnell	do	90	17	do	do do	
do 27.	John L. Nicholson	do	118	18	do	do repairs	
do 27.	Davy Crocket	do	80	16	do	do harbour	
do 27.	Rapid Transit	do	80	17	do	do do	
do 27.	Edith Whalen	do	78	15	do	do do	
do 27.	Blue Jacket	do	110	18	do	do do	
do 27.	Ralph E. Eaton	do	65	12	Louisburg	do do	
do 27.	Flora Dilloway	do	77	14	From fishing	do do	
do 27.	Kearsage	do	101	17	do	do do	
do 27.	Ethel B. Jacobs	do	125	17	do	do repairs	
do 27.	George W. Pierce	Portland	59	16	do	do stores	L
do 27.	Harry G. French	Gloucester	95	17	do	do harbour	
do 27.	Yosemite	do	115	16	do	do do	
do 27.	Mondego	do	100	17	do	do do	
do 27.	Orphis	do	105	18	do	do do	
do 29.	Norman Fisher	do	76	18	do	do do	
do 29.	Alma	do	97	17	do	do do	
do 29.	Joseph Rowe	do	127	17	do	do do	
do 29.	Edith Whalen	do	78	15	do	do do	
do 29.	George W. Pierce	Portland	59	16	do	do wood	L
do 29.	Kearsage	Gloucester	106	17	do	do harbour	
do 29.	Norumbega	do	120	17	do	do do	
do 29.	Harry G. French	do	95	17	do	do do	
do 29.	Golden Hope	do	110	17	do	do shelter	
do 29.	Fanny Spaulding	do	81	16	do	do do	
do 29.	Davy Crocket	do	80	16	do	do do	
do 29.	Blue Jacket	do	110	18	do	do water	
do 29.	Quick Step	do	99	17	do	do harbour	
do 29.	Lucy M. Dyer	do	78	17	do	do do	
do 29.	J. H. Corey	do	95	16	do	do do	
do 29.	Penobscot	do	85	14	do	do do	
do 29.	Herald of the Morning	do	68	16	do	do shelter	
do 29.	Ethel B. Jacobs	do	125	17	do	do do	
do 30.	Centennial	do	110	18	do	do harbour	
do 30.	Mabel R. Bennett	do	115	18	Cow Bay	do license	L
do 30.	Mondego	do	100	17	From fishing	do shelter	
Nov. 1.	Harvard	do	116	17	do	do harbour	
do 1.	Blue Jacket	do	110	18	do	do repairs	
do 1.	John L. Nicholson	do	118	18	do	do harbour	
do 1.	Cordova	do	99	18	do	do rep. to block	
do 1.	Nelly M. Davis	do	89	16	Louisburg	do shelter	
do 1.	Kearsage	do	101	17	From fishing	do harbour	
do 1.	Quick Step	do	99	17	do	do do	
do 1.	Yosemite	do	115	16	do	do do	
do 1.	Alice C. Jordan	do	81	17	do	do do	
do 1.	Edith Whalen	do	78	15	do	do do	
do 3.	Norumbega	do	120	17	do	do do	

## Marine and Fisheries.

List of United States Vessels which reported at the Customs Office, Port of North Sydney—Continued.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
1894.							
Nov. 3.	Quick Step	Gloucester	99	17	From fishing.	In for shelter.	
do 5.	Penobscot	do	85	14	do	do harbour.	
do 5.	Harry G. French	do	95	17	do	do do	
do 5.	Ellen Lincoln	Portland	92	17	do	do do	
do 5.	Hattie D. Linnell	Gloucester	99	17	do	do do	
do 5.	Quick Step	do	99	17	do	do do	
do 5.	Yosemite	do	115	16	do	do do	
do 5.	Rapid Transit	do	80	17	do	do do	
do 5.	Lansad	do	119	18	do	do repairs.	
do 5.	Norman Fisher	do	76	18	do	do harbour.	
do 5.	Alma	do	97	17	do	do water	
do 5.	Norumbega	do	120	17	do	do harbour.	
do 5.	Harvard	do	116	17	do	do do	
do 5.	Alice C. Jordan	do	81	17	do	do do	
do 5.	Joseph Rowe	do	127	17	do	do do	
do 5.	John M. Plummer	Portland	95	17	do	do do	
do 5.	Golden Hope	Gloucester	110	17	do	do do	
do 5.	Mabel R. Bennett	do	115	18	do	do do	
do 5.	Cordova	do	99	18	do	do shelter.	
do 5.	Davy Crocket	do	80	16	do	do do	
do 5.	Mondego	do	100	17	do	do do	
do 5.	John C. Nicholson	do	118	18	do	do do	
do 6.	Fanny Spaulding	do	81	16	do	do harbour.	
do 6.	Edith Whalen	do	78	15	do	do shelter.	
do 6.	Yosemite	do	115	16	do	do harbour.	
do 6.	Mabell R. Bennett	do	115	18	do	do do	L
do 6.	Hattie M. Graham	do	133	18	do	do do	
do 6.	Senator Salisbury	do	102	18	do	do repairs.	
do 6.	Hattie D. Linnell	do	90	17	do	do harbour.	
do 6.	Ellen Lincoln	Portland	92	17	do	do do	
do 6.	Norman Fisher	Gloucester	76	18	do	do do	
do 6.	Norembego	do	120	17	do	do do	
do 6.	Quickstep	do	99	17	do	do do	
do 7.	Samuel V. Colly	do	95	14	Newfoundland	do do	
do 7.	Mondego	do	100	17	From fishing.	do do	
do 7.	Rapid Transit	do	80	17	do	do do	
do 7.	Harvard	do	116	17	do	do do	
do 7.	Joseph Rowe	do	127	17	do	do do	
do 7.	J. M. Corey	do	95	16	do	do shelter.	
do 9.	Epis Tarr	do	66	12	do	do do	
do 9.	Harry G. French	do	95	17	do	do harbour.	
do 10.	Edith Whalen	do	78	15	do	do do	
do 10.	Alma	do	97	15	do	do do	
do 10.	Hattie M. Graham	do	133	18	do	do do	
do 10.	J. M. Corey	do	95	16	do	do do	
do 10.	Centennial	do	110	18	do	do shelter.	
do 10.	Norman Fisher	do	76	18	do	do do	
do 10.	Quickstep	do	99	17	do	do harbour.	
do 10.	Norembego	do	120	17	do	do do	
do 10.	Joseph Rowe	do	127	17	do	do do	
do 10.	Rapid Transit	do	80	17	do	do do	
do 10.	Fanny S. Spaulding	do	81	16	do	do do	
do 10.	Yosemite	do	115	16	do	do do	
do 10.	Mondego	do	100	17	do	do shelter.	
do 10.	Davy Crocket	do	80	16	do	do do	
do 10.	John M. Plummer	do	95	17	do	do do	
do 10.	Hattie D. Linnell	do	90	17	do	do harbour.	
do 10.	Harvard	do	116	17	do	do do	
do 10.	Mabell R. Bennett	do	115	18	do	do do	L
do 12.	W. H. Perkins	do	72	12	Louisbourg	do shelter.	
do 13.	J. M. Corey	do	95	16	From fishing.	do do	
do 13.	Flora Dillanay	do	77	14	do	do repairs.	
do 15.	Sarah E. Lee	do	98	18	do	do water.	

LIST of United States Vessels which reported at the Customs Office, Port of North Sydney—*Concluded.*

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Men.	Where from.	In Port for.	License.
1894.							
Nov. 15.	Mary S. Howet .....	Gloucester .....	68	12	Halifax .....	In for harbour .....	
do 19.	Flora Dillanay .....	do .....	77	14	From fishing .....	do do .....	
do 22.	Sarah E. Lee .....	do .....	98	18	do .....	do repairs .....	
do 24.	M. H. Perkins .....	do .....	72	12	do .....	do do .....	
Dec. 3.	Mary S. Howet .....	do .....	68	12	do .....	do harbour .....	

LIST of United States Fishing Vessels which entered the Port of Arichat during the season of 1894.

Date of Arrival.	Name.	Port of Registry.	Tonnage.	No. of Crew.	Whence Arrived.	What in Port for.	Licensed or Unlicensed.
1894.							
May 3.	Montezuma .....	Beverley .....	61	4	Boston .....	For shelter .....	Unlicensed.
do 14.	Mildred V. Lee .....	Gloucester .....	102	18	Gloucester .....	For supplies .....	Licensed.
do 29.	Gertie Evelyn .....	do .....	81	14	do .....	For do .....	do
June 2.	Georgie Campbell .....	do .....	106	18	do .....	For repairs .....	Unlicensed.
do 4.	Commonwealth .....	do .....	81	14	D. S. Fisheries.	For bait .....	Licensed.
do 11.	Robin Hood .....	do .....	88	16	Gloucester .....	For do .....	do
do 15.	Puritan .....	do .....	84	16	do .....	For shelter .....	do
do 18.	Argo .....	do .....	108	18	do .....	For supplies .....	do
do 18.	Masconomo .....	do .....	92	18	D. S. Fisheries.	For do .....	do
do 21.	Hustler .....	do .....	93	18	Gloucester .....	For bait .....	do
do 22.	Mildred V. Lee .....	do .....	102	18	do .....	For do .....	do
July 2.	Commonwealth .....	do .....	81	16	do .....	For supplies .....	do
do 3.	Lizzie J. Greenleaf .....	do .....	88	16	do .....	For do .....	do
do 4.	Chas. H. Taylor .....	do .....	92	18	do .....	For bait .....	do
do 5.	Gertie Evelyn .....	do .....	81	14	do .....	For bait & ice .....	do
Aug. 8.	Masconomo .....	do .....	92	18	do .....	For do .....	do
do 21.	Charlotte .....	Boston .....	68	16	D. S. Fisheries.	For shelter .....	Unlicensed.
Sept. 3.	Penobscot .....	Gloucester .....	85	16	do .....	For do .....	do
do 12.	Puritan .....	do .....	85	17	Gloucester .....	For bait & ice .....	Licensed.
do 12.	Masconomo .....	do .....	92	18	do .....	For do .....	do
do 17.	Sigfred .....	do .....	73	13	D. S. Fisheries.	For water .....	Unlicensed.
do 18.	Gertie Evelyn .....	do .....	81	14	Gloucester .....	For bait & ice .....	Licensed.
do 19.	Concord .....	do .....	93	13	D. S. Fisheries.	For shelter .....	Unlicensed.
do 26.	Commonwealth .....	do .....	81	16	Gloucester .....	For ice & bait .....	Licensed.
do 29.	Nercid .....	do .....	92	16	D. S. Fisheries.	For shelter .....	Unlicensed.
Oct. 13.	Masconomo .....	do .....	92	18	Gloucester .....	For ice .....	Licensed.
do 16.	Puritan .....	do .....	85	16	do .....	For ice .....	do
do 30.	Gertie Evelyn .....	do .....	81	13	do .....	For ice .....	do
Nov. 6.	Winona .....	do .....	103	17	D. S. Fisheries.	For shelter .....	Unlicensed.
do 19.	Masconomo .....	do .....	92	18	Gloucester .....	For do .....	Licensed.

## Marine and Fisheries.

### List of United States Vessels that entered and cleared at the Port of Souris during the Season of 1894.

Names.	Port of Registry	Tons.	No. of Crew.	Date of Arrival.	Remark.
Flora Delloway.....	Gloucester.....	77	14	May 16.....	In port for shelter
Hattie D. Lennell.....	do	90	18	June 19.....	do
Henry L. Belden.....	do	117	17	do 25.....	do
James G. Blaine.....	do	98	16	do 25.....	do
Edith S. Whelan.....	do	78	16	do 26.....	do
Garden W. Tarr.....	do	62	12	July 16.....	do
Thomas F. Bayard.....	do	95	17	do 16.....	In for water
Eliza H. Parkhurst.....	do	115	17	do 21.....	In for shelter
Ethel B. Jacobs.....	do	125	18	do 31.....	do
Herald of the Morning.....	do	68	17	Aug. 4.....	Has fishing license
Charles Levi Woodbury.....	do	100	18	do 9.....	In for shelter
Quickstep.....	do	99	16	do 9.....	do
Hattie M. Graham.....	do	135	18	do 10.....	do
Lucy N. Dyer.....	Portland.....	78	16	do 16.....	do
George W. Pierce.....	do	59	16	Sept. 4.....	In for fishing license

There were also a number of American fishing vessels in port during the summer which had previously reported at other ports in Canada, and were in here only for shelter and were not required to make a formal report.

### List of United States Vessels calling at Sand Point, Shelburne County, N.S., during the season of 1894.

Date.	Name.	Tons.	Men.	Port of Registry.	Remarks.
1894.					
Jan. 15.	Mary Fernald.....	76	15	Gloucester.....	Three days from home.
do 15.	A. R. Crittenden.....	81	13	do	Two days do
do 17.	Rapid Transit.....	80	7	do	Five weeks do
do 17.	Elsie M. Smith.....	106	19	do	Nine days do
do 17.	Arthur Binney.....	112	22	Boston.....	Four days do
do 17.	Ramona.....	83	17	Gloucester.....	Eleven days do
do 19.	Blue Jacket.....	110	8	do	Two months do
do 19.	Vesta.....	73	13	do	Two weeks do
do 19.	Arthur Binney.....	112	22	do	Six days do
do 19.	Mary Fernald.....	76	15	do	Six days do
do 19.	Elsie M. Smith.....	106	19	do	Eleven days do
do 25.	Penobscot.....	85	15	do	One week do
do 27.	J. W. Campbell.....	79	13	do	One week do
do 27.	Penobscot.....	85	15	do	"Shelter" no change in cargo.
do 27.	Lucelle.....	99	17	do	One week from home.
do 27.	Lizzie M. Stanwood.....	110	17	do	Two days do
do 27.	Masonomo.....	91	17	do	Two days do
do 27.	Arthur Binney.....	112	22	Boston.....	Two days from Portland.
do 27.	Ethel G. Wells.....	92	17	Gloucester.....	Two days from home.
do 30.	Geo. F. Edmonds.....	141	9	do	Five weeks do
do 30.	Arthur Binney.....	112	22	Boston.....	Five days do
do 30.	Penobscot.....	85	15	Gloucester.....	Eight days do
do 31.	Hattie D. Linell.....	95	7	do	Six weeks do
do 31.	Edith M. Prior.....	105	18	do	Four days do
Feb. 1.	Quickstep.....	95	17	do	Four days do
do 1.	Belle Franklin.....	75	13	do	Four days do

## List of United States Vessels calling at Sand Point, Shelburne County, N.S., during the season of 1894.

Date.	Name.	Tons.	Men.	Port of Registry.	Remarks.
1894.					
Feb. 2.	Abbie M. Deering.....	96	17	Gloucester.....	Two days from home.
do 2.	Arthur Binney.....	112	22	Boston.....	Seven days do
do 2.	Belle Franklin.....	75	13	Gloucester.....	Five days do
do 3.	Arthur Binney.....	112	22	Boston, Mass.....	Nine days do
do 5.	Abbie M. Deering.....	96	15	Gloucester.....	Five days do
do 5.	Henry L. Phillips.....	76	14	Rockland.....	One week do
do 9.	Abbie M. Deering.....	96	15	Gloucester.....	Nine days do
do 12.	Edith M. Prior.....	115	19	do.....	Two days do
do 12.	Penobscot.....	85	17	do.....	Two weeks do
do 12.	Ramona.....	83	17	do.....	Two days do
do 16.	Penobscot.....	85	17	do.....	Eighteen days do
do 16.	John M. Plummer.....	95	17	Portland.....	Two weeks from home via Liverpool.
do 16.	Ramona.....	83	17	Gloucester.....	Six days from home.
do 17.	Meteor.....	119	7	do.....	Six weeks do
do 19.	Nourmahal.....	109	17	do.....	Two days do
do 19.	Arthur Binney.....	112	22	Boston.....	Two days do
do 19.	Ramona.....	83	17	Gloucester.....	Eight days do
do 21.	Argo.....	108	17	do.....	Two days do
do 23.	Penobscot.....	85	15	do.....	Thirty days do
do 23.	Bertha May.....	75	15	do.....	Two days do
do 24.	E. F. Willard.....	54	13	Portland.....	Three days do
do 24.	Emma M. Dyer.....	77	15	Gloucester.....	Three weeks do
do 26.	Penobscot.....	85	15	do.....	Twenty seven days from home.
do 26.	Arthur Binney.....	112	22	Boston.....	Nine days from home.
do 26.	Bertha May.....	75	15	Gloucester.....	Five days do
Mar. 2.	E. F. Willard.....	54	13	Portland.....	Nine days do
do 7.	Arthur Binney.....	112	21	Boston, Mass.....	Two days do
do 10.	Lizzie I. Greenleaf.....	88	15	Gloucester.....	Three days do
do 17.	Laura Belle.....	77	17	Portland.....	Two days from Gloucester.
do 19.	Arthur Binney.....	112	22	Boston.....	Twelve days from home.
do 19.	Edward A. Rich.....	79	17	Gloucester.....	Three days do
do 22.	Edward A. Rich.....	79	17	do.....	Five days do
do 23.	Henry M. Stanley.....	112	17	do.....	Three days do
do 26.	Hiram Lowell.....	120	21	do.....	Five days do
do 26.	John M. Plummer.....	95	13	Portland.....	Three days do
do 26.	Nereid.....	92	17	Gloucester.....	Two days do
do 26.	Loring B. Haskell.....	91	17	do.....	Two days do
do 28.	Joseph M. Calderwood.....	86	15	do.....	Four days from home via Yarmouth.
do 28.	H. M. Stanley.....	108	17	do.....	Three days from home.
do 30.	Annie C. Hall.....	84	15	Boston.....	Three days do
do 31.	Harry L. Belden.....	117	21	Gloucester.....	Three days do
do 31.	Reporter.....	79	15	do.....	Two days do
April 2.	Annie C. Hall.....	84	15	Boston.....	Six days do
do 3.	Arthur Binney.....	112	16	Boston.....	Three days do
do 3.	Elsie M. Smith.....	106	15	Gloucester.....	Two days do
do 7.	Carrier Dove.....	82	15	do.....	Five days from home via Yarmouth, N.S.
May 1.	Annie C. Hall.....	84	13	Boston, Mass.....	Three days from home.
do 1.	J. W. Collins.....	74	13	Gloucester.....	Five days do
do 2.	Carleton Belle.....	132	23	Boothbay, Maine.....	Three days do
do 16.	Lizzie M. Center.....	77	15	Gloucester.....	One week from home; shelter.
do 17.	John E. McKenzie.....	124	17	do.....	Three days from home; shelter.
do 17.	Henry L. Phillips.....	76	15	do.....	One week from home, via Pubinco; shelter.
do 17.	Eleasar B. Parkerest.....	115	17	do.....	One week from home; shelter and repairs.
do 18.	Lilla B. Fernald.....	75	15	do.....	One week from home; shelter.
do 18.	Chas. R. Washington.....	71	15	Boston.....	do do do
do 18.	Stowell Sherman.....	87	17	Provincetown.....	Four days from home; shelter and water.
do 18.	Harry L. Belden.....	114	17	Gloucester.....	Three days from home; shelter and water.
do 19.	Harry G. French.....	95	17	do.....	Two weeks from home; shelter and water.

## Marine and Fisheries.

LIST of United States Vessels, calling at Sand Point, Shelburne County, N.S., during  
the season of 1894—Continued.

Date.	Name of Vessel.	Tons.	Men.	Port of Registry.	Remarks.
1894.					
May 19.	Lizzie M. Center.....	77	15	Gloucester.....	Ten days from home; shelter and water.
do 19.	John E. McKenzie.....	124	17	do.....	Six days from home; shelter.
do 19.	Norumbega.....	120	17	do.....	One week from home; shelter and repairs.
do 19.	Fannie W. Freeman.....	90	17	do.....	Three days from home; shelter.
do 19.	Ethel B. Jacobs.....	125	17	do.....	One week do
do 19.	Edith Walen.....	78	15	do.....	Two days do
do 19.	American.....	118	17	do.....	Three days do
do 19.	Marble Smith.....	52	15	do.....	do do
do 19.	Helen Story.....	55	13	Boston.....	Five days from home; shelter; and 18 miles south-east for Shelburne lighthouse.
do 19.	Ramona.....	83	17	Gloucester.....	Three days from home; shelter.
do 21.	Fannie E. Phillips.....	52	15	Marble Head.....	One week from home.
do 23.	Helen Story.....	55	13	Boston.....	Nine days do
do 23.	Elsie M. Smith.....	106	17	Gloucester.....	Three days do
do 23.	Ethel & Addie.....	86	17	Portland.....	do do
do 23.	Vanguard.....	43	15	Maldeboro'.....	Four days do
do 23.	M. S. Ayer.....	76	17	Gloucester.....	Three days do
do 23.	Geo. F. Edmunds.....	141	17	do.....	Two days do
do 23.	Addie Winthrop.....	73	17	do.....	Three days do
do 23.	Caroline Vaught.....	79	17	do.....	Two days do
do 24.	Abbie M. Deering.....	96	15	do.....	do do
do 24.	Cognosure.....	69	15	Boothbay Harbour.....	Three days do
do 25.	Helen S. Whitten.....	127	17	Gloucester.....	do do
do 25.	Helen Story.....	55	13	Boston.....	Eleven days do
do 25.	Andrew Burnham.....	86	17	do.....	Two days do
do 26.	Ellen Lincoln.....	92	17	Portland.....	do do
do 26.	Fannie Spurling.....	81	17	Gloucester.....	do do
do 26.	{ Andrew Burnham..... Caroline Vaught..... Geo. E. Edmunds..... Ethel & Eddie..... }				Went out and returned to port same evening "thick fog and easterly wind."
do 30.	Irwin Leslie.....	94	15	Srecqwis, Maine.....	Two days from home.
June 9.	Helen S. Whitten.....	127	17	Gloucester.....	Eighteen days do
do 12.	Jas. S. Steel.....	75	15	do.....	Three days from home via Yarmouth, N.S.
do 18.	Ralph E. Eaton.....	65	15	do.....	Three weeks from home.
do 19.	Helen Story.....	55	13	Boston, Mass.....	One week do
do 19.	James A. Garfield.....	69	15	Gloucester.....	Three days do
do 21.	Sylvia M. Nunan.....	53	13	Kennebunk, Maine.....	Three weeks do
do 23.	Mabel B. Wetherell.....	102	17	Portland, Maine.....	One month do
July 2.	Ramona.....	83	17	Gloucester.....	Two weeks do
do 9.	Helen Story.....	58	13	Boston.....	Three weeks do
do 13.	Quickstep.....	99	17	Gloucester.....	Three days do
do 13.	Helen Story.....	58	13	Boston.....	Twenty-five days from home.
do 17.	Helen Story.....	58	13	do.....	Seventeen days from home.
do 17.	Helen G. Wells.....	90	17	Gloucester.....	Three days from home.
do 26.	Mildred V. Lee.....	102	17	do.....	Two days do
do 28.	Shenandoah.....	105	15	do.....	do do
Aug. 3.	Puritan.....	84	15	do.....	Two days do
do 6.	Helen Story.....	58	13	Boston.....	do do
do 13.	Lizzie I. Greenleaf.....	88	15	Gloucester.....	Three days do
do 20.	Argo.....	108	17	do.....	Three days do
do 22.	Robin Hood.....	88	15	do.....	Two days do
do 23.	Arthur Binney.....	112	22	Boston.....	Two weeks do
do 25.	Elsie F. Rowe.....	55	13	Gloucester.....	Five days do
do 27.	Mildred V. Lee.....	102	15	do.....	Three days do
do 28.	Mariner.....	107	17	do.....	One week do
Sept. 1.	Helen Story.....	55	13	Boston.....	Two days do
do 2.	Bertha Vickerson.....	136	20	Boothbay, Maine.....	Four months do
do 4.	Amy Hamson.....	103	17	Boston.....	Three days do

List of United States Vessels, calling at Sand Point, Shelburne County, N.S., during the season of 1894—*Continued.*

Date.	Name of Vessel.	Tons.	Men.	Port of Registry.	Remarks.
1894.					
Sept. 10.	Clara P. Sewell.....	50	13	Gloucester.....	Five days from home.
do 10.	Mispah.....	60	13	do.....	Five days do
do 10.	Helen Story.....	55	13	Boston.....	Twelve days do
do 14.	Alva.....	97	17	Gloucester.....	Six weeks do
do 17.	Valkyria.....	132	19	do.....	Six months do
do 17.	Grace C. Hadley.....	63	11	do.....	Two days do
do 17.	Carlenton Belle.....	132	20	Provincetown.....	Four months do
do 21.	Nelson Y. McFarland..	65	11	Gloucester.....	Three weeks do
do 22.	Meldred V. Lee.....	102	17	do.....	Two days do
do 22.	Gladiator.....	107	17	do.....	One week do
do 24.	Gladiator.....	107	17	do.....	Two days do
Oct. 1.	Taliesman.....	118	21	do.....	Two weeks do
do 1.	Essex.....	111	17	do.....	Two days do
do 1.	Vigilant.....	87	17	do.....	Two days do
do 1.	Eliza F. Rowe.....	55	13	do.....	Two weeks do
do 4.	Penta.....	94	17	do.....	One day do
do 4.	Davy Crocket.....	80	16	do.....	Three days do
do 4.	Wm. E. McDonald.....	93	16	do.....	Three days do
do 4.	Mabel Kenneston.....	78	13	do.....	Four days do
do 4.	John E. McKenzie.....	124	21	do.....	One week do
do 6.	Mispah.....	60	11	do.....	One week do
do 6.	Mary Story.....	60	11	do.....	One week do
do 6.	Maud M. Story.....	71	11	do.....	One week do
do 6.	Talisman.....	118	21	do.....	From off shore via Shelburne.
do 9.	Edward A. Rich.....	79	15	do.....	Two days from home.
do 9.	Oliver Eldridge.....	68	12	do.....	Three weeks do
do 9.	Mary Fernald.....	76	13	do.....	One week do
do 12.	Judique.....	115	17	do.....	Four months do
do 12.	E. R. Rich.....	79	15	do.....	Five days do
do 12.	Mary Fernald.....	76	13	do.....	Ten days do
do 12.	Elsie M. Smith.....	106	17	do.....	Two days do
do 12.	Judique.....	115	17	do.....	Four months do
do 15.	Elsie M. Smith.....	106	17	do.....	One week do
do 17.	Ethel.....	68	11	do.....	Three days do
do 17.	Canopus.....	68	12	do.....	Two weeks do
do 17.	Lawrence Murdock.....	63	11	do.....	One week do
do 19.	Annie E. Quiner.....	92	17	Bucksport, Maine ..	Four and half months from home.
do 20.	Hereward.....	85	11	Gloucester.....	Three weeks from home.
do 23.	James & Ella.....	85	17	do.....	Two months do
do 25.	Talisman.....	118	21	do.....	Eight days do
do 26.	Willie M. Stevens.....	76	12	do.....	One week do
do 26.	Carrier Dove.....	82	15	do.....	Four months do
do 31.	Hazel Onieta.....	104	17	do.....	Three months do
do 31.	Florence A. Stream.....	90	17	do.....	Two days do
Nov. 1.	Gladiator.....	107	17	do.....	do do
do 1.	Lizzie B. Adams.....	58	13	do.....	Four days do
do 1.	Atalanta.....	98	17	do.....	Two days do
do 1.	Pola Wave.....	86	11	do.....	Four days do
do 1.	Oressa.....	82	15	do.....	Three days do
do 2.	A. R. Crittenden.....	81	13	do.....	Two weeks do
do 3.	Ethel B. Jacobs.....	125	17	do.....	Four weeks do
do 3.	Edward Trevoys.....	88	17	do.....	Two days do
do 3.	Abbie M. Deering.....	96	17	do.....	Three days do
do 3.	Shenandoah.....	105	18	do.....	Five days do
do 3.	American.....	118	19	do.....	Shelter.
do 3.	Nelson Y. McFarland..	65	12	do.....	Twenty-five days from home.
do 3.	Edward Trevoys.....	88	17	do.....	do do
do 5.	Mabel Leighton.....	71	11	do.....	Three weeks from home.
do 9.	Edward B. Holmes.....	67	12	do.....	Two weeks do
do 14.	Edward A. Perkins.....	86	17	do.....	Three days do
do 16.	American.....	118	19	do.....	Two days do
do 16.	Willie M. Stevens.....	76	13	do.....	Four weeks do
do 19.	Senator Salsbury.....	102	18	do.....	Two and half mos. from home.
do 19.	American.....	118	19	do.....	Five days from home.
do 19.	Blue Jacket.....	110	..	do.....	do do



## Marine and Fisheries.

List of United States Vessels, calling at Sand Point, Shelburne County, N.S., during the season of 1894—*Concluded.*

Date.	Name of Vessel.	Tons.	Men.	Port of Registry.	Remarks.
1894.					
Nov. 19.	Edith Prior.....	105	19	Gloucester.....	Five days from home
do 20.	Hattie D. Lennell.....	90	17	do .....	Five weeks do
do 22.	Wm. E. McDonald .....	93	13	do .....	One week do
do 24.	Ethel.....	68	13	do .....	Two days do
do 26.	Elector.....	108	8	do .....	do do
do 26.	Ethel B. Jacobs.....	125	8	do .....	do do
do 26.	Ethel.....	68	13	do .....	Four days do
do 28.	Olis P. Lord.....	71	13	do .....	Four weeks do
do 28.	Latona.....	103	19	do .....	Two days do
do 28.	Shenandoah.....	105	18	do .....	Three days do
do 28.	Lottie Gardener.....	111	19	do .....	One week do
do 28.	Kearsey.....			do .....	To Nfid. for frozen herring
do 28.	Cecil H. Lowe.....			do .....	do do
do 29.	American.....	118	19	do .....	Two days from home.
do 29.	Edith M. Prior.....	105	19	do .....	Two days do
do 29.	Edward Trevoy.....	88	17	do .....	Three days do
Dec. 5.	Mabel Leighton.....	71	11	do .....	Four weeks do
do 8.	Harvester.....	101	19	do .....	One week do
do 8.	Abbie M. Deering.....	96	17	do .....	Eight days do
do 10.	Frank A. Rackliff.....	99	17	do .....	Three days do
do 14.	Glorianna.....	105	19	do .....	Two days do
do 14.	James G. Blaine.....	98	17	do .....	Five days do
do 15.	Columbia.....	117	7	do .....	Three days do
do 17.	Samuel R. Crane.....	74	11	do .....	Four weeks do
do 17.	Belle Franklin.....	75	15	do .....	Three days do
do 17.	Polar Wave.....	86	12	do .....	Five days do
do 18.	Louisa Polleys.....	69	12	do .....	Four weeks do
do 18.	Garling.....	115	21	do .....	Two days do
do 24.	Rigel.....	107	19	do .....	Two weeks do
do 25.	Essex.....	111	17	do .....	Two days do
do 26.	Harvester.....	101	19	do .....	One week do
do 29.	Penobscot.....	85	17	do .....	do do
do 31.	D. A. Wilson.....	86	5	Salem, Mass.....	Four weeks do
do 31.	Rigel.....	107	19	Gloucester.....	Three weeks do
do 31.	Essex.....	111	17	do .....	Eight days do
do 31.	Harry G. French.....	95	17	do .....	Two days do
do 31.	Andrew Burnham.....	74	6	Boston.....	Three weeks do
do 31.	Willie Swift.....	96	8	Provincetown.....	One month do
do 31.	Latona.....	104	19	Gloucester.....	Three days do
do 31.	Judique.....	115	19	do .....	Two days do

The following list of United States mackerel fishermen in North Bay and Cape Shore during the seasons of 1892 and 1893, with the master's name and home port and amount of catch, will be of interest:—

## LIST of United States Fishermen which fished on Cape Shore, 1892.

Date.	Name of Vessel.	Tons.	Name of Master.	Home Port.	Barrels.
	*Harry G. French	95		Gloucester	293
	*Hattie M. Graham	133½	Jos. E. Graham	do	1,044
	*Herbert M. Rogers	74	John Aiken	do	450
	Rush Light	63	J. Cluett	do	245
	Wm. M. Gaffney	71		do	575
	Hustler	93		do	640
	Iolanthe	70		do	2 11
	Geo. F. Edmunds	138	W. C. Poole	do	7 98
	Agnes E. Downes	85	Thomas Parris	do	4 33
	*Norumbega	102½	John McKinnon	do	8 43
	*Ethel B. Jacobs	115	Sol. Jacobs	do	1,510
	Alice C. Jordan	32	J. H. Warren	do	474
	*S. F. Maker	109	B. F. Payson	do	584
	Grayling	115	Charles Harty	do	1,102
	*Yosemite	140	J. W. McFarland	do	1,167
	Margie Smith	58	Nat. Smith	do	550
	*Harvard	100½	Joe Swim	do	420
	*Davy Crockett	81	— Kendles	do	470
	Alice S. Hawkes	60	Steven M. Cole	do	535
	Fredonia	109		do	220
	M. S. Ayers	76	John O'Brien	do	598
	Lizzie M. Center	77	Joseph Smith	do	550
	*Lucille	99	Martin Welch	do	50
	Herald of the Morning	68	Levi N. McLean	do	188
	Henry Ellsworth	56		do	90
	*Two Forty	39	Jesse Lewis	do	390
	*Mary E. Webb	11	Wm. Whitman	do	27
	Sarah E. Babson	46	Sol. Rowe	do	340
	Ambrose H. Knight	87	John Gorman	do	410
	Caroline Vought	83	John Seavey	do	90
	Geo. W. Pierce	59	— Orchard	Southport	410
	Ellen Lincoln	109	— Cook	Portland	925
	Lilla B. Fernald	81	— West	do	275
	Lizzie Maud	79	Ben. Spurling	do	530
	Henry Morganthaw	85	— Smith	do	365
	F. H. Smith	70		do	470
	Henriette Francis	73	Wm. Edward	do	310
	Martha C.	75		Gloucester	237
	*Augusta H. Johnson	62		do	145
July 13.	*Notice	63	E. Whorff	do	150
	*F. W. Homans	63	Wm. Gould	do	140
	*Sunshine	63	James Bowie	do	140
	*Eastern Queen	57	Richard Jackman	do	100
	*Anna H. Frye	64	John Collins	do	118
	Gatherer	91		do	140
	*Mabel R. Bennett	115	Joseph Smith (first trip)	do	236
	*A. D. Story	99		do	40
	*Wm. H. Oakes	67		do	110
	*M. H. Perkins	72		do	80
	*Harry L. Belden	117	Maurice Whalen	do	275
	*Maggie E. McKenzie	162	Andrew McKenzie	do	240
	*Henry M. Stanley	112	I. Eaton	do	260
	*Thetis	91		do	80
	*Alton S. Marshall	134		do	44
	*Grace L. Fears	84½	— Robbins	do	10

\* Fished mackerel in North Bay.

## Marine and Fisheries.

List of United States Vessels which fished for Mackerel on Cape Shore, Season 1893.

Date.	Name of Vessel.	Tons.	Name of Master.	Home Port.	Barrels.
March...	*Ethel B. Jacobs.....	115	Sol. Jacobs.....	Gloucester.....	443
	*Argo.....	108	F. D. McKown.....	do.....	150
	Henry W. Longfellow.....	77	Richard Warren.....	do.....	270
	Centennial.....	110	.....	do.....	47
	Grayling.....	115	Charles Harty.....	do.....	251
	*Harvard.....	106	Joe Swim.....	do.....	470
	*Nellie M. Davis.....	89	William Corkum.....	do.....	300
	Joseph Rowe.....	127	Reuben Cameron.....	1st vessel into market	
	Hattie and Lottie.....	96	— Dennis.....	do.....	156
	John M. Plummers.....	95	John Orchard.....	Portland.....	100
	Laura Bell.....	78	.....	do.....	30
	*Nathan Cleaves.....	76	.....	do.....	242
	*Senator Lodge (lost, 1893).....	95	John C. Mills.....	Gloucester.....	260
	Robert J. Edwards.....	80	.....	do.....	120
	*Herbert M. Rogers.....	73	John Kendles.....	do.....	170
	Lizzie M. Center.....	77	Robert Smith.....	do.....	280
	J. J. Clark.....	66	Charles Keene.....	do.....	110
	*Lottie Gardner.....	111	Thomas Parris.....	do.....	140
	*Mabel R. Bennett.....	115	Joseph Smith.....	do (high line).....	550
	*Alva.....	97	Chris. Carrigan.....	do.....	150
	*Hattie M. Graham.....	133	Joseph E. Graham.....	do.....	220
	*Norumbega.....	120	John McKinnon.....	do.....	170
	*George F. Edmunds.....	141	M. McKown.....	do.....	500
	Eliza H. Parkhurst.....	115	John Marr.....	do.....	50
	*S. F. Maker.....	104	B. F. Payson.....	do.....	184
	Caroline Vought.....	80	John Seavey.....	do.....	50
	*Yosemite.....	115	John M. McFarland.....	do.....	430
	Minerva.....	61	Frank Foster.....	do.....	90
	Col. J. H. French.....	79	.....	do.....	
	*Martha C.....	75	Frank Hall.....	do.....	370
	Eddie Davidson.....	78	.....	do.....	
	Mabel W. Woolford.....	104	.....	do.....	
	Volunteer.....	102	Seth Ellis.....	Gloucester.....	38
	*M. S. Ayers.....	76	John O'Brien.....	do.....	200
	Wm. H. Cross.....	56	Sol. Rowe.....	do.....	
	*Herald of the Morning.....	68	Levi D. McLean.....	do.....	
	Andrew Burnham.....	86	John Blake.....	do.....	
	*Emma.....	77	H. McKown.....	Portland.....	300
	Lizzie Maud.....	79	Ben. Spurling.....	do.....	465
	Henry Morganthan.....	83½	Andrew Smith.....	do.....	180
	*Ellen Lincoln.....	92	— Cook.....	do.....	400
	Miantonomah.....	73	Edward Joyce.....	do.....	60
	Henrietta Frances.....	74	Wm. Edwards.....	do.....	
	Stowell Sherman.....	88	Samuel Hatch.....	Provincetown.....	220
	Mary A. Clark.....	80	Thomas Cunningham.....	Gloucester.....	200
	*Margurite Haskins.....	120	Eben Lewis.....	do.....	640
	*Jennie Seaverns.....	107	Mat. Parks.....	do.....	
	Lewis H. Giles.....	129	J. H. Warren.....	Gloucester.....	580
	Abbie F. Morris.....	77	Harvey Anderson.....	do.....	110
	John S. Presson.....	88	.....	do.....	155
James A. Garfield.....	70	John Walsh.....	Gloucester.....	160	
Hereward.....	85	John Diggins.....	do.....	50	
Rush Light.....	64	Roy Kimbell.....	do.....	230	
Commonwealth.....	81	Ed. A. Horton.....	do.....	35	
Ambrose H. Knight.....	87	John Gardman.....	do.....	120	
Laura Nelson.....	85	J. A. Cromwell.....	do.....	200	
*Ramona.....	84	— Croucher.....	do.....	176	
*Fredonia.....	109	John Gray.....	do.....	275	
American.....	118½	.....	do.....	260	
*Lucillo.....	99	Martin Welch.....	Gloucester.....	220	
Margie Smith.....	58	Nat. Smith.....	do.....	90	
*Harry L. Beldan.....	117	Maurice Whalen.....	do.....	221	
Agnes E. Downes.....	81	— Cole.....	do.....	240	
Addoe Winthrop.....	73	Willard Pool.....	do.....	280	
*Geneva Mertis.....	43	.....	do.....	130	

LIST of United States Vessels which fished for Mackerel on Cape Shore,  
Season 1893—*Concluded.*

Date.	Name of Vessel.	Tons.	Name of Master.	Home Port.	Barrels.
	*James G. Blaine.....	98	John McDonald .....	Gloucester.....	220
	Rapid Transit .....	80		do .....	130
	William H. Wellington (lost)	81	Alex. Grant .....	do going home	175
	*Landseer .....	94	A. McGinn .....	Gloucester.....	220
	Lilla B. Fernald.....	78	James Ellsworth.....	do .....	300
	*J. S. Glover.....	54	James Maxwell.....	do .....	140
	Maud B. Wetherell.....	102½		do .....	140
	*G. M. Pierce .....	59	W. Orchard .....	Portland .....	140
	*Hattie E. Worcester.....	112	John Aiken.....	Gloucester.....	

\* Fished second trip in Bay.

## Marine and Fisheries.

### LIST of United States Seiners in North Bay and Sydney Grounds, 1894.

Date.	Name of Vessel.	Tons.	Home Port.	Name of Master.	Catch of Mackerel.
1894.					Brls.
July 12.	Gardner W. Tarr	63	Gloucester	Parsons	185
do 12.	Thomas F. Baird	96	do	Nass	200
do 15.	Norumbega	120½	do	McKinnon	275
do 17.	Quick Step	99	do	Cahoon	194
do 20.	Charles Levy Woodbury	100½	do	McLean	20
do 20.	Hattie M. Graham	133½	do	Graham	200
do 20.	S. F. Maker	104	do	Payson	205
do 20.	Lucy W. Dyer	78	Portland	Jackman	200
do 18.	Mabel R. Bennett	115	Gloucester	Smith	578
do 21.	Herald of the Morning	68	do	McLean	240
do 21.	James G. Blaine	98	do	McDonald	240
do 22.	John E. McKenzie	124	do	McDonald	140
do 22.	Ethel B. Jacobs	125	do	Jacobs	400
do 22.	John M. Plummer	95	do	Orchard	100
do 22.	Hattie Maud	87	Portland	Keene	No report.
do 22.	Hattie D. Linnel	90	Gloucester	Hall	220
do 22.	Eliza H. Parkhurst	115	do	McPhee	300
do 22.	Alva	97	do	Carrigan	225
do 22.	Lewis H. Giles	128	do	Warren	No report.
do 25.	American	118½	do	Swim	225
do 28.	Geo. W. Pierce	59	Portland	Orchard	75
do 29.	Ellen Lincoln	92	do	Gallant	95
do 29.	Yosemite	115	Gloucester	McFarland	180
do 29.	Kearsage	101	do	Mills	223
do 29.	Centennial (Boat)	5	do	Bearse	10
do 29.	Charlotte (Seized)		Boston	Silva	6
do 26.	Golden Hope	101	Gloucester	Cluett	No report.
do 26.	Lottie Gardner	111	do	Parris	180
Aug. 2.	William H. Foye	67	do	Whitley	Lost in Bay.
do 2.	Sloop "Wanda"		do	Seeley	30
do 9.	Norman Fisher	76	do	Anderson	225
Sept. 5.	James A. Garfield	70	do	Aiken	30
do 10.	Harry G. French	95	do	Grant	30
do 10.	Edith L. Walen	79	do	McLean	No report.
do 10.	Harvard	106	do	Swim	187
do 10.	Joseph Rowe	127	do	Cameron	80
do 10.	Mondego	100	do	Corkham	3
do 10.	Alice C. Jordon	82	do	Cook	73
do 10.	Centennial	118	do		18
do 10.	Rapid Transit	80	do		60
do 10.	Davy Crocket	80	do		No report.
do 10.	Steamer Hurricane	19	Booth Bay	Carroll	100
do 10.	Oliver Cromwell		Provincetown		Netting 325.

## List of United States Vessels that seined South and Cape Shore, Season 1894.

Date.	Name of Vessel.	Tons.	Home Port.	Name of Master.	Barrels.
1894.					
Mar. 17.	Ethel B. Jacobs	125	Gloucester.	Sol. Jacobs	337
do 19.	Helen F. Whitten.	127	do	Charles Blatchford.	300
do 19.	Mondago (new).	100	do	William Corkham.	370
do 19.	Harvard	106	do	Joseph Swim.	420
do 19.	James A. Garfield.	70	do	John Aiken.	330
do 19.	Kearsage (new).	101	do	John C. Mills.	430
do 19.	Fredonia	109	do	Thaddeus Morgan.	280
do 19.	Lewis H. Giles	128	do	Jed H. Warren.	430
do 19.	Hattie M. Graham	133	do	Joseph E. Graham.	430
do 19.	Joseph Rowe	127	do	Reub. Cameron.	*404
do 19.	James G. Blaine	98	do	John McDonald	320
do 28.	Rapid Transit	80	do	John Vautere.	320
do 28.	Marguerite Haskins.	96	do	Eben. T. Lewis.	400
do 28.	Norumbega	120½	do	John McKinnon.	480
do 28.	M. L. Ayers.	76	do	Edward Kimball.	400
do 28.	Agnes E. Downs	81	do	Sol. Rowe.	70
do 29.	Grayling	87	do	Charles Harty	300
do 29.	Henry W. Longfellow.	77½	do	Roy Kimball.	300
do 29.	Alva	97	do	Cris. Carrigan	350
do 29.	Charles Levy Woodbury.	100½	do	Edward McLean.	340
do 29.	Alice C. Jordon	82	do	Joshua Cook	280
do 29.	Miranda (new)		do	Al. Miller.	300
do 29.	Yosemite	115	do	John W. McFarland	454
do 29.	Addie Winthrop	77	do	H. Mitt McKown	280
do 29.	Mabel B. Bennett.	115	do	Joseph Smith.	†555
do 29.	Lottie Gardner	111	do	Thomas Parris.	480
do 29.	Lizzie M. Center	77	do	Robert Smith	350
do 29.	Minerva	61	do	Frank Foster.	211
do 29.	Davy Crockett	80	do		210
do 29.	George F. Edmunds.	142	do	George F. Haymer	480
do 29.	Andrew Burnham.	86	Boston.	John Blake.	200
do 29.	Ellen Lincoln	92	Portland.	Gilbert Galant.	170
do 29.	Caroline Vought	80	do	John Seavey	350
do 29.	Eddie Davidson.	78	Boston.	Thomas Cromwell.	400
do 29.	Centennial	110	Gloucester.	Russell T. Terry.	340
do 29.	Hattie & Lottie.	96	Dennis		220
April 8.	Lulu E. Wilber.	100	do		200
do 8.	Jeannie C. Phillips.	53	Swampscott		220
do 16.	Lizzie Maud	79	Portland	Ben. Spurling.	400
do 16.	Harry G. French.	95	Gloucester.	William Grant.	430
do 16.	Pendragon	68	do		280
do 16.	Thomas F. Bayard.	96	do	Oscar Nauss	50
do 16.	Eliza H. Parkhurst	115	do	Aeneas McPhee.	360
do 16.	Henrietta Francis	74	Portland.	Wm. Edwards.	300
do 16.	Quick Step	99	Gloucester.	Wilson Cahoon.	220
do 16.	Stowell Sherman	88	Provincetown	Sam. Hatch	370
do 16.	Alice.	85	do	Josiah Chase.	330
do 16.	Lizzie Smith	73	do	Ben. Beason	198
do 16.	Addie F. Cole	72	do	Oren Cobb	86
do 16.	Frank Butler.	71	do	Jacob Rich.	150
do 16.	Charles R. Washington.	79	do	Caleb Rich.	300
do 16.	Lucille.	99	Gloucester.	Martin Welch.	425
do 16.	Edith S. Walen.	79	do	Lewis McLean.	320
do 16.	Mertis H. Perry	59	do	— Perry	185
do 16.	Fannie W. Freeman	90	do	Willard C. Poole	365
do 16.	Harry L. Belden.	117	do	Maurice Whalen.	450
do 16.	Elsie M. Smith.	107	do	John O'Brien	180
do 16.	Herald of the Morning	68	do	Levi N. McLean.	315
do 16.	Margie Smith	58	do	Nat. Smith.	270
do 16.	American	119	do	Jos. Swim	395
do 16.	J. J. Clark	66	do	Charles Keene.	240
do 16.	Flora Temple.	50	do	No report.	
do 16.	Hattie D. Linnell	89	do	Frank Hall	502
do 16.	S. F. Maker	104	do	B. Frank Payson.	470
do 16.	Lilla B. Fernald.	78	Portland	James Ellsworth.	250

\* 8,000 fresh. † High line (1894).

## Marine and Fisheries.

List of United States Vessels that Seined South and Cape Shore, Season 1894.—*Con.*

Date.	Name of Vessel.	Tons.	Home Port.	Name of Master.	Barrels.
1894.					
April 16.	John E. McKenzie . . . . .	124	Gloucester (new) . . . . .	Wm. B. McDonald . . . . .	250
do 16.	Canopus . . . . .	68	do . . . . .	Sylvanus McPhee . . . . .	150
do 16.	Norman Fisher . . . . .	76	do (new) . . . . .	Harvey Auderson . . . . .	240
do 16.	Vanguard . . . . .	44	Bristol . . . . .	Flar McKown . . . . .	200
do 16.	Steamer Hurricane . . . . .	19	Portland . . . . .	Frank Carroll . . . . .	210
do 16.	J. S. Glover . . . . .	54	do . . . . .	James Maxwell . . . . .	250
do 16.	Wide Awake . . . . .	66	do . . . . .	. . . . .	300
do 16.	Henry Morganthan . . . . .	86	do . . . . .	. . . . .	250
do 16.	Mertie & Delmer . . . . .	76	Dennis . . . . .	. . . . .	280
do 16.	Nathan Cleaves . . . . .	76	Portland . . . . .	. . . . .	250
do 16.	Maud S . . . . .	76	do . . . . .	. . . . .	200
do 16.	Ethel & Addie . . . . .	86	do . . . . .	. . . . .	280
do 16.	Fannie A. Spurling . . . . .	82	do . . . . .	Obadiah Crouse . . . . .	220
do 16.	Charlotte . . . . .	68	Boston . . . . .	. . . . .	175
do 16.	Nannie E. Waterman . . . . .	76	do . . . . .	. . . . .	180
do 16.	Geo. W. Pierce . . . . .	59	Portland . . . . .	M. Orchard . . . . .	200
do 16.	Cynosure . . . . .	69	do . . . . .	. . . . .	180
do 16.	John M. Plummer . . . . .	95	do . . . . .	John Orchard . . . . .	150
do 16.	Roulette . . . . .	79	Boston . . . . .	. . . . .	175
do 16.	F. H. Smith . . . . .	71	North Haven . . . . .	. . . . .	160
do 16.	Maud B. Wetherell . . . . .	103	Boston . . . . .	. . . . .	265
do 16.	Hattie Maud . . . . .	87	Portland . . . . .	. . . . .	250
	Total . . . . .				25,137
	New England Report is . . . . .				25,000

87 vessels reported their catch.  
8 vessels no report.

Total . . . . . 95 vessels.

### REPORT OF CAPT. E. DUNN, ON THE WORK PERFORMED BY THE CRUISER "PETREL" UNDER HIS COMMAND, DURING THE SEASON OF 1894.

On the 22nd March, I received instructions to commission the steamer on the 15th April but owing to unforeseen repairs to the boiler was not able to leave Owen Sound for Lake Erie, until the 23rd April arriving at Amherstburg on the 28th. On the 30th as instructed I cruised among the Canadian islands, Point Pelee, Rondeau and other portions of Lake Erie where American fishing was alleged to have been carried on.

On the 8th May the American steamers "Visitor" and "Leroy Brooks" were seized by me for violations of the fishery laws. Although these were not very important cases, the seizure had a very salutary effect on others. No American boats visited these waters again during the summer. After being relieved of the charge of these two steamers I cruised down the lake to Port Dover and thence to Port Colborne, having Inspector O'Leary and Overseer Kerr on board. On this cruise the patrol steamer "Dolphin" was encountered, when the captain reported the seizure of the American tug "Grace" about half a mile from the sunken wreck of the schooner "C. B. Benson." I proceeded to the vicinity of the wreck, and thinking it better to do so, I "logged" the distance to the Canadian shore, making the distance to be 6½ knots from the wreck to abreast the beacon outside of Port Colborne, proving the seizure to have been well and safely in Canadian waters.

Inspector O'Leary stayed on board for about a week and investigated the complaint of continued fishing by Americans in our waters, finding the report to be entirely without foundation.

Until the 8th June, I continued cruising on Lake Erie, when, as instructed I proceeded to Lake Huron and Georgian Bay, where I cruised until the 21st June. On that and following days I made an inspection of a number of sawmills, relative to the deposits of sawdust and other mill refuse. With the exception of one, I found they were all observing the law. Proceedings were taken against the owner, violating the law, but owing to my continued absence from Georgian Bay the case has not been finally adjusted, although reported upon.

On the 29th June, according to instructions I again proceeded to Lake Erie, adjusting several license disputes at Bayfield, Ont., on the way down. I arrived at Amherstburg, on the 2nd July. For the next few days I carried Mr. Hodgins, the agent of the Department of Justice, who was investigating the charges against the American steamers "Visitor" and "Leroy Brooks."

On the 7th July, when cruising along the shore of the lake, I made inquiries regarding alleged illegal setting of lines. I could not find any owners, although I was afterwards informed they were the property of American fishermen. I was successful however in seizing and destroying upwards of two (2) miles of lines, already bailed and catching chiefly catfish.

On the 9th July, I commenced cruising coastwise to make inspection of, and count all the pound-nets set from the mouth of the Detroit River to Long Point. They were carefully counted, and I found no unlicensed nets fishing. About this time of the year the fishermen commence taking up their pound-nets, the water getting warm, the fish naturally leaving for deeper water out in the lake.

While in the vicinity of Port Dover, Mr E. Harris, manager of the Long Point Fish Co., reported to me that the fishing was better than it had been for years past, which he attributed to the presence of the cruiser in these waters, preventing foreigners from molesting their fishing grounds. From the vicinity of Long Point I cruised up the lake, keeping an offing of 8 to 10 miles, meeting no fish boats or any indications of foreign fishing whatever.

On the 21st July I was instructed to look out for and seize the American steamer "Louise" for reported violations of the fishery laws. I cruised in the vicinity of Point Pelee, and on the 23rd I succeeded in making seizure of this steamer, which I took to Amherstburg and placed in charge of Collector Gott of that place.

On the 31st July I again proceeded to Lake Huron and Georgian Bay. On the 10th I received instructions to examine the books of the Buffalo Fish Co., having reference to the case of Messrs. J. & C. Noble. The result of the examination was reported. I then proceeded to Gore Bay, where I was joined by Overseer T. H. Elliott in conjunction with whom I investigated the case of ex-Overseer John Jackson, and also the reported alleged illegal fishing by means of trap-nets. From the 17th to the 30th I was fully employed searching and grappling for trap-nets, with good results, having on the 17th confiscated and destroyed nine (9) very large trap-nets, estimated value \$675. Overseer Elliott also seized and destroyed three (3). On the 18th off the "Limestones," I seized and destroyed seven (7) more, containing a very large catch of fish, estimated value of nets \$525. Overseer Elliott and his men were again successful in getting three (3) nets. Again on the 25th off the upper "Limestone" I succeeded in finding and destroying five (5) trap-nets, containing a small quantity of fish, estimated value of nets \$375. On the 30th Overseer Elliott left the ship.

While lying at French River I received instructions from the customs officer to look out for and seize the American towing tug "Parker" for alleged illegal towing. Until 3rd September I cruised in these waters, keeping a lookout for this tug, but owing to the density of smoke from forest fires I was unsuccessful. I, however, seized and destroyed two (2) large trap-nets at Rattlesnake Harbour, valued at \$100.

On the 11th September, Commander Wakeham accompanied by the members of the American Fisheries Commission came on board at Collingwood. They left the ship at Thessalon on the 16th after visiting several fish stations.



## Marine and Fisheries.

On the 21st September while grappling for trap-nets off Lion's Head, I succeeded in finding and destroying two (2) large trap-nets, value \$100.

I continued in the waters and the North channel until the 9th October, when I proceeded up to Lake Superior, taking Overseer Elliott on board and cruising coast-wise. At Maple Island on the 12th October a skiff and outfit of nets with several packages of fish were seized and confiscated by Overseer Elliott. I cruised along the shore until I reached Port Arthur, where I was joined by Overseer McDonnell, who, with Overseer Elliott, accompanied me to the extreme of boundary line at Pigeon River.

On our return to Port Arthur Overseer Elliott received information of illegal fishing in several of the inland lakes, north-west of this place. He reported to the department, when instructions were given to immediately stop any illegal fishing. This he handed over to me as it was out of his jurisdiction. I went up to these lakes, and was successful after a diligent search in making a considerable seizure of fishing gear and fish.

I left Port Arthur on my return cruise the 28th October, carrying a pilot, for the purpose of calling at the most important fish stations, arriving at Sault Ste. Marie on the 2nd November, where I received instructions directing me to proceed without delay to Lake Erie, arriving on the 7th November and cruised as instructed in the vicinity of the Canadian islands.

On the 17th November I was successful in making a seizure of 107 American gill-nets, containing about nine tons of fish principally herring. Again on the 26th November, near the "Hen and Chickens," was again successful in seizing twenty American whitefish gill-nets containing a small catch of whitefish.

On the 29th November an inspection of the ship was made by Captain Spain, commanding the Fisheries Protection Service, who instructed me, after making one more visit to the fishing grounds, to proceed to Owen Sound to lay up, where I arrived on the morning of the 5th December. The crew were paid off, except the engineers who completed work on the 19th December.

### *Lake Erie.*

I found on Lake Erie that fishing was generally reported light, with the exception of that in the vicinity of Long Point.

The law has been well observed by our own fishermen in this lake, the open nature of the lake shore is an aid to the protection of the fish, giving no cover to poachers and therefore is easy of protection.

The principal catch in the vicinity of Long Point during the summer months was herring, with a considerable quantity of blue pickerel and other mixed fish. The whole lake appears to me to be generally depleted of whitefish. I saw very few whitefish taken during the whole of the season.

### *Spawning Grounds.*

With reference to the spawning grounds of this lake, the west end among the various islands appears to be the principal resort of herring and whitefish.

On the American side of the lake, the principal spawning grounds appear to be in the vicinity of Kelly's and the Bass Islands, but these waters are so encumbered with pound-nets during the whole of the spawning season that the fish have little or no chance to spawn and consequently work their way into Canadian waters and are followed by the American gill-net men from the various ports in the states. This necessitates particular and diligent guarding during this portion of the year.

### *Lake Huron.*

I found the fishing on Lake Huron to have been varied. Off Goderich and in the deeper water, the fishing appears to have been above the average. Along the shore the pound-net fishing was reported light. In the early part of October the gill-net fishing was very good off Kettle Point, the tugs lifting from two to three tons of

trout from one large gang of nets. In the upper portion of the lake the fishing in comparison was light, more especially in the North Channel. In this portion of Lake Huron fishermen could not make expenses and were therefore compelled to go outside. It appears to be the most depleted portion of the Canadian waters.

#### *Georgian Bay.*

In Georgian Bay the fishing was reported generally light, with a few exceptions. The law has been well observed by bona fide fishermen better than heretofore, but poaching has been extensively carried on, especially on the north-east coast, which is so favourable to their operations. This portion of Georgian Bay requires diligent and continuous guarding.

The small portion of time in which good work was done by the "Petrel" in these waters had a material benefit on the balance of the season, but I have every reason to believe that the same depredations will be carried on next year as extensively as ever—unless, as before stated, the grounds are carefully watched.

#### *Lake Superior.*

The fishing on this lake was also generally reported light, and owing to the lateness in season when I went there, I could not work as effectually, as if an earlier trip had been made. It was reported to me that many more pound-nets had been in operation than had been licensed, but were taken up before I reached that portion of the lake. They were chiefly in the vicinity of Black Bay and along the north shore as far as Peninsula Harbour. I found that the fishermen were poaching in the small inland lakes, west of Port Arthur, and although a considerable seizure was made, still, from several communications from Overseer Elliott, I learn that the poaching is still being carried on. Unless this is speedily prevented, these small lakes will be entirely depleted.

I have the pleasure to report that the majority of the fishery officers realizing the evident determination of the minister to put down all illegal practices, have assiduously attended to their duties, and have responded to the various calls I have made upon them.

### FISHERIES INTELLIGENCE BUREAU.

This service originated in 1889, was enlarged in 1890 to 44 stations; in 1892, 52 stations were in operation, and this year we have 55.

From these 55 stations daily reports are sent to the head office in Halifax, from which place the information is telegraphed to the different fishing stations, &c., in the Maritime Provinces.

The usefulness of this Bureau is established by the expression of opinion and the general approval of the fishermen themselves.

Apart from this, it enables me to exactly keep track of the movements of the fish, and in that way I can dispose of the cruisers in such a manner as to look after, as much as it is possible to do so, the United States fishing vessels.

Mr. Hutchins has again been in charge of the Fisheries Intelligence Bureau at Halifax, and has performed his duties satisfactorily.

Appended is a list of the reporters, and also a detailed report of the Fisheries Bureau for the last season.

The whole respectfully submitted.

O. G. V. SPAIN,

*Commander.*

## Marine and Fisheries.

List of Reporters employed by the Fisheries Intelligence Bureau for the season of 1894.

<i>Residence.</i>	<i>Name.</i>
Alberton, P.E.I.....	J. P. Brennan.
Arichat, C.B.....	Remi Benoit.
Arichat (West) C.B.....	C. P. LeLacheur.
Bayfield, N.S.....	E. G. Randall.
Beaver Harbour, N.B.....	E. W. Cross.
Bloomfield, P.E.I.....	John Doyle.
Campobello, N.B.....	A. J. Clarke.
Canso, N.S.....	Thos. C. Cook.
Caraquet, N.B.....	Miss Elizabeth D. Chenard
Cheticamp, C.B.....	S. Aucoin.
D'E-cousse, C.B.....	R. F. Bourke.
Digby, N.S.....	J. M. Viets.
Escuminac, N.B.....	J. J. Keary.
Freeport, N.S.....	Isaiah Thurber.
Gabarus, C.B.....	R. McLean.
Gaspé, P.Q.....	J. J. Annett.
Georgetown, P.E.I.....	Chas. Owen.
Grand Manan, N.B.....	E. A. Calder.
Grand River, P.Q.....	Miss M. A. Carberry.
Hawke-bury, C.B.....	J. C. Bourinot.
Ingonish, C.B.....	E. B. Burke.
Isaac's Harbour, N.S.....	S. R. Giffin.
l'Ardoise, C.B.....	John McIsaac.
Liverpool, N.S.....	J. H. Dunlop.
Lockeport, N.S.....	J. R. Ruggles.
Long Point, P.Q.....	E. S. Vibert.
Louisburg, C.B.....	P. O'Toole.
Lunenburg, N.S.....	W. A. Zwicker.
Mabou, C.B.....	Louis McKeen.
Magdalen Islands.....	J. A. LeBourdais.
Malpeque, P.E.I.....	J. M. McNutt.
Margaree, C.B.....	M. A. Dunn.
Meat Cove, C.B.....	Alex. B. McDonald.
Mnsquodoboit Harbour, N.S.....	George Rowlings.
New Port Point, P.Q.....	Mrs. Meunier.
North Sydney, C.B.....	A. G. Hamilton.
Paspebiac, P.Q.....	Miss Ada Beck.
Percé, P.Q.....	Miss Kate Beck.
Petit-de-Grat, C.B.....	P. T. Fougere.
Point St. Peter, P.Q.....	Mrs. P. Bond.
Port Hood, C.B.....	Edward D. Tremaine.
Port La Tour, N.S.....	J. W. Taylor.
Port Medway, N.S.....	E. E. Letson.
Port Mulgrave, N.S.....	David Murray.
Pubnico, N.S.....	J. A. D'Entremont.
Salmon River, N.S.....	J. H. Whitman.
Sand Point (Shelburne Co.) N.S.....	R. H. Bolman.
Seven Islands, P.Q.....	P. E. Vigneault.
Shippigan, N.B.....	Mrs. A. Hamon.
South West Point, Anticosti.....	Miss Grace Pope
Spry Bay, N.S.....	W. C. Henley.
St. Ann's, C.B.....	D. McAulay.
St. Peter's, C.B.....	D. Urquhart.
Whitehead, N.S.....	C. H. Feltmate.
Yarmouth, N.S.....	F. L. Hatfield.



INDEX CHART  
OF THE  
GULF AND ATLANTIC COASTS OF CANADA

to accompany schedule showing the  
Movements of Fish  
Fisheries Protection Service.

Ottawa, Canada June 1894



## Marine and Fisheries.

INDEX to chart, showing movements of fish in the Gulf and on the Atlantic coast of Canada for season 1894. Numbers on chart to correspond to numbers in index.

### NORTH SHORE OF RIVER ST. LAWRENCE.

No.	Place.	Fish.	1894.
1	St. Marguerite.....	Halibut .....	Poor, Sept. 23 to 30.
		Launce .....	Good, July 17 to Aug. 17.
		Codfish .....	Fair, Aug. 1 to Sept. 8; stormy to Sept. 21; good remainder of season.
2	Seven Islands.....	Herring .....	Good, May 22 to June 5; poor, July 1 to 7; very good, July 16 to 17.
		Halibut .....	Poor, June, July and September.
		Launce .....	Very good, May 25 to June 14; fair to 30; good, July and August; poor, remainder of season.
		Salmon .....	Fair, May 22 to July 4.
3	Moisie.....	Codfish .....	Good, June 7 to 30; fair, July 1 to Sept. 14; very good to Sept. 30.
		Halibut .....	Poor, Sept. 23 to 30
		Launce .....	Good, July 17 to Aug. 17.
		Codfish .....	Fair, May 31 to Sept. 20; good to Sept. 30.
4	Sheldrake.....	Launce .....	Fair, June 1 to July 14; poor to end of season.
		Salmon .....	Fair, June 13 to 22.
		Codfish .....	Fair, May 28 to Sept. 30.
5	Thunder River.....	Launce .....	Fair, June 1 to July 14; poor to end of season.
		Codfish .....	Fair, May 28 to July 1; poor to 31; good, August; poor, Sept.
6	Magpie.....	Codfish .....	Fair, May 28 to Aug. 31.
7	St. John River.....	Halibut.....	Good, July 27 to 31.
		Launce .....	Some very good catches in July and Aug.
		Salmon .....	Good, June 2 to 12.
		Codfish .....	Good, June and July.
8	Long Point of Mingan	Halibut.....	Good, July 18 to 31.
		Launce .....	Good, June 18 to 30; very good to Sept. 1.
		Salmon .....	Poor, June 1 to 14; fair, June 18 to July 12.
		Codfish .....	Good, June 12 to Aug. 13; fair to Sept 13.
9	Esquimaux Point....	Halibut .....	Good, July 27 to 31.

### ANTICOSTI.

10	English Bay.....	Herring .....	Very good, May 29 to June 14; poor, to June 30; very good to July 14; stormy afterwards.
		Squid .....	Poor during Aug.
		Codfish .....	Fair, June 1 to 7; very good to June 18; good to June 20; stormy to Aug. 7; good to Aug. 14; very good, Aug. 24 to 31 and Oct. 1 to 7.
11	Fox Bay.....	Herring .....	Very good, May 28 to 29; poor, May 31; very good to poor, June 1 to 30.
		Codfish .....	Fair, June 4; poor and irregular to June 30; fair, July 1 to 7 and Oct. 1 to 7.
13	South-west Point....	Herring .....	Fair to poor, June 13 to July 20; stormy remainder of month; light catches, Aug. 1 to 21, when weather permitted.
		Squid .....	Poor, Aug. and Oct.
		Codfish .....	Good, June 14 to 25; very good to July 2; good to July 19; poor to Oct. 15; very good to Oct. 31.

### GASPÉ AND BAY DES CHALEURS.

14	Gaspé.....	Herring .....	Very poor, June, July and August.
		Salmon .....	Poor, May 18 to 25; fair, June 1 to 10; poor to July 11.
		Codfish .....	Poor, June 4 to end of season.
		Mackerel .....	Poor, May 12 to 31.
15	Point St. Peter.....	Lobsters .....	Fair, May 1 to June 14; poor remainder of season.
		Herring .....	Good, May; fair, June 1 to 15; poor to July 10; good to July 23; very good to July 31; fair remainder of season.

## INDEX to Chart, showing movements of fish in the Gulf and on the Atlantic Coast of Canada, &amp;c.—Continued.

## GASPÉ AND BAY DES CHALEURS—Concluded.

No.	Place.	Fish.	1894.
15	Point St. Peter.....	Squid .....	Poor, Aug. 1 to 15; fair to Oct. 1; poor to 21; very good to 31.
16	Percé.....	Codfish.....	Poor, May 17 to 24; fair to end of season.
		Lobsters.....	Fair, May 1 to end of season.
		Herring.....	Fair, April 16 to May 1; good to June 4; poor to July 6. fair to Aug. 1; very good to Aug. 14; fair to Oct. 31.
17	Grand River.....	Squid .....	Very good, Aug. 14 to 21; very poor to 31; very good Sept. 14 to 21.
		Lobsters.....	Very good, May 1 to 7; poor to July 4.
		Herring.....	Good, May; poor, June; fair, July; good, Aug., Sept. and Oct., when weather permitted.
		Squid .....	Good, Aug. 7 to 14.
		Codfish.....	Fair, May 18 to Sept. 15; fishing abandoned remainder of season owing to bad weather.
18	Newport Point.....	Mackerel .....	Very poor during season.
		Lobsters.....	Fair, May 1 to 23; very poor to June 11.
		Herring.....	Fair, May 1 to 9; poor to June 30; fair to July 31; good to Aug. 14.
19	Paspebiac.....	Squid .....	Very good, Aug. 7 to 14 and Sept. 1 to 7.
		Codfish.....	Fair, May 18 to Sept. 1.
		Lobsters.....	None reported.
20	Caraquet.....	Herring.....	Fair, April 16 to May 1; good to 21; poor afterwards.
		Codfish.....	Fair, May 15 to July 2; poor to end of season.
		Lobsters.....	Good, May 17 to 31; fair, June.
21	Shippegan.....	Herring.....	Poor, May 5 to 14; very good to 31; poor, June 1 to Aug. 15; fair to Sept. 24; good but irregular to Oct. 31.
		Codfish.....	Poor, May 21 to June 1; very good to 30; good, July 1 to Aug. 14; fair remainder of season.
		Mackerel .....	Poor, June 22 to Sept. 14.
		Lobsters.....	Poor, May 1 to 16; fair to June 24; poor to July 13.
		Herring.....	Poor, May 1 to 5; good remainder of month.
22	Magdalen Islands...	Halibut.....	Poor, June 14 to 25.
		Salmon.....	Fair for season.
		Codfish.....	Very good, June 4 to 30; fair, July; poor, Aug. 1 to 18; fair to Sept. 5; good, Sept. 14 to 21, but bad weather prevented fishing.
		Mackerel .....	Poor, July 7 to 31; good, Aug. 1 to 14; poor to 31.
		Lobsters.....	Fair, May 9; good to 14 and 22; fair, June 14 to 30; poor afterwards.
		Codfish.....	Good, May 23 to 29; good to fair, June 1 to 14; poor, July; fair, Aug.; poor, Sept.
		Herring.....	Poor, May, June and July.
		Mackerel .....	Good, May 26 to June 12; poor to 30; good, July 16 to Aug. 3; fair to poor to 13; good, Aug. 15 to Sept. 6; very good on north side Sept. 7; poor, Grindstone, Sept. 7 to Oct. 1.

## MIRAMICHI BAY.

23	Escuminac.....	Lobsters.....	Poor, May 3 to 8; good to 31; poor afterwards.
		Herring.....	Good, May 2 to 11; poor to 31.
		Salmon.....	Poor, May 19 to July 19.
		Alewives.....	Poor, May 25 to June 30.
		Codfish.....	Fair, May 25 to June 5; good to Aug. 11; fair to Sept. 7.
		Mackerel.....	Poor, July 1 to 10; fair to Aug. 5; poor to 21; fair to Sept. 7.

## PRINCE EDWARD ISLAND.

24	Miminegash.....	Lobsters.....	Very good, May 1 to 21; poor to May 30.
		Herring.....	Fair, May 3 to 29; good to June 10; poor afterwards.
		Haddock.....	Catch for season light.

## Marine and Fisheries.

INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &c.—*Continued.*

### PRINCE EDWARD ISLAND—*Concluded.*

No.	Place.	Fish.	1894.
24	Miminegash.	Hake .....	Fish plentiful; catch small.
		Halibut .....	Very good, May 7 to 14.
		Codfish .....	Fair, May 28 to Aug. 31.
		Mackerel .....	Poor, June 20 to Aug. 27; fair to Sept. 20; poor, Oct. 1 to 12.
25	Alberton	Lobsters .....	Fair, May 3 to 31; poor, June 1 to July 14.
		Herring .....	Fair, May 1 and 2; very good, May 4 to 7; poor, May 16 to end of season.
		Hake .....	Fish plentiful; catch small.
		Halibut .....	Fair, May 7 to 14.
26	Malpeque.	Codfish .....	Very good, May 21 to 31; poor, remainder of season.
		Mackerel .....	Poor, June 6 to end of season.
		Lobsters .....	Good, May 19 to June 20; fair to June 28; good, July 1 to 11.
		Herring .....	Poor, May 3 to 11; good afterwards.
28	Georgetown.	Codfish .....	Fair to good, May 24 to end of season.
		Mackerel .....	Poor, June 23 to Aug. 31; fair, to Sept. 8.
		Lobsters .....	Fair, May 17 to June 4; poor, remainder of season.
		Herring .....	Fair, April 10 to 27; very good to May 9; good to June 5; poor to Aug. 25; fair, Sept. 22 to Oct. 1.
		Hake .....	Good, Aug. 18; fair, Sept. 8.
		Squid .....	Good, Sept. 15 to end of season.
		Codfish .....	Good, May 23 to June 14; poor remainder of season.
Mackerel .....	Poor, July 6 to 31; very good, Aug. 6 to 13; poor afterwards.		

### NOVA SCOTIA.

29	Bayfield	Lobsters .....	Fair, May 26 to 31; good to June 14; poor to July 6.
		Herring .....	Poor, May 8 to 12; very good to 31; poor, June 1 to 7 and July 1 to 7.
		Salmon .....	Poor for season.
		Codfish .....	Poor, May 31 to July 4.
		Mackerel .....	Fair to good, June 23 to July 2; poor to 20; fair to Aug. 10; fair to poor to 31.

### CAPE BRETON.

30	Port Hood	Lobsters .....	Fair, May 5 to close of season.
		Herring .....	Fair, May 5 to 31; summer catch a failure.
		Hake .....	Fair, July 28 to Oct. 15; good to 31.
		Haddock .....	Fair, June 4 to Oct. 15.
		Squid .....	Fair on an average, but irregular, July, Aug. and Sept.
		Codfish .....	Fair, May 5 to Oct. 31.
		Mackerel .....	Fair, July 4 to 31; fair to poor, Aug. and Sept.; poor, Oct. 21 to 31.
31	Mabou	Lobsters .....	Poor, May 9 to 18; good to 25; poor to July 10; fair to July 31.
		Herring .....	Fair, May 7 to 21; poor to Aug. 31.
		Alewives .....	Poor, May 10 to June 3.
		Salmon .....	Poor, June 11 to July 20.
		Hake .....	Fair to good, Aug. 1 to Oct. 31.
		Haddock .....	Poor, June 7 to 30; fair to Oct. 31.
		Squid .....	Fair, Aug., Sept. and Oct.
32	Margaree	Codfish .....	Good, May 17 to 24; fair to July 31; good, but irregular, Aug.; stormy, Sept. and Oct.
		Mackerel .....	Poor, July 3 to Oct. 31.
		Lobsters .....	Good, May 16 to 31; fair to July 31.
		Herring .....	Poor, May, June and July.
		Alewives .....	Poor, May 10 to June 16.
		Salmon .....	Poor, June and July.



## INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &amp;c.—Continued.

## CAPE BRETON—Continued.

No.	Place.	Fish.	1894.
32	Margaree .....	Haddock.....	Fair to poor, June 11 to 30; poor, Aug. 24 to 31.
		Squid .....	Very good, but irregular, July 25 to Oct. 25.
		Codfish .....	Fair, May 17 to Aug. 1; poor to 31; good, Sept. 17.
33	Cheticamp.....	Mackerel .....	Poor, July 3 to 31; poor afterwards.
		Lobsters .....	Fair, May 29 to July 31.
		Herring .....	Poor, May 1 to 31; none, June; poor, July 1 to 14.
		Squid .....	Poor, July 8 to 31; fair to good afterwards.
34	Meat Cove.....	Codfish .....	Poor, May 5 to 31; fair, June; poor, July and Aug.; fair, Sept.; stormy, Oct.
		Mackerel .....	Poor, July 17 to Oct. 13.
		Lobsters .....	Very good, May 1 to 21; very good in June, but weather bad; fair to good remainder of season.
		Herring .....	Failure for season.
		Salmon .....	Fair, May 4 to 8; fair, June 14 to 30; poor to July 14.
		Squid .....	Very poor all season.
35	Ingonish.....	Codfish .....	Poor, May 26 to June 1; fair, but irregular to 30; poor, July and Aug.; bad weather, Sept. and Oct.
		Mackerel .....	Poor, May 30 to July 9; fair to poor to 31; poor to Aug. 14; fair, Aug. 20 to 25; poor, Sept.
		Lobsters .....	Fair, May 25 to July 31.
		Herring .....	Poor, May 4 to July 7.
		Salmon .....	Poor, June 4 to July 10.
		Haddock.....	Fair, May 24 to 31; poor, June and July.
36	St. Ann's.....	Squid .....	Fair for season.
		Codfish .....	Fair, May 24 to June 24; poor, July; fair, Aug. and Sept.
		Mackerel .....	Good, May 28 to 31; poor, remainder of season.
		Lobsters .....	Fair for season.
		Herring .....	Good, May; poor, June; fair, July 1 to 14; poor afterwards.
		Salmon .....	Poor, June 18 to July 21.
37	North Sydney .....	Hake .....	Poor, Sept. 23 to Oct. 13; fair to Oct. 20.
		Squid .....	Poor, July 10 to Sept. 23; very good, Sept. 23.
		Codfish .....	Fair, May 15 to June 7; poor to 21; good, Oct. 13.
		Mackerel .....	Good, June 6 to 8; poor remainder of season.
		Herring .....	Fair, May 1 to 31; very good, June 29 to July 10.
		Codfish .....	Fair, May 15 to 31.
38	Louisburg .....	Mackerel .....	Very good, June 1 to 7.
		Lobsters .....	Poor, May 7 to 17; fair to June 3; fair to poor to July 31.
		Herring .....	Poor, May 26 to Aug. 28.
		Haddock.....	Fair, June 4 to June 30; poor remainder of season.
		Squid .....	Very good, Aug. 24 to 31 and Sept. 14 to 21.
		Codfish .....	Poor, May 17 to Aug. 31; very poor, Sept.
39	Gabarus .....	Mackerel .....	Poor, May 23 to 28; fair to 31; very good, June 1 to 4; poor remainder of season.
		Lobsters .....	Good, May 10 to 17; fair to 20; poor to July 31.
		Herring .....	Fair to poor, June 5 to 30; poor, July; fair, Aug.
		Squid .....	Poor, July and Aug.; very good, Sept. 14 to 21.
40	L'Ardoise .....	Mackerel .....	Poor, June 1 to Sept. 14.
		Lobsters .....	Fair, May 22 to June 20; poor afterwards.
		Herring .....	Poor, May 25 to July 31; fair, Aug.; poor, Sept. 12 to 22.
		Alewives .....	Very poor during season.
		Haddock.....	Poor, May 23 to 31; good to June 23; poor to Sept. 30.
		Codfish .....	Fair, May 25 to 31; poor remainder of season.
41	St. Peter's.....	Mackerel .....	Fair, May 5 to 12; fair to good, June 1 to 9; poor afterwards.
		Lobsters.....	Fair, May 1 to July 31.
		Herring .....	Poor, June 1 to Aug. 22.
		Haddock.....	Poor, May 24 to June 30.
		Codfish .....	Poor for season.
42	D'Escousse.....	Mackerel .....	Total failure.
		Lobsters.....	Poor, May 14 to 21; good to June 4; fair to June 24; poor afterwards.
		Herring .....	Poor, May 27 to June 21; good, June 22; poor afterwards.
		Hake .....	Poor, June 13 to Sept. 1.
		Codfish.....	Poor, May 24 to 31; fair to June 30; poor afterwards.

## Marine and Fisheries.

INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &c.—*Continued.*

CAPE BRETON—*Concluded.*

No.	Place.	Fish.	1894.
42	D'Escousse.....	Mackerel.....	Poor, May 24 to 31; fair to June 15; poor, July 22 to Aug. 31.
43	Petit-de-Grat.....	Lobsters.....	Poor, May 3 to 16; fair to July 31.
		Herring.....	Fair, May 24 to Oct. 1; poor afterwards.
		Salmon.....	Fair, June; poor, July 1 to 14.
		Hake.....	Poor, May 24 to 31, and July 1 to 14.
		Haddock.....	Poor, May 22 to Aug. 25; fair, Oct. 24 to 31.
		Squid.....	Very good, July 27 to Aug. 6; poor to Oct. 19; very good to Oct. 31.
		Codfish.....	Fair, May 21 to June 18; poor afterwards.
		Mackerel.....	Very good, May 26 to June 2; poor to June 21; fair, Oct. 19 to 31.
44	West Arichat.....	Lobsters.....	Fair, May 9 to 25; poor to July 31.
		Herring.....	Fair for season.
		Alewives.....	Poor do
		Haddock.....	Fair, May 28; poor to Aug. 31.
		Codfish.....	Poor for season.
		Mackerel.....	Very poor for season.
45	Arichat.....	Lobsters.....	Fair, May 12 to June 22; poor to July 31.
		Herring.....	Poor, May 18 to Aug. 17; fair to Sept. 30.
		Haddock.....	Fair, May 24 to June 14.
		Squid.....	Fair, Aug. 1 to 7, and Oct. 1 to 31.
		Codfish.....	Fair, May 12 to 31; fair to poor, June; poor, July 1 to Sept. 1; fair to Oct. 31.
		Mackerel.....	Fair to poor, May 26 to June 14; poor, Sept. 1 to 14.

### ATLANTIC COAST OF NOVA SCOTIA, EAST OF HALIFAX.

48	Canso.....	Lobsters.....	Poor, May 15 to 23; good, to June 11; very good, to 13; fair afterwards.
		Herring.....	Poor for season; struck in May 12.
		Salmon.....	Very poor for season.
		Squid.....	Good, June 26 and July 15 to Aug. 2.
		Codfish.....	Good, May 23 to 31; Fair to June 21; poor afterwards.
		Mackerel.....	Poor, June 2 to 9; very good, 10 and 11; poor afterwards.
49	Whitehead.....	Lobsters.....	Fair, May 8 to 15; poor afterwards.
		Herring.....	Poor, May 22 to June 20; good to 27; poor to July 27; good, Aug. 1 to 7; poor afterwards.
		Alewives.....	Poor, May 22 to July 16.
		Haddock.....	Poor, May 22 to June 30; very poor to Aug. 1; poor to 31.
		Codfish.....	Poor for season.
		Mackerel.....	Poor, May 25 to June 30.
50	Isaac's Harbour.....	Lobsters.....	Fair, May 8 to July 15.
		Herring.....	Spring catch fair; fall catch good.
		Codfish.....	Poor for season.
		Mackerel.....	Fair, June 5.
51	Salmon River.....	Lobsters.....	Good, May 1 to 10; fair to good to 31; poor, June.
		Herring.....	Very poor for season.
		Codfish.....	Fair for season.
		Mackerel.....	Very good, May 29; Poor, June; very good, Sept. 14 to 30.
52	Spry Bay.....	Lobsters.....	Fair, May 28 to June 4; poor afterwards.
		Herring.....	Fair, June 6 to 11; poor afterwards.
		Codfish.....	Poor, May 26 to 31; fair, June and Aug. 27 to Sept. 14.
		Mackerel.....	Good, May 29 to 31; poor, June.
53	Musquodoboit Harb.	Lobsters.....	Fair, May 11 to 26; good to 31; fair to good, June.
		Herring.....	Poor, May 15 to Aug. 20; fair to 31; poor Sept.
		Halibut.....	Poor, June 1 to 10 and Aug. 1 to 10.
		Haddock.....	Fair, May 29 to Aug. 30; poor, Sept. 11 to Oct. 31.
		Codfish.....	Fair to poor, May 28 to Sept. 30; poor, Oct.
		Mackerel.....	Poor, May 30 to June 23 and Sept. 20 to Oct. 31.

INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &c.—Continued.

ATLANTIC COAST OF NOVA SCOTIA, WEST OF HALIFAX.

No.	Place.	Fish.	1894.
55	Lunenburg .....	Lobsters .....	Fair, May ; very poor, June.
		Herring .....	Fair, May 20 to 30 ; poor, June ; very poor, July ; fair, Aug. ; very poor, Sept. 1 to Oct. 14 ; Fair to 31.
		Haddock .....	Fair, June 15 to 23.
		Squid .....	Fair, July 19 to 26 ; fair, Aug.
		Codfish .....	Fair, May 25 to 31 ; fair to poor, June and July ; very good, Aug. ; fair, Sept. and Oct.
		Mackerel .....	Fair, May 21 to 28 ; poor to June 12 ; very good, 13, 15 and 18 ; fair, July 16 and Oct. 14 to 31
56	Port Medway .....	Lobsters .....	Good, May 3 to June 8 ; fair to poor, but irregular afterwards.
		Herring .....	Good, Aug. 1 to 25 ; poor afterwards.
		Alewives .....	Fair, May 5 to June 10.
		Salmon .....	Fair, May and June.
		Codfish .....	Very poor, May 3 to Aug 1 ; very good, Aug. 24 to 31.
		Mackerel .....	Good, May 30 to June 1.
57	Liverpool .....	Lobsters .....	Good, May 19 to 23 ; fair to June 14.
		Herring .....	Poor, June ; good, July 16, Aug. 2, 13 and Oct. 13 to 15.
		Alewives .....	Poor, May 12 to June 4.
		Salmon .....	Few reported.
		Halibut .....	Total catch in excess of last few years.
		Haddock .....	Poor for season.
		Squid .....	Poor, Oct.
		Codfish .....	Poor, May 12 to 31 ; fair, June ; fair, but irregular July, Aug. and Sept.
		Mackerel .....	Fine, May 25 to June 1 ; poor, Oct.
58	Lockeport .....	Lobsters .....	Good, May 12 to 26 ; poor afterwards.
		Herring .....	Good, June 9 and 23 to 25 ; poor, July 1 to 14 ; good to Sept. 14.
		Alewives .....	Poor, May 12 to June 4.
		Halibut .....	Very poor for season.
		Hake .....	do
		Haddock .....	Poor for season ; few good catches July, Aug. and Sept.
		Codfish .....	Good, June 9 to 30 ; poor, July ; fair to Sept. 12 ; poor, Oct. 1 to 14 ; very good to Oct. 31.
		Mackerel .....	Very few reported.
		Lobsters .....	Good, May 7 to 21 ; fair, 25 to 31 ; good to June 7 ; good to poor to 30.
59	Sand Point.....	Herring .....	Poor, June 1 to July 16 ; fair, July 17 ; good, Aug. 1 to 9 ; very good, 10 to Sept. 15.
		Alewives .....	Poor, May 1 to 14 ; fair, 15 to 31 ; poor to June 14.
		Halibut .....	Fair, May 5 to Aug. 1.
		Hake .....	Very good on off-shore grounds during season.
		Haddock .....	Fair, May 29 to Sept. 15 ; poor to Oct. 18.
		Squid .....	Poor, Sept. 1 to 7 ; fair, 13.
		Codfish .....	Fair to poor, June ; poor, July ; fair, Aug. 1 to Sept. 14 ; poor to Oct. 31.
		Mackerel .....	Poor during season.
		Lobsters .....	Poor, May 2 to 17 ; fair to 24 ; poor to July 15.
60	Port La Tour.....	Herring .....	Poor, May 21 to 31 ; fair, June ; poor, July, Aug. and Sept. ; fair, Oct.
		Alewives.....	Poor, May 3 to June 12.
		Haddock.....	Poor, June 24 to July 14.
		Codfish .....	Poor, May 2 to Aug. 24.
		Mackerel .....	Poor for season.

BAY OF FUNDY, COAST OF NOVA SCOTIA.

61	Pubnico.....	Lobsters .....	Fair, May 1 to 7 and 19 to 23 ; poor to June 30.
		Herring .....	Poor, June 28 to Sept. 5.
		Haddock.....	Very few taken.
		Codfish .....	Fair, May 17 to Sept. 5.
		Mackerel .....	Poor, May 16 to 22 ; fair to June 14 ; poor to July 6.

## Marine and Fisheries.

INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &c.—*Continued.*

### BAY OF FUNDY, COAST OF NOVA SCOTIA—*Concluded.*

No.	Place.	Fish.	1894.
62	Yarmouth.....	Lobsters.....	Very good, May 1 to 7; fair to 31; very poor to June 18; good to 24.
		Herring.....	Fair, May 22 to 28; poor, July; good, Aug. and Sept.
		Alewives.....	Good, May.
		Salmon.....	Poor, May to July 7.
		Halibut.....	Fair, May and June; poor afterwards.
		Haddock.....	Fair, May 18 to July 31; poor afterwards.
		Codfish.....	Poor, May 1 to 14; good to June 14; fair to 30; poor, July; fair, Aug.; good, Sept. 1 to 14.
63	Freeport.....	Mackerel.....	Poor, May 16 to June 26.
		Herring.....	Very good, May 23; poor to July 18; fair to 25; poor, Sept. 11 to 18; very good to Oct. 2.
		Halibut.....	Very good, May 24 to 31.
		Hake.....	Fair, July 10 to 16; good to 23; fair, Aug. 21 to Sept. 30.
		Haddock.....	Fair, June 10 to 16; good to 24; poor, Aug. 24 to 31; good to Sept. 9; fair to Oct. 1.
64	Digby.....	Squid.....	Poor, July 18 to 24; very good, Aug. 21 and Sept. 23 and Oct. 5.
		Codfish.....	Fair, July; poor, Aug. and Sept.
		Lobsters.....	Fair, May 3 to June 5; good to 14; fair to 30.
		Herring.....	Fair, May 3 to Oct. 31.
		Alewives.....	Good, June 16 to 20.
		Halibut.....	Good, May 5 to 31; poor, June; good, July.
		Hake.....	Fair, May 5 to 12; poor to July 18; fair to good to Sept. 30; fair to Oct. 14.
		Codfish.....	Good to fair, May and June; fair, July; good to poor, Aug. 1 to 20; poor afterwards.
		Mackerel.....	Poor, May 25 to June 1.

### BAY OF FUNDY, COAST OF NEW BRUNSWICK.

65	Beaver Harbour....	Lobsters.....	Fair, May 26 to June 1; good to June 16, poor afterwards.
		Herring.....	Poor, May 21 to June 30; very good to July 11; poor to Aug. 6; fair to 15; good to 21; large herring scarce from Aug. 26 to Oct. 11, but small herring very good; stormy remainder of month.
		Haddock.....	Poor, May 19 to June 14; good to 30; poor, July, Aug and Sept.; good, Aug. 1 to 14.
		Hake.....	Poor, June 3 to 21; good to July 14; poor to Aug. 23, and very good to end of season.
		Squid.....	None.
		Codfish.....	Poor, May 16 to end of season.
		Mackerel.....	None.
66	Campobello.....	Haddock.....	Good, May 19 to 30; poor, July 1 to 13; very good July 20; good, Aug.
		Hake.....	Poor, June 14 to 30; good to July 21; poor to Aug. 5 good to 30.
		Codfish.....	Poor, May 17 to June 30.
67	Grand Manan.....	Mackerel.....	None.
		Lobsters.....	Good at Dark Harbour and fair at North Head, May 24; poor remainder of season.
		Herring.....	Fair, Dark Harbour, May 28 and 29; poor, June 1 to 11 fair on Ripplings, June 21 to 23; poor, Dark Harbour, June 26 to 29, and fair July 11 and 12; good on Ripplings, July 20; very good, Dark Harbour, Aug. 9, and at Whale Cove Aug. 22 and 28; good, Grand Manan, Sept. 6 to 29.
		Haddock.....	Poor, Dark Harbour, May 24 to 31; fair, Aug. 1 to 10; good, North Channel and fair Bulk Head and Flagg's Cove, Aug. 10 to 17; fair, North Channel, July.

INDEX to Chart, showing movements of Fish in the Gulf and on the Atlantic Coast of Canada, &c.—*Continued.*BAY OF FUNDY, COAST OF NEW BRUNSWICK—*Concluded.*

No.	Place.	Fish.	1894.
67	Grand Manan .....	Hake .....	Poor, North Head, June 7 to 14; good, Bulk Head, Gravelly Ground and Long Island Bay throughout June; good, Swallow Tail Lighthouse, North Channel and Big Duck Island in July, Aug. and Sept.
		Halibut .....	Poor, Dark Harbour, May 28 to June 14; fair, Gravelly Ground, Sept. 22.
		Squid .....	Fair, Flagg's Cove and Pettis' Cove, Aug. 23 and 24; good, Swallow Tail Lighthouse, Aug. 28.
		Codfish .....	Good, Yankee Bank, poor, Dark Harbour, May 24 to 30; very good, Bulk Head, Gravelly Ground, May 31; fair, June 1 to 11; good, Ingall's Bank and Dart's Rock, June 13; poor, July; good, Clark's Rock, fair, Bulk Head, Aug. 1 to 7; good, Reed's Rock, Bulk Head and Soundings, Aug. 23 to 31; good, Reed's Rock and Soundings, Sept. 20 to 30; good, Southern Head, Oct. 1 to 3.
		Mackerel .....	Catch for season about 40 brls.

## BANKS.

68	Quero .....	Codfish .....	Fair to poor, June 1; good, Aug. 23 and Sept. 1 to 7.
		Squid .....	Very good, Sept. 11.
69	La Have .....	Codfish .....	Good, May 1 to 7 and June 2; poor, 23; good, July 24 to 31; fair, Aug. 11 to 31; good, Sept. 1 to 7.
		Squid .....	Good, Sept. 22; poor, Oct. 1 to 7.
70	Roseway .....	Codfish .....	Good, June.
71	Godbout River .....	Mackerel .....	Schooling, July 27 to Aug. 17. No catches reported.
72	Ellis Bay .....	Herring .....	Very good, May 31.
73	Miscou .....	Lobsters .....	Poor, May 1 to 16; fair to June 24; poor to July 13.
		Herring .....	Poor, May 1 to 5; good to 31.
74	LaHave River .....	Salmon .....	853 fish, averaging 11 lbs., taken during season.

## INFORMATION REGARDING BANK FISHERIES NOT MENTIONED ON CHART.

Point St. Peter.....	Codfish .....	Fair, May and June; good, July 16 to Sept. 30.
Grand River .....	do .....	Fair, June, July and Sept. 4 to 30; very good, Nov. 1 to 7.
Newport Point.....	do .....	Boats returned from Banks on Sept. 3 with catches varying from 8 drafts to 25 drafts.
Georgetown.....	do .....	Very good on Banks off Murray Harbour, Aug. 18; good off Boughton and Panmure Islands, June 1 to 7.
Western Banks.....	do .....	Poor, July 9.
Grand Bank .....	do .....	Good, Sept. 4.
Middle Ground.....	do .....	
Eastern Banks.....	do .....	Poor, July 14.

## Marine and Fisheries.

### APPENDIX No. 4.

#### DETAILED REPORT OF THE FISHERIES INTELLIGENCE BUREAU.

HALIFAX, N. S., 26th December, 1894.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the annual report of the Fisheries Intelligence Bureau for the season of 1894.

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#### MOVEMENTS OF THE FISH.

##### LOBSTERS.

##### *Quebec.*

*Point St. Peter.*—First appearance reported May 1st, from which date until the 14th June, the average catch was fair. After this they became scarce, and with the exception of one or two good days' fishing in the latter part of June, the catches were light during the remainder of season. Total catch considered fair.

*Perct.*—From the first appearance on May 1st, until the close of the season, the average catch, with the exception of a few good catches during first week of May, was fair.

*Grand River.*—Lobster fishing opened May 1st, very satisfactorily and some excellent catches were made during the first week; but after this the catches became poor and fishing closed on the 4th of July. There is only one canning establishment at this station and the season's catch is considered below the average.

*Newport Point.*—From May 1st to 23rd the catch of lobsters was on an average fair; but from the 23rd May to 11th June, very light. In comparison with last season's catch the average has fallen greatly. Total quantity packed estimated at 600 cases.

*Paspebiac.*—None reported.

##### *New Brunswick.*

*Caraquet.*—Lobsters first appeared about 17th May and the catches were good, although very irregular during remainder of month. During the month of June the catch was on an average fair but irregular. No catches worthy of note were made in July. Total catch considered the smallest for several years past.

*Miscou and Shippegan.*—Fishing commenced May 1st, but the catches were light until the 16th, when they became fair and remained so until June 24th, from which date, until the 13th July, they were light. It is estimated that the factories on the outside shores made a fairly good season's work; while those inside did not do as well. There were about 22 factories in operation in this district the past season, and the total pack is estimated at about 8,000 cases.

*Escuminac.*—Lobsters appeared in small quantities about May 3rd, but increased to fair on the 8th, after which some good catches were made. During the remainder of the season the catch was light. Total catch estimated at 550,000 lobsters and is considered a fair season's work.

*Beaver Harbour.*—The first catch of lobsters reported this year was on May 26th, when fair catches were made each day until June 1st, after which the fishing

improved considerably, but gradually decreased after the 16th June. This season's catch is somewhat in excess of last year's; but taking into consideration the increased plant worked, the average per man and trap has not increased. The greater quantity is reported to have been sold in Canadian markets, while all live lobsters found a ready market at Eastport, Maine.

*Grand Manan.*—Lobsters appeared about May 24th, and were taken in good quantities at *Dark Harbour*, and fair at *North Head*; but during the remainder of the season the catch was light. Notwithstanding the fact that the number of men employed during the past season would exceed by 20 per cent those of last year, and also that fishing operations commenced very much earlier at the majority of stations, yet it is estimated that the total catch will not exceed 250 tons or 50 tons below the total catch of 1893.

#### *Prince Edward Island.*

*Miminegash.*—From the first appearance on May 1st, until the 21st, the catches each day were exceedingly good; but slackened gradually until fishing closed on June 30th. From Gage Cape to West Point, a distance of 20 miles, there were only about 3719 cases put up. Some factories running four boats and 1600 traps only putting up about 200 cases. On the whole the past season's work is considered poor for the capital invested.

*Alberton.*—Lobster fishing opened May 3rd, with very good prospects in most sections of the station; although catches were reported irregular, but on an average fair in his locality. On the western shore from Miminegash to Nail Pond lobsters only remained about three weeks while at North Cape and Goose Harbour, five miles south of Alberton, they seemed to remain until the close of the season. Throughout June and first week of July the catches were very light, but irregular at Alberton. The few factories at North Cape and those which are scattered along the coast between this port and Malpeque are reported to have made a good season's work, which will be in advance of last year's; but at all other stations in this district, excepting Kildare Cape, the catch is considered poor. Mr. J. P. Brennan, the efficient correspondent of the Bureau at this port, finds upon reviewing the lobster industry in this district, that invariably these fish remain for a longer period about the points and headlands than in other localities. They seem to strike there and stay. This has been particularly noticeable during the past six or eight seasons at West Point, Cape Wolf, North Cape and Kildare Cape, and as a result the people of this district are crowding about these points to fish.

*Malpeque.*—The season opened about a fortnight later this year the first catch being reported on May 19th, from which date until the 20th June the catches were good although somewhat irregular in June. From June 21st to 28th the catch was fair and during the first 11 days of July good, when this fishery closed for the season. The season's catch is considered a good average; there having been about 2,000 cases put up in this district.

*Georgetown.*—The first report received May 17th indicated fair fishing which continued until 4th June, after which date, and until the close of the season the catch, with the exception of a few good catches about the middle of June, was poor and the fish were of small size. About June 24th lobsters were reported to be of good size on the banks, but, owing to the distance from the factories, could not be fished for with small boats. On July 8th traps were moved into shoal waters, where some improvement to catches were made. Total catch considered about equal to 1893.

#### *Cape Breton.*

*Port Hood.*—Lobsters first appeared about May 5th and fair catches were made regularly each day until the season closed.

*Mabou.*—Fishing commenced about a week earlier this year the first catch having been reported on May 9th; but owing to bad weather little was done until the 18th when good catches of large fish were made daily for about a week.

## Marine and Fisheries.

During the last week of May the catch somewhat diminished and throughout June and first week of July catches were light, but about the 10th of July they again became fair and remained so until the close of the season.

*Margaree.*—Lobsters appeared first about the 16th May, during which month the catches were good, although on the 18th many of the traps were damaged by a heavy storm. Throughout June and until the close of the season the catch was on an average fair. Total catch estimated about 25 per cent less than the ordinary season's catch.

*Cheticamp.*—Although fishing did not commence until the 29th May, owing to stormy weather, the catch during the entire season was fair and regular.

*Meat Cove.*—The season was well advanced before fishing commenced, owing to the factory not being in operation. Fishing commenced on May 21st and excellent catches of large fish were made during the remainder of the season. Throughout June, although fish were reported plentiful, bad weather prevented fishermen from attending their traps which were badly broken on two or three occasions towards the latter end of June. During the remainder of the season the catches varied from fair to good, and on the whole was considered a very good season.

*Ingonish.*—Fishing did not commence this year until 25th May, when fair catches were reported, and remained so until the close of the season. Total catch considered as good as last year.

*St. Ann's.*—The lobster catch for the past season has been a fairly successful one.

*Louisburg.*—Lobsters appeared in fair quantities about the 7th May, but the catches were light until about the 17th, owing to the great scarcity of bait. During the succeeding two weeks the catches were very fair; and on June 1st packers were reported to have found it difficult to put up total catches. After this a stormy period set in and for the remainder of the season the catches varied from fair to poor. It is estimated that the total catch is much below the average and fully one-third short.

*Gabarus.*—First appearance reported May 10th, when fishing was good for about a week, but about the 17th the catches somewhat diminished and until the 20th of June, were fair; after which date, and until the close of the season, they were light.

*L'Ardoise.*—Fishing commenced about the 22nd May, and fair catches were made daily, until about the 20th June, when they became rather scarce, and fishermen began removing their traps to deep water; meeting, however, with little success, and the season was reported practically over on June 30th. It is the general opinion of fishermen and packers that the past season has been a good one, and in advance of last season, and fish were of good medium size.

*St. Peter's.*—Lobsters were, on an average, fair, from May 1st until the close of the season, and some good catches were made during the second week of June. During the early part of May fishermen suffered heavily by the loss of traps by drift ice, but notwithstanding this, the season has been a fairly successful one.

*D'Escousse.*—First appearance reported May 14th, when light catches were made daily for about a week; after which they gradually increased until they became plentiful. From June 4th until 24th the catches varied from fair to good, but after the latter date became poor, and fishing was reported over, on the 30th. On the whole the catch is considered very low, owing to the ice having remained on the coast late this spring.

There were 50 boats, with from 1 to 2 men, engaged in this fishery this year, and the average catch per boat estimated at 2,000.

It is the general opinion of fishermen and others interested, that the comparative scarcity of lobsters, this year, is owing to the fact that they feed on the dead herring which are destroyed by the American seiners thus preventing them from coming inshore.

*Petit de-Grat.*—Lobsters appeared as usual on May 3rd, but were very scarce until about the 16th, from which time, until the close of the season the catches were on an average fair.



*West Arichat.*—Owing to the large fields of drift ice in the bay during the spring, the lobster fishery did not commence until about the 9th of May, (although fishermen were reported to be setting their traps about the 1st), or nearly a month later than usual. Consequently part of the best season for catching these fish was lost. From about May 9th to 25th the catches were on an average, fair but during the remainder of the season were scarce and irregular. Lobsters which are caught in this district after June 10th, are taken close inshore among the rocks. This inshore area is quite limited so that one-third of the traps covers the ground; and, as a result, overcrowding follows, and proves injurious to all. The catch, taken as a whole, did not exceed one-half of what might be called a fairly good year's work. The prices paid were one-third less than last year, so it can be easily seen, that this fishery was, financially, next to a failure.

*Arichat.*—From the opening of the season on May 12th, until the 22nd June, the catch was fair, notwithstanding the fact that fishermen were reported to have practically lost three weeks' fishing owing to drift ice on the coast. From June 23rd until the close of the season, the catches were light.

*Salmon River.*—Reports received indicated good catches of lobsters during the first 10 days of May, but afterwards the catches became irregular and varied from fair to good until the 1st of June, throughout which month they were poor.

*Musquodoboit Harbour.*—Lobsters appeared in fair quantities as early as May 11th, and until the 26th fair catches were made quite regularly. On May 15th fair fishing was reported at Jeddore. During the last week of May the fishing somewhat improved, but about June 5th it slackened off considerably, and for the remainder of the month the catches were varied from fair to good.

*Lunenburg.*—Throughout the month of May the catch was fair, and it was reported on the 8th that the catches to date were in excess of those of last season. During the month of June very little was done, there having been but a few light catches reported in the last week. The catches made between January and April, and which were fair, were exported alive to the United States.

*Port Medway.*—First appearance about May 3rd, during which month and up to June 8th, the catches were good, although somewhat irregular; after this very few were reported although they varied from fair to poor.

*Bayfield.*—Fishing commenced about ten days later this year, the first catch having been reported about the 26th May. During the remainder of the month the catch was fair, but during the succeeding two weeks of June became good, after which they slackened off gradually until the season closed on July 6th. Total catch for season considered fair.

*Canso.*—First appearance reported May 15th, but few were taken until the 23rd, from which date until June 11th the catches were good. During the succeeding two days some excellent catches were made, but afterwards gradually increased until the 5th July, when this fishery closed. The total pack of lobsters in Canso was considerably in excess of that of 1893, being about 7,800 cases valued at \$39,000, and the fishing commenced some three weeks later than in the previous year.

*Whitehead.*—Fishing commenced about the 8th May and during the succeeding week fair catches were made pretty regularly, after which lobsters became scarce and for the remainder of the season the catches were light. Total catch estimated at 3,800 cases.

*Isaac's Harbour.*—First report received on the 8th May indicated fair fishing, from which time until the close of the season the average catch was fair.

*Spry Bay.*—Lobsters first appeared May 28th, and were taken in fair quantities until about the 4th June, after which date they became scarce and irregular.

*Liverpool.*—Fishing commenced on May 19th, and during succeeding four days good catches were reported off shore. From May 23rd to June 14th, the catch was fair, but rather irregular. Total catch for season considered not as good as last year. There have been 1,255 cans put up in this harbour, and at other factories within a distance of four miles about 950 cans. Quite a large quantity of this fish is sold fresh to American captains who smack them to United States ports where good prices and ready sales are found.

## Marine and Fisheries.

*Lockeport.*—Lobsters appeared about 10 days later this season, it having been about the 12th May when the first catch was reported. During the succeeding two weeks good catches were made each day, after which the catches diminished and remained so throughout the season. It was reported that 250,000 barrels of live lobsters have been shipped and 150,000 lobsters canned.

*Sand Point.*—First report received May 7th, indicated good fishing, which improved considerably during the succeeding week. From May 25th to 31st the catches were only fair but improved the 1st week of June, when one factory was reported to have put up 650 cases being 150 cases in excess of the total pack of 1893. During the remainder of the month the catches varied from fair to poor, and the lobsters were of small size. It is estimated that the total catch has been one-third in excess of 1893; and the lobsters being of large size at the opening of the season.

*Port La Tour.*—First appearance reported May 2nd, but the catches were light until the 17th, when there was a slight improvement for about a week, after which they became scarce and remained so until the close of the season. Total catch estimated about equal to that of last year, and prices reported to have ruled higher which no doubt is attributed to the extensive exportation of live lobsters to the United States.

*Pubnico.*—Fishing commenced May 1st, and fair catches were reported each day for about a week. On the 19th they were reported scarce inshore, while fair catches were made at Pubnico Point until the 23rd, from which date until the 30th June the catch was light. Fair catches were reported at Mud and Seal Islands during the season. On the whole the season's catch is considered poor.

*Yarmouth.*—During the first week of May lobsters were reported very plentiful, but for the remainder of the month were only fair. About June 1st they became very scarce and remained so until about the 18th, when a slight improvement was reported on the northern part of the county; and good catches were made until about the 24th, when foggy weather and scarcity of bait closed this fishery. During the past season 33,255 crates (average number of lobsters to crate 75, average weight per crate 140 pounds) valued at \$193,624, have been exported to the United States from Yarmouth. In comparison with last season there has been a falling off of 3,297 crates.

*Digby.*—First appearance noted May 3rd, during which month and up to June 5th, the average catch was fair. From June 6th to 14th the catches were good, but after which date and until the season closed on June 30th the average catch was fair.

### *Magdalen Islands.*

The first report received from these islands on May 9th indicated fair fishing at Amherst Island, which increased to good and remained so until the 14th June. On May 22nd, however, when the fishing was good at stations on the north side of the islands, one thousand traps were reported to have been destroyed, thus crippling fishermen until repairs could be effected. During the latter half of June fishing was on an average fair, but, as in May, heavy losses were sustained by fishermen on northern side of island. After this and until the season closed the catches were light. Some of the best lobster grounds in this locality are the following, viz.:—Bryon Island, Etang-du-Nord (or Grindstone Island), Goose Isle, South Beach (on Alright Island), Old Harry Head and Grand Entry (on Coffin Island), Entry Island, Amherst Harbour and smaller places as Bassin, Cobin-Core and West Cape (on Amherst Island). At all the above places the water is shoal for a considerable distance thus giving the lobster the favourite resort and which undoubtedly gives the exhaustible supply. It is reported that the lessee of the canning establishment on Bryon Island packed, during the past season, over 1,500 cases, which found ready sale in Halifax, N.S. On the whole the catch has been very fair and compares favourably with former years.

## HERRING.

## Quebec.

*Seven Islands.*—Herring appeared about May 22nd, and were taken in good quantities until about June 5th. During the first week of July light catches were made, when stormy weather prevented fishing. A few excellent hauls were made about the 16th and 17th July. Although they did not appear in many places of this district in very large quantities, the general catch is considered good.

*Gaspé.*—Very scarce and irregular during June, July and August. North shore fishery reported to have been fair.

*Point St. Peter.*—Throughout the month of May the catch was on an average good; fair former half of June, but rather scarce latter half June and first ten days of July. From July 10th to 23rd the catches were good, when they became very plentiful and remained so until the end of month. Fair fishing was reported each day in August, and with the exception of a few very good catches in the third week of October was, on an average, fair until the end of the season. Total catch estimated about 375 brls.

*Percé.*—First report received May 1st indicated that fair catches had been made since April 16th. From May 1st to June 4th, the fishing was reported good, but after that date became scarce and remained so until July 6th, when it again became fair, increasing to very good on August 1st. From August 14th to end of October the catches were fair when weather permitted.

*Grand River.*—Although there is no special attention given this fishery, yet the average catch during the month of May was good; nets having been overloaded from the 16th to 18th inclusive. Throughout June the catch was rather light, although during the last week the catches varied from fair to good on the banks. The July catch was, on an average, fair but irregular. Throughout August, September and October bad weather prevented fishing, although good catches were made when weather permitted.

*Newport Point.*—Fair fishing was reported from May 1st to 9th, after which date, and until about the 24th, but few were taken. From May 24th to June 30th catches were light and irregular, but afterwards became fair and remained so throughout the month. During the first half of August some good catches were reported, but little was done after that time. Total catch estimated at 1,000 brls.

*Paspébiac.*—First report received May 1st indicated that fishing had been fair since April 16th, having commenced on that date. During the first three weeks of May good catches were made each day; but high winds about the 20th drove fish off shore and afterwards the catch was small.

## Anticosti.

*S. W. Point.*—First report of herring having been taken at this station was on June 13th, from which date, and until July 20th, catches varied from fair to poor. From July 20th until the end of the month stormy weather prevented fishing, but during the first three weeks of August light catches were made when weather permitted.

*English Bay.*—On May 29th light catches of herring were reported here and at stations on west end of island. In the first two weeks of June the catches were very good at all stations of this district, but became poor during the remainder of the month. During the first two weeks of July fishing was very good, but a stormy period then set in and nothing worthy of note was done during the season.

*Fox Bay.*—Herring struck in great abundance at this station on May 28th, and on the following day some excellent catches were made. On May 31st the catches were poor, but from June 1st until the end of the month varied from very good to poor.

*Ellis Bay.*—It is reported that the strong N.E. wind of May 30th drove most of the herring out of Fox Bay. They struck into Ellis Bay very plentifully on the following day. Nothing reported afterwards.

## Marine and Fisheries.

### *New Brunswick.*

*Caraquet.*—Light catches of herring were made from 5th to 14th May, after which date they increased to very good, and on the 23rd were reported to have struck plentifully in the bay, and on the 29th to have struck plentifully off the bay. Throughout the months of June and July the catches were very scarce and irregular, but in August, although the catches were light until the 15th, they afterwards gradually increased until 24th September, when nets were reported to have averaged in the vicinity of 12 barrels. During the remainder of the month and throughout October, although the catches were on the average good, they were very irregular.

*Miscou and Shippegan.*—Light catches were made from 1st May, but on the 5th were reported plentiful in Shippegan Gully, some boats having 10 barrels. Throughout the remainder of the month the catches were good, although very intermittent. On 25th August herring struck in off Caraquet Bank, and good catches were reported until 2nd October. On the whole the catch is considered small.

*Escuminac.*—Good catches were reported from 2nd until the 11th May, after which date and until the last of the month the catches were light. Total catch estimated from 5,000 to 6,000 barrels.

*Grand Manan.*—Herring were about three weeks later appearing this year, and the first report indicated fair fishing at Dark Harbour. During the first ten days of June the catches were light, after which stormy weather prevented fishing, although some light catches were reported at Swallow Tail and on Riplings, one vessel having been reported taking 9 barrels. During the remainder of the month fair catches were made on Riplings and at Dark Harbour, when weather permitted. Throughout July few catches were reported, there having been fair catches at Dark Harbour from the 11th to 13th, inclusive; light on Riplings and at Indian Beach on the 18th and 19th, respectively; good on Riplings on the 20th, and fair at Money Cove on the 24th. On 1st August herring were reported plentiful on Riplings, and during the succeeding week good catches were made at Beal's Eddy, Whale Cove and Pettis' Cove, while fair fishing was reported at Indian Beach, Beal's Eddy and Long Island. On the 9th and 10th they became plentiful at Dark Harbour and Pettis' Cove, and on the 24th became plentiful at Bradford's Cove, Bel Brook Whale Cove and Flagg's Cove, and remained so during the remainder of the month. In the first week of September very good fishing was done at Flagg's Cove, Bancroft Point, Two Islands, Duck Island and Long Island, but on the 10th the catches were somewhat lighter at Bancroft Point and Two Islands, and herring were reported fair with nets on the 12th at Flagg's Cove. On the following two days good catches were made at Gull Cove, but were small at other sections. During the third week very good fishing was done on Riplings, Two Island weir's, Cheney's Head, Seal Cove, Wood Island, Flagg's Cove, Cow Passage and Pond Point; and from 1st to 3rd August, inclusive, some excellent hauls were made at Wood Island, Three Island and Seal Cove weirs. On the whole the herring fishery is much in excess of any previous year. In the smoked fish line there have been cured upwards of 1,500,000 boxes; there has also been exported to the United States a quantity which would equal this amount. The pickled herring can safely be put at 5,000 barrels, and fully 80 per cent of the total catch was taken by weir fishermen. It is considered that the chief cause of herring frequenting the weirs in such immense bodies and remaining so late in the season, even up to the present time, is the presence of such large schools of dog fish and silver hake in the bay, off shore, harassing and driving the herring into shoal waters.

*Beaver Harbour.*—In the third week of May light takes of small herring were reported, which continued strong throughout June. On July 1st they became very plentiful but only remained until the 11th, when they again became scarce. Fair catches of large fish were made from August 6th to 15th, which somewhat increased during the succeeding week. From August 26th to October 11th large herring were reported very scarce, but small herring plentiful and all weirs full. Throughout the remainder of the month the weather was stormy and very little done, with the exception of large herring which have been almost a failure; small sardine her-

ring have been as plentiful as last season, but owing to the low prices paid for this species in the American markets, there has been a greater quantity smoked.

#### *Magdalen Islands.*

*Amherst Island.*—This is the chief place in the group for small herring and contains a fleet of from fifty to sixty boats. On 3rd May reported plentiful at this station and Etang-du-Nord or Grindstone Island, where they remained so during the month, and some large quantities were taken, but, owing to bad weather, the catches were small for the greater part of the month. In the last week of June light catches of large herring were made each day, and were reported quite regularly throughout the month of July. In past years there were catches amounting to some 20,000 barrels of herring, but during the past year the catches have not been as good here nor at any of the stations in this group.

#### *Prince Edward Island.*

*Miminegash.*—Herring appeared in fair quantities on 3rd May, and although the catches were light they were reported more plentiful on the coast than before known. From 29th May until 10th June, the catches were good, but afterwards became poor and irregular. Herring bait was reported plentiful during the season.

*Alberton.*—Fair catches were made on the 1st and 2nd of May, which became very good on the 4th; and on the 7th struck in very plentifully and excellent catches reported. On the 16th, considerable damage was sustained in loss of boats and gear during a heavy storm. From this period until the end of June, very little was done.

*Tignish and Waterford.*—About the same as Miminegash.

*Malpeque.*—Appeared first on 3rd May, in small quantities which gradually increased until the 11th, when some large catches were made in some parts of the bay. Catch considered a good average.

*Georgetown.*—First report received May 1st, indicated that fair catches of herring had been made from 10th April until 27th April, when they became very plentiful in Cardigan Bay and off Panmure Island. During the first nine days of May excellent catches were reported, when fishing operations were suspended for two days owing to bad weather. On the 12th, herring again became plentiful in Cardigan Bay and very fair catches were reported each day, while poor fishing was reported from western banks. During the first two or three days of June good catches were made, but on the 5th stormy weather prevented fishing. On the 9th, herring were reported to have spawned, after which they became scarce and remained so until 25th August, when the harbour was reported to be full of small herring. On the 29th herring were also reported to have struck off Pictou Island, and during the succeeding three days boats made good hauls. During the greater part of September bad weather prevented fishing, but from the 22nd until the 1st October fair catches were made each day and were reported plentiful on banks of Souris, and inshore between Panmure Island and Murray Harbour. It is reported that dogfish were so numerous that fish netted were destroyed by them before the fishermen could have their nets picked.

#### *Cape Breton.*

*Port Hood.*—Herring appeared about 5th May, in fair quantity, and remained so during the month. The spring catch off Bedeque, during the second and third weeks of May, was good and a number of vessels were baited. Summer catch considered a failure.

*Mabou.*—During the second and third weeks of May fair catches were made when weather permitted; but afterwards the catch was poor until the end of August.

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*Margaree*.—The catches throughout May, June and July were light. Total catch estimated about 50 per cent less than last season; boats only averaging about seven barrels.

*Cheticamp*.—Fishing commenced on May 1st with good prospects, but on the 5th the catches became poor and continued so throughout the month. No catches were reported in June, but during the first two weeks of July light catches were reported each day.

*Meat Cove*.—Fishing commenced on 4th May, but was a failure owing to the non-appearance of the June or July schools on the coast.

*Ingonish*.—Herring were first reported on 4th May, but very few were taken until about the 24th, when light catches were made each day during the remainder of the month and first and last weeks of June and first week of July. The summer schools, as in the past three years, did not visit this part of the coast, and it is admitted that the great number of lobster cages which are so continuously fished in the bays of late years frighten the herring off. Total catch estimated below the average.

*St. Ann's*.—Herring appeared about ten days earlier this season, and during the first ten days nets varied from 200 to 400. In the third week some excellent catches were made, especially on the 18th, when 100 barrels were taken in traps. During the remainder of the month and first week of June, the catches were light. From July 1st to 14th, the catches were fair, but afterwards became scarce, none having been reported after the 20th. It is reported that the spring catch was fairly successful, but the summer catch has not been very good during the past three or four years.

*North Sydney*.—Throughout May the catch was, on an average, fair, but nothing was done in June until the 29th, when they appeared quite plentiful, and some very good catches were made from above date until the 10th July.

*Louisburg*.—From May 26th until August 28th, light catches were made quite regularly, there having been some good catches of fat herring made in the last week of June and first week of August. The July run was much better than last year, but just as fishermen began to do fairly well, dogfish became very destructive and nets had to be taken up before the herring left.

*Gabarus*.—The herring fishery commenced about the 5th June and throughout the month varied from fair to poor. Light catches were taken pretty regularly throughout the month of July and averaged fair during August.

*L'Ardoise*.—Fishing commenced about May 25th, but few were taken until the 30th June when herring struck in, but the catches were light, as fishermen were preparing for fishing at Scattarie Island. Throughout July the catches were likewise poor, but improved somewhat in August when the average catch was fair. From September 12th to 22nd, light catches were made each day. On the whole, this fishery has been a failure, some fishermen having scarcely enough for their own use. It is, however, stated that quite a quantity was sold to Nova Scotia trawlers for bait.

*St. Peter's*.—During the month of May, herring were netted in fair quantities in Bras d'Or Lake, but the only catches at St. Peter's worthy of note were made from June 1st to August 22nd, when light catches were reported each day. It is reported that the past season's work has been the greatest failure ever experienced, and is attributed largely to a large fleet of seiners in hot pursuit of a heavy run of summer mackerel, which scattered the fish in every direction and prevented them from visiting their inshore places of resort.

*Arichat*.—Herring were first reported about May 18th, from which date until August 17th, light catches were made quite regularly. From August 17th until the end of September the catch was fair, although somewhat irregular during the month of September.

*West Arichat*.—Fishing commenced about May 12th, and although the catches were reported light the total catch of the inshore fishery is considered fair, varying from 20 barrels to 40 barrels. The best boat fishing, however, was done in Mid Bay. During the summer from 10 to 20 vessels, mostly small crafts, were fishing

on the several banks. They all succeeded in making good fares, some as high as two hundred barrels. Fishermen report the herring to have lasted well all through the season; that is during the months of July, August and part of September, and to have been large, fat and of a superior quality. It is reported that had the shore fishermen been equipped with a better class of boats they would have easily doubled their catch.

*D'Escousse.*—The catches of herring were reported light from May 27th until June 23rd, when fat herring struck in and some good catches were made on the 22nd. During the remainder of the season the catches were light, the usual run of herring which strike here about the third week of August having failed to appear. The total catch is not considered one half of last year's catch and is attributed to the great number of American seiners which destroy a vast quantity of herring and frighten or prevent the balance from coming inshore.

*Petit-de-Grat.*—Fishing commenced May 24th, and was, on an average, a fair catch, until October, when the catches began to get small. As in 1893, some very good fishing was done in deep water, say from 35 fathoms to 40 fathoms, and a large number of barrels taken. During September a large quantity of small herring were taken, but dogfish having put in an appearance destroyed the nets and fish; some fishermen suffered greatly from them. Total catch estimated from 1,000 barrels to 1,500 barrels in advance of 1893.

#### *Nova Scotia.*

*Bayfield.*—A few herring appeared about May 8th, which continued to be taken in small quantities until the 12th, when they appeared plentifully, and catches varied from very good to good, during the remainder of the month. After this they became very irregular, and the only catches reported were during the first weeks of June and July when light takes of fat herring were made. Summer catch considered a failure.

*Canso.*—On May 12th herring were reported to have struck in off New Harbour, but the catches during the succeeding four months were small and irregular.

*Whitehead.*—Herring appeared about a fortnight earlier this season; the first catch having been reported on May 22, from which date until June 20th, the catches were light. On June 21st, some boats were reported to average from 500 to 1,000 herring, and during the remaining five days some good fishing was made. From June 27th until July 27th, the catches were light; especially from July 19th, when dogfish became very destructive. In the first week of August some good catches were reported, but afterwards became very poor and irregular. Total catch estimated at about 1,000 barrels which is an increase of over 150 barrels on last season.

*Isaac's Harbour.*—First catch reported June 11th indicated fair fishing at all stations in this district. The spring catch of fat herring was considered fair, while the fall catch was good at all stations in the bay. On the whole the past season has been fairly successful.

*Salmon River.*—Appeared about June 20th, but very few reported throughout the season.

*Spry Bay.*—First catch reported June 6th, from which date until the 11th fair catches were made daily. After this they became poor and the total catch, as far as reported, will fall below that of last season's.

*Musquodoboit Harbour.*—Herring were first reported on May 15th, but very few taken until July, when light catches were made pretty regularly, until August 20th when they increased somewhat, but again became scarce in September, and although they were reported close the shore the catches were very light, until August 12th when a good catch was reported; but the weather becoming stormy the fishermen were unable to overhaul their nets, and but few good catches were made.

*Lunenburg.*—Herring appeared about May 20th and during the remainder of the month were taken in fair quantities, one boat having taken 300 bank herring on the 25th. Throughout the month of June the catches were poor, although fish were

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reported to be fat and of good quality. In the month of July dogfish struck in and took absolute control of the grounds, the only catch worthy of note being on the 17th, when 25 barrels were taken in traps. Throughout August the catch was fair, there having been stops of 100 barrels made on the 6th and 22nd by traps and a total catch of about 500 barrels of fat herring. Very few were taken in September and the former part of October, but during the latter part of October catches varying from one barrel to 8 barrels per boat were made quite regularly. On the whole the catch of bank herring is considered poor, while the fall catch has been very good and above the average.

*Port Medway.*—Herring were not reported until August 1st when small quantities began to strike in and about the 25th traps and seines were reported filled, with herring. Very few were afterwards reported.

*Liverpool.*—Herring were reported striking on grounds May 21st, but no catches were reported until June 1st when a light catch was made and nets averaged one-half barrel on the 14th. The only catch worthy of note from July to October were the following—Four barrels per boat July 16th, 100 barrels in trap August 2nd, 3 barrels per boat August 13th, 8 barrels per boat October 13th and from 10 to 20 barrels per boat October 15th. Catch for season considered much better than last year there having been 3,000 barrels taken exclusive of 200 barrels sold to American fishermen for bait.

*Lockeport.*—First report June 9th indicated herring plentiful on grounds and from the 23rd to 25th inclusive good catches were reported by nets at Headlands. Very few were taken in the former part of July, but in the latter half were taken in good quantities. Throughout August the catches were good and on the 11th were reported plentiful at Green Harbour. During the first two weeks of September, the catches, although irregular, were good. In the early part of December this fishery was successfully prosecuted and netters varied from 2 barrels to 3 barrels. It is estimated that the total catch is 10,000 barrels.

*Sand Point.*—Herring appeared about June 1st, and from that date until February 16th were taken in small quantities. On July 17th a fair number of large fat herring were reported, which increased considerably; boats having about five barrels. During the first eight days of August dense fogs, high tides and mild hot weather prevented meshing (although good schools of fine large fish were reported on the grounds) and boats from attending nets; but notwithstanding this drawback good catches were made, and on the 9th, best boats were reported with 25 barrels. From August 10th to September 15th excellent catches of large fish were reported regularly, but from later date dogfish took possession of grounds and completely suspended all fishing operations; although herring were reported to be plentiful at Shelburne lighthouse on the 29th. In the second week of August fair catches were made quite regularly, and on November 6th were reported to have struck in plentifully inside Shelburne lighthouse and boats loaded. Total catch estimated at 6,000 barrels; 5,000 barrels salted for market and 1,000 barrels sold fresh for bait.

*Port Latour.*—Herring were first reported on May 21st when light catches of small size fish were taken which increased somewhat during the following month by good schools of small herring, which readily met the demand of fisherman in search of bait. During the second and third weeks of July the catches were light, but some good catches of large fat fish were reported in the last of the month. Throughout August and September the catch was rather poor, but during the month of October when weather permitted the catch was fair. Total catch considered about equal to last year's—say about 3,000 barrels, which does not include fish used for bait or home consumption. It is again reported that the large falling off in this fishery is due to the practice of keeping the nets continually in the water, thus driving all the bait fish from their haunts and having a great tendency to keep the cod away.

*Pubnico.*—Herring first appeared June 28th, from which date, until the 5th September light, but irregular catches were made. On August 22nd, herring were reported plentiful at Mud Island, but no catches were reported. On the whole this fishery has been poor inshore, but fairly good at Seal Island and Mud Island.



*Yarmouth.*—Herring appeared May 22nd in fair quantities and on the 28th large quantities were reported on the move. Nothing was afterwards reported until July 3rd, when herring were reported to have struck in at Tusket River. Light catches were reported on the 12th, at Fish Island Light, and on the 28th at the mouth of Tusket River. Throughout the months of August and September very good catches of mediums were made at the mouth of Tusket River and at Tusket Islands.

*Freeport.*—On May 23rd, herring were reported more plentiful than for past ten years. From this date until the 18th July no catches were reported, but from the 18th to 24th fair catches were reported daily, after which they disappeared. On September 11th they again appeared in small quantities and on the 18th became very plentiful and remained so until October 2nd.

*Digby.*—Herring appeared May 3rd, and as far as reported the catches were on an average fair. On May 21st, reported plentiful in Annapolis Basin, and some large hauls were made in the vicinity of Deep Brook. About October 2nd, quite plentiful in St. Mary's Bay, but no catches were reported.

#### HADDOCK.

##### *New Brunswick.*

*Beaver Harbour.*—Haddock began to strike about May 19th and with the exception of some good catches during the latter half of June and former half of October the catches during the whole season were light although regular. It is considered that the inshore fishery has been better the past season than in 1893.

*Campobello.*—A few irregular fair catches were reported during the latter part of May, but no regular catches were made until the 19th June, from which date until the end of the month the catches were good. From July 1st to 13th the catches were light, but improved very much about the 20th when dogfish struck in and the catches again became poor. During the first week of August the catches were fair but on the 9th dogfish, which appeared in much larger schools than formerly, left the coast and afterwards good catches were reported each day.

*Grand Manan.*—Light catches were reported at Dark Harbour from May 24th until the last of the month. During the first ten days of August fair, catches were reported each day on soundings. In the succeeding week good fishing was carried on in North Channel and fair at Bulk Head and Flagg's Cove. Throughout July the catches were fair in North Channel, although somewhat irregular and very few were afterwards reported. Total catch estimated at 800 quintals, in addition to 100 tons fresh haddock, and compares favourably with last season's catch.

##### *Prince Edward Island.*

As in previous years the only station on the island at which any catches were made was Miminegash, where haddock were reported plentiful. The catches, however, were light, as this fishery is not prosecuted to any extent.

##### *Cape Breton.*

*Port Hood.*—From June 4th to October 15th the catches were fair, although somewhat irregular during the months of August and September, but became good in the third week of October. Dogfish were reported plentiful again this year but were not so destructive as last year.

*Mabou.*—During the last three weeks of June the catch of haddock was light, but increased to fair during the following month and remained so throughout the entire season, although the catches were somewhat irregular in August, September and October.

*Margaree.*—From June 11th until June 31st the catches varied from fair to poor, and light catches were reported during the last week of August. Total catch

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considered a shade better than past year, boats having had an average of about 50 quintals.

*Ingonish.*—During the last week of May fair catches of haddock were made regularly, but throughout the months of June and July were small; none reported afterwards. Total catch considered slightly better than last season's.

*Louisburg.*—Fishing commenced June 4th and the catches throughout that month were very fair. In the second week of July they struck off shore and until the end of the season, although regular, were light. Season's catch estimated somewhat below the average, which is mainly attributed to blustry weather, and the prevalence of dogfish on the coast from July 15th to October 15th.

*L'Ardoise.*—Appeared in small quantities about May 23rd, and during the first week of June increased to good, although they were reported to be not taking the hook well. On the 23rd bait became scarce and although fish continued rather plentiful the catches were only light until the end of September. On the whole the catch exceeded that of the past five years, and was mostly taken in the month of June, after which the inshore fishery became poor and fishermen left for Lingan and Scattarie where their catches were well supplemented; the average catch having been about 29 quintals per boat.

*St. Peter's.*—During the latter week of May and throughout June the catch was light and is reported as having been a failure.

*Petit-de-Grat.*—Light catches were reported quite regularly from May 22nd until August 25th, after which date none were taken until the last week of October, when fair catches were made each day until the end of the month. Total catch estimated at about 2,000 quintals or 500 quintals in excess of the previous season's catch.

*Arichat.*—During the last week of May and the first two weeks of June the average catch was fair. There was, however, some improvement in haddock over last year; but still the quantity caught was not large, the catch of the previous year having been very poor. These fish are not as plentiful here of late years as formerly, whatever may be the cause. It is reported that the catches were made in splendid condition and of the best quality, as the season was the finest for many years for the curing of fish.

*West Arichat.*—Fair fishing was reported on May 28th from which date, until the last of August, the catch, although light, was regular. The season's catch was considered much better than that of 1893.

### *Nova Scotia.*

*Whitehead.*—Haddock were first reported on May the 22nd, and were taken in small quantities until June 30th, after which but very few were taken until August 1st, when light catches were reported quite regularly throughout the month. Total catch estimated about 1,000 quintals.

*Musquodoboit Harbour.*—From May 29th, fair but irregular catches were made until August 30th. From September 11th to August 31st, light catches were reported regularly each day.

*Lunenburg.*—The only catches of haddock reported at this station were from June 15th to 23rd, when fish became quite plentiful but catches only averaged fair. Total catch below the average.

*Liverpool.*—The past season's catch has been smaller than for some years back, and is attributed to the constant fishing by a large number of american fresh fishing vessels during the winter season.

*Lockeport.*—The catch of haddock, as far as reported, has been very small, there having been but few good catches during July, August and September.

*Sand Point.*—Although the inshore fishery is considered very poor, the total catch not having been one quarter of an average catch; fair fishing was reported from May 29th to September 15th, after which the catch was poor to October 18th. Fair fishing was reported on La Have Bank and 18 miles south-east of Shelburne lighthouse on May 5th, and on June 7th good fishing was reported on La Have and Roseway Banks, and Ridges 18 miles south-east of Shelburne lighthouse.

*Port La Tour.*—In the third week of June light catches were made each day, and on the 25th were reported plentiful on grounds, but scarcity of bait prevented fishing. During the first two weeks of July the catches were, as usual light, but very few irregular catches were made afterwards. It is reported that the past season's catch has been much below the average.

*Pubnico.*—Very few taken during the season.

*Yarmouth.*—Fair catches were reported fairly regular from May 18th to July 31st, after which haddock became scarce and remained so until the end of the season.

*Freeport.*—As in the past year this fishery was prosecuted very vigorously, as a market is steadily growing in the upper provinces for this fish and the demand is greater than the supply. Although catches are not reported with the greatest regularity, fair fishing was done from June 10th to 16th, when it improved and good catches were made until the 24th. During the last week of August light catches were made, but afterwards became good and remained so until the 9th, after which the catch was fair until October 1st. It is reported that during the past season 100,000 green haddock have been sent to the upper provinces which is an increase over last season.

#### HAKE.

##### *Prince Edward Island.*

*Miminegash and Alberton.*—While hake were reported as plentiful as usual, particularly in Miminegash, yet the total catch has been much below that of what it should have been, as few fishermen of these districts devote any time to this fishery, owing to their giving their almost exclusive attention in following the mackerel.

*Georgetown.*—Fishing commenced about August 15th and continued until the 31st October. On August 18th hake were reported plentiful on banks off Murray Harbour, and good catches were made between Murray Harbour and Panmure Island. On September 8th few fishermen were reported to have done fairly well while the majority had only eight catches. On the fifteenth hake were reported in small quantities twelve mile south-east of Souris, and on the 24th became plentiful on banks off Souris. On the 29th a report indicated that the fishery had been poor for the preceding week on the banks between Port Hood and this station on account of stormy weather.

##### *Cape Breton.*

*Port Hood.*—Although somewhat irregular hake were fair from July 28th to October 15th, dogfish having been reported about as plentiful as usual, but not so destructive. After later date dogfish began to leave and during the remainder of the season the catches were good.

*Mabou.*—Fishing commenced August 1st, from which date until the close of the season the catches varied from fair to good.

*St. Ann's.*—Light catches reported quite regularly between September 23rd and October 13th, from which date until the 20th the catch was fair.

*D'Escousse.*—From June 13th until September 1st small catches were made quite regularly.

*Petit de Grat.*—During the week of May and the first two weeks of July the catches were small.

##### *Nova Scotia.*

*Lockeport.*—Very few reported during the season.

*Sand Point.*—Hake were reported plentiful on off shore grounds all the season.

*Digby.*—First catch reported on May 5th when fair catches were made daily for about a week, after which they fell to poor and remained so until July 18th. From

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July 18th to September 30th the catches varied from fair to good and during the first half of October were on an average fair.

*Freeport.*—The catch of hake was fair from July 10 to 16, and during the following week became good, although no catches were reported from the 24th July until 21st August, when fishing was reported fair. Throughout the month of September the catch was very fair and some excellent hauls were made during the first three days and last week of this month.

### *New Brunswick.*

*Beaver Harbour.*—Light catches were made from June 3rd until about the 21st, when hake became more plentiful, but owing to the scarcity of bait the catches were only fair. During the last few days of June and first two weeks of July, some excellent catches were reported, after which they were small until about the 23rd of August when fishing again became very good and during the remainder of the season was all that could be desired. Catch for season considered in advance of last year.

*Campobello.*—Light catches were reported during the latter half of June, which increased to good in the beginning of July; but owing to dogfish having struck in about the 21st in larger schools than formerly the catches became light until about the 5th of August when dogfish left and fishing became good. Although very few catches were reported after the 14th August, still hake were plentiful in the channel on the 30th.

*Grand Manan.*—In the second week of June light catches were made at North Head, and throughout the month were reported plentiful at Bulk Head and Gravelly Ground, and good in Long Island Bay where the fishing was a fair average for the season. Throughout the month of July, August and September, good fishing was reported at Swallow Tail Lighthouse, North Channel and Big Duck Island and 4 miles off Fish Head. From September 24th to 26th inclusive light catches were reported at Cheney's Passage, Seal Cove and Flagg's Cove. Total catch estimated at 4,000 quintals which is about 60 per cent of last season's catch. This large decrease is not attributed to the scarcity of fish, but principally to the numerous schools of dogfish which frequented the grounds where hake resort nearly the entire season; consequently men engaged in this branch were compelled to pursue some other line.

### SQUID.

#### *Anticosti.*

Light catches of squid were reported throughout August at S. W. Point and English Bay, and also throughout October at S. W. Point.

#### *Quebec.*

*Point St. Peter.*—Light catches were made daily during the first two weeks of August, but afterwards were fair until the 1st of October, when they became light again and continued so until the 21st, after which some excellent hauls were made.

*Percé.*—A few excellent catches were reported in the third weeks of August and September, but during the latter part of August were very light.

*Grand River.*—The average catch, although somewhat light, was good during the second week of August; none reported afterwards.

*Neuport Point.*—During the second week of August and first week of September some very good catches were reported.

### *New Brunswick.*

*Beaver Harbour.*—As in the year 1893 squid failed to appear this season, but herring, of which there was a good supply, met the requirements.

*Grand Manan.*—On the 23rd and 24th August, fair catches were made at Flagg's Cove and Pettis' Cove, and on the 28th were reported plentiful off Swallowtail light.

*Prince Edward Island.*

*Georgetown.*—Squid were reported plentiful on bank 12 miles south-east of Souris, on September 15, and from that date good catches were made each day at Georgetown.

*Cape Breton.*

*Port Hood.*—The average catch of squid has been fair, although very irregular throughout July, August and September.

*Mabou.*—Fairly good catches during August, September and October.

*Margaree.*—Notwithstanding the fact that squid were irregular, some very good catches were made between July 25 and October 25.

*Cheticamp.*—Small quantities were taken daily from the 8th to 31st July, after which they became more plentiful, and during the remainder of the season the catches varied from fair to good.

*Meat Cove.*—Very few reported during the season.

*Ingonish.*—Squid appeared early in July, and have been, on an average, fair throughout the season.

*St. Ann's.*—Light catches were made from July 10, until the last week of September, during which time the demand was much greater than the supply; but when squid became plentiful about the September 23, there were no vessels seeking bait.

*Louisburg.*—During the last week of August and third week of September excellent catches were reported each day.

*Gabarus.*—Light catches were reported irregularly in the month of July and August, but during the third week of September some excellent catches were made.

*Petit-de-Grat.*—Squid struck in about July 27th very plentifully, and during the succeeding ten days were taken in great quantities. After this they became irregular and the catches were consequently light until October 19, when they again became plentiful and very good catches were made throughout the month. It is reported that squid have been more plentiful this year than for the past two years. During the season twenty Canadian bankers, seven American bankers and one St. Pierre Miquelon banker, were baited, besides small crafts and boats belonging to the station.

*Arichat.*—Catches were, on an average, fair during first week of August and throughout October.

*Nova Scotia.*

*Canso.*—First appearance reported about June 26th, when good catches were made and schooners then awaiting supplies of bait, departed for fishing grounds. During the latter half of July squid again struck in good quantities and good catches were reported each day until August 2nd, when they slackened off and finally disappeared.

*Lunenburg.*—About July 19 squid were reported schooling off Blue Rocks and 30 barrels were taken in two traps at this station. During the succeeding week they were taken in fairly good quantities, but on the 26th, were reported very plentiful here and at Chester, and all traps full. Throughout August the average catches was fair, and on September 11th were reported plentiful on Quero Bank.

*Liverpool.*—Light catches were reported in October.

*Sand Point.*—Light catches were made during the first week of September and on the 13th were reported fairly plentiful but would not take jigs. On the 22nd they were reported good on La Have Bank, and fair off shore on the 29th. In the first week of October they became scarce on La Have Bank, there having been only sufficient for bait.

*Freeport.*—Light catches of squid were made from July 18th to 24th, inclusive; but few were afterwards reported until August 21st, when they became very

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plentiful. During the first three weeks of September none were reported, but on the 23rd they again appeared in large quantities and on October 5th were reported in great abundance.

### LAUNCE.

#### *Quebec.*

*Ste. Marguerite.*—Good catches were made regularly from July 17th to August 17th.

*Seven Islands.*—Launce appeared as usual about May 25th in good quantities, and towards the last of the month became very plentiful. During the first half of June the catches were excellent, but decreased somewhat during the latter half. Throughout July and August they were reported again plentiful, but afterwards became very irregular and but few were taken.

*Moisie.*—The catches were, as far as reported, very good from July 20th to September 20th, after which they slackened off and few were made afterwards.

*Sheldrake.*—During the months of June, July and August, and first half of September, the catches, although somewhat irregular, were very fair, but in the last of September became scarce and few were reported.

*Thunder River.*—About the same as Sheldrake.

*River St. John.*—Although it is reported that the majority of the bait is obtained from Long Point, yet some very good catches were obtained here in July and August.

*Long Point.*—Fair catches were reported on June 18th, and about the last of the month increased to very good, and remained so until September 1st, when they gradually decreased.

*Esquimaux Point.*—From about July 5th until the end of August some excellent catches were reported; none having been afterwards reported until the last week of September, during which time light catches were made quite regularly.

### HALIBUT.

*Ste. Marguerite and Moisie.*—Light catches of halibut were reported each day during the last week in September.

*Seven Islands.*—A few light catches were made in the months of June, July and September.

*Long Point.*—About July 18th halibut appeared in good quantities and good catches were reported each day during the remainder of the month.

*St. John's River and Esquimaux Point.*—From July 27th until the end of the month good fishing was reported between these two stations.

#### *New Brunswick.*

*Shippagan.*—Light catches were reported each day from June 14th to 25th inclusive.

*Grand Manan.*—On May 28th light catches of halibut were reported at Dark Harbour; and during the first two weeks of June the catches continued light although fair fishing was being carried on at Southern Head and on soundings. After this bad weather set in and very little was done until about the 22nd September, when fair fishing was reported on Gravelly Ground, and light catches were made at Cheneys' Passage, Seal Cove and Flagg's Cove. Total catch estimated at 20 tons.

#### *Prince Edward Island.*

The only catches of halibut reported during the season at stations on the island were in the second week of May, when a few excellent catches were made at Miminegash and Waterford, and fair at Tignish and Alberton.

*Nova Scotia.*

*Musquodoboit Harbour.*—Light catches were reported during the first ten days of June and August.

*Liverpool.*—Total catch considered in excess of past few years.

*Lockeport.*—Very few catches were reported during the season. Total catch is estimated about 1,300 or 33 $\frac{1}{3}$  per cent, of last season's catch.

*Sand Point.*—On May 5th fair halibut fishing was reported on La Have Bank, but catches were made inshore until August 1st, when light hauls were made each day for about a fortnight.

*Yarmouth.*—Fair catches were made throughout May, although somewhat irregular, and on the 12th good catches were being made by the offshore fleet. Throughout June, the average catch was also fair, but during the remainder of the season the catches were poor and irregular. On August 1st halibut were reported plentiful on Seal Island ground.

*Freeport.*—The only report received regarding this fishery was during the last week of May, when some excellent catches were obtained. Total catch estimated at 20,000 lbs.

*Digby.*—About May 3rd good halibut fishing was reported at Port George, and on the 5th fishing commenced at Digby and good catches were reported each day throughout the month. Throughout June the catches were light, but in July there was a decided improvement.

## ALEWIVES.

*New Brunswick.*

*Escuminac.*—Light catches of alewives were reported each day from May 25th until June 30th.

*Cape Breton.*

*Mabou.*—Small quantities taken from May 10th until June 3rd.

*Margaree.*—The average catch from May 16th until June 16th was light, although some good catches were made during the third week of May.

*L'Ardoise.*—Very few taken during the season.

*West Arichat.*—The catch of alewives, as far as reported is light, and boats will not average two barrels.

*Nova Scotia.*

*Whitehead.*—Light catches were reported quite regularly from May 22nd until July 16th, and the total catch is estimated at 150 brls.

*Port Medway.*—Although the catches were fair and irregular from May 5th until June 10th, it is reported that alewives have never been known to be so scarce.

*Liverpool and Lockeport.*—Light catches from May 12th until June 4th. Liverpool catches considered below that of 1893.

*Sand Point.*—During the first two weeks of May and June the catches were light, but from May 15th until the end of the month the catch was fair.

*Port La Tour.*—The catches from May 3rd until June 12th were light, but very regular, after which date bad weather set in and no catches were afterwards reported.

*Yarmouth.*—The average catch during the month of May was good, there having been some excellent hauls made from the 8th to 12th inclusive.

*Digby.*—A few good catches were reported from June 16th to 20th inclusive.

## SALMON.

*Quebec.*

*Seven Islands.*—The catch of salmon from May 22nd until July 4th was on an average fair.

*Sheldrake.*—From June 13th until 22nd, fair catches were reported each day.

## Marine and Fisheries.

*River St. John.*—The catches from June 2nd until 12th varied from fair to good and is considered a good season, there having been about 60,000 pounds taken in the river with nets.

*Long Point.*—Fair catches were reported each day from June 11th until July 15th, and the total catch is about equal to that of 1893.

*Mingan.*—During the first half of June the catch was light, but it began to improve about the 18th, from which date until about July 12th the catch was fair.

*Gaspé.*—From May 18th until 25th, light catches were reported daily after which fishing improved, and during the first ten days of June fair catches were made each day at all sections of the bay. From the 11th until July 11th the catches were again light and fishing closed.

### *New Brunswick*

*Shippegan.*—Average catch for the season has been fair, although the catches were somewhat irregular.

*Escuminac.*—Light catches were made quite regularly from May 19th until July 19th. Total catch estimated about 5,000 salmon.

### *Cape Breton.*

*Mabou.*—Light catches were made pretty regularly from June 11th until July 20th.

*Margaree.*—The catch of salmon was light throughout June and former part of July.

*Meat Cove.*—Fair fishing was reported on May 4th, but about this time stormy weather set in and on the 8th considerable damage was done to nets, some of which were totally destroyed. During the latter half of June the catch, although irregular, was fair; but throughout the former part of July was poor. Total catch estimated at 4 barrels.

*Ingonish.*—This fishery commenced somewhat earlier this season and light catches were regularly made from June 4th until July 10th. Total catch considered somewhat in excess of 1893.

*St. Ann's.*—From June 18th until July 21st light catches were reported each day.

*Petit-de-Grat.*—Throughout June the catch was on an average fair, but during the former part of July was rather poor, when nets had to be taken up owing to a heavy southerly current which was running. It is estimated that 18 barrels have been salted in addition to quite a large quantity which found ready sale in Sydney.

### *Nova Scotia.*

*Bayfield.*—Fishing commenced about June 12th, and with the exception of some good catches during the 1st of July, the catches were small. Total catch is estimated about one-half of that of 1893.

*Canso.*—Very few taken during the season.

*La Have.*—During the past season the catch of salmon on the La Have rivers in tidal waters has been about the same at last season, there having been about 853 fish averaging in weight about 11 lbs. taken, which were used for local consumption and the balance exported to the United States. Very few were taken in the lakes and rivers owing to the lowness of the water, which prevented the fish from ascending New Germany Falls, but lay along the river in pools.

*Port Medway.*—Throughout the months of May and June the average catch was fair but very irregular.

*Liverpool.*—Although very few catches were reported during the season yet the river fishing the past season is considered better than that of 1893.

*Yarmouth.*—Light and irregular catches were made from May 1st until July 7th.



## CODFISH.

*Quebec.*

*St. Marguerite.*—From August 1st until about September 8th the catches were fair, when a stormy period set in and fishing operations were suspended until the 21st, after which date until the end of the month the catch was good.

*Seven Islands.*—Fishing commenced about June 7th and during the remainder of the month was on an average good. Throughout the months of July, August and former part of September, the catch was a fair average, but during the latter half of September some very good fishing was done.

*Moisie.*—Cod appeared about May 31st, from which date until September 20th the catch was, on an average, fair, but during the latter two weeks of September good catches were reported each day.

*Sheldrake.*—From May 28th until about September 30th, the catch was, on an average, fair, and compares favourably with last season's catch.

*Thunder River.*—First catch reported May 28th, from which date until the last of September the catches averaged fair, with exception of July and September, during which months they were poor and irregular.

*Magpie.*—Fishing commenced May 28th, and was a fair average catch until the last of August.

*River St. John.*—Although somewhat irregular the catches during the months of June and July were on an average good and are considered better than last year.

*Long Point.*—Codfish appeared about June 12th, and from that date until about August 13th, good catches were reported quite regularly. During the months of August and throughout September the catches were fair, when weather permitted fishing. Total catch for season is considered fair.

*Gaspé.*—Codfish appeared June 4th, from which date, until the end of the season, the catch was light. On August 28th they appeared in fair quantities in the bay, and were also reported fair on banks six miles off.

*Point St. Peter.*—Light quantities of cod were taken about May 17th, and during the last week became fair and remained so until the end of the season with the exception of the first week of July, when scarcity of bait prevented successful fishing. During the first two months fishing was reported fair on the banks, but on July 16th had improved to good, and remained so until September 30th, although the fishery had been fairly successful, the average is perhaps a little below that of last year, it having been reported this year to be 125 draughts per boat.

*Grand River.*—Fishing commenced here about May 18th, and during the past season ninety boats have been employed in this fishery, and have averaged about 150 draughts. The summer fishery has been very fair, although the dogfish appeared about July 23rd and nearly suspended operations. About September 15th bad weather set in and the inshore fishery was abandoned, although good catches were made when weather permitted, all through the months of June and July and latter part of September fair fishing was reported on banks which increased to very good during the first week of November, but bait was then reported very scarce.

*Newport Point.*—Cod appeared about May 18th, from which date until September 1st, the catch was on an average fair. About September 3rd boats returned from banks with fares increasing from 8 draughts to 25 draughts. The inshore fishery was not prosecuted during this month as bait was very scarce and had weather made it difficult for the small boats. During the month of August the catch although irregular was good. Throughout the season catches varying from fair to good were reported quite regularly. Total catch for the season estimated about 8,000 draughts or about equal to last year's catch.

*Paspebiac.*—Fishing commenced May 15th and fair catches were made daily until about July 2nd, when bait became scarce, and from that date until the close of the season, the catches were light.

## Marine and Fisheries.

### *Anticosti.*

*English Bay.*—Fishing commenced as usual on June 1st, and during the first week were taken in fair quantities. About the 8th they were reported very plentiful and excellent catches were made each day at all stations on western end of the island during the succeeding ten days, after which they were not so plentiful, although good fishing was reported up to the 20th July, when stormy weather prevented fishing. In the second week of August good catches were again reported, and during the last week of August and first week of October very good catches were made each day. Of the 28 boats, 21 of which are single boats, fishing on the western end of the island which comprises English Bay and Strawberry Cove, the total catch is estimated at 1,228 quintals, but this does not give anything like an adequate idea of the abundance of cod there, as the fishermen are reported to have scarcely fished half the season.

*Fox Bay.*—Fair fishing was reported on June 4th, but during the remainder of the month the catches were light and irregular, although excellent fishing was reported about forty miles above this place on the 6th. During the first weeks of July and October the catches were fair, but none were reported during the intervening months. Total catch of three boats fishing at this station is estimated at 99 quintals.

*S. W. Point.*—First report received June 14th indicated good fishing, which remained until the 25th, when bad weather prevented fishing. On the 28th cod appeared very plentiful at all sections, but bait was then very scarce, and but few catches were reported until about July 2nd, from which date until the 19th the fishing was good. During the remainder of the season the catches were poor and irregular, with the exception of the latter part of October, when cod appeared quite plentiful, some boats obtaining a draught or so on squid bait in a very short time. As far as could be learned no caplin came ashore during the past season, and this was a great drawback to the fishermen as they usually come ashore in immense quantities along the southern side and meet the requirements of bait.

### *New Brunswick.*

*Caraquet.*—Fishing commenced about May 21st, but the catches were irregular until June 1st, when excellent hauls were made quite regularly throughout the month. During the month of July and former part of August the catches were, on an average, good, but during the remainder of the season were only fair, and throughout October were rather irregular. All throughout the past season the weather was very favourable for fishing, and as a result it is estimated that the total catch will be the largest for many years past.

*Shippegan.*—Fishing did not commence until about the 4th of June, but as in the past year it has proved an exceptionally successful month, and on the 29th the catch was reported to have had about doubled that of the previous year to same date. In the early part of the month the fish were small, but became large towards the end. Throughout July the catch was, on an average, fair, but bait became scarce and it fell to poor, and on the 18th of August the total catch to date was reported to be below that of 1893. During the last two weeks of August fishing somewhat improved, and fair catches were made each day until the 5th of the month. In the third week of September fish were reported plentiful, but bad weather prevented fishing. On the whole, the past season has been a fairly successful one, there having been in the vicinity of 15,000 quintals shipped from this place during the season. The smaller boats did very little after August, but the fishing was vigorously prosecuted by the schooners which seemed to be more and more coming into favour as the bounty given to such crafts seems to be a great encouragement to the fishermen.

*Escuminac.*—From May 25 until June 5th the catch was fair; but afterwards improved, and on the 20th of June excellent catches were reported each day until July 11th. During the following month the catch was good, and from August 11th

until September 7th the catches varied from fair to good, but afterwards became poor and remained so during the remainder of the season. The total catch is considered good, but as the fish are not put up or dried at this station an estimate of the total quantity caught cannot be given.

*Beaver Harbour.*—Codfish appeared May 16th, from which date the catch was light, although regular until the end of the season. About August 1st, dogfish struck in very plentifully and prevented fishing during that week.

*Campobello.*—Fishing commenced about May 17, from which date, until the end of June the catches were light. None reported afterwards.

*Grand Manan.*—First despatch received May 24th indicated good fishing at Bulk Head, and during the succeeding six days good catches were made on Yankee Bank, and light catches at Dark Harbour. On May 31st, excellent fishing was reported at Bulk Head and Gravelly Ground, and during the first eleven days of June fair fishing was prevalent on the surroundings. About the 13th June good fishing was reported on Ingall's Bank and Clark's Rock, and on the day following became fair at Bulk Head, Flagg's Bank and Gravelly Ground. During the latter part of the month good takes were made on Grand Manan Banks, Bulk Head and Clark's Rock, when weather permitted. Throughout July very few catches were made owing to the prevalence of dogfish, but during the first week of August good catches were made at Clark's Rock and fair at Bulk Head. From the 23rd to the 31st the catches at Rand's Rock, Bulk Head and Soundings varied from fair to good. Throughout the last ten days of September good fishing was reported at Rand's Rock and on Soundings, but poor at Cheney's Passage, Seal Cove and Flagg's Cove; and during the first three days of October good catches were made at Southern Head. Total catch for the season estimated at 4,000 quintals dry cod and 200 tons fresh cod, and is somewhat below the quantity taken during the season of 1893.

#### *Magdalen Islands.*

About May 23rd cod appeared in small quantities, but increased quite rapidly until very good fishing was reported on the southern side of the island on the 29th, and would have been good on the northern side if bait had been obtainable. During the first two weeks of June the catches varied from good to fair, although bait was very scarce which retarded the fishermen to a great extent. During the latter part of the month bankers were reported to have been doing well hand lining about 20 miles south-west of Entry Island, and good catches reported on northern part of island and Bryon Island, while fair hauls were made on the southern side. Throughout July the catch was poor owing to bad weather and scarcity of bait. In August the average catch was somewhat better, and although fish appeared bad weather prevented successful fishing. The catch throughout September was rather poor. The most noted ground for codfishing in this group are undoubtedly those around the Island of Bryon and Bird Rocks, where quite a fleet of schooners from D'Escousse and River Bourgeois, Cape Breton, carry off from one to two good fares each season. The Bryon Island fleet this year was composed of about 60 boats, and the catch is estimated about 600 quintals. Next to Bryon Island in importance as good fishing grounds comes Etang-du-Nord or Grindstone Island. The fleet of boats fishing at the Etang-du-Nord Cove during the past season numbered over 100, with a total of about 400 men, besides 200 boys from the age of 14 up. Total catch for this fleet estimated over 2,000 quintals. On the whole, it is reported that the catch has been short for the shore boats, particularly on the southern shore.

#### *Prince Edward Island.*

*Miminegash.*—Fishing commenced May 28th, and until 31st of August was a fair average, although it is reported that codfish were plentiful during the season; but, as in former years, this fishery was not prosecuted to any extent.

## Marine and Fisheries.

*Alberton.*—At this station the fishery is considered poor, although it is not doubted that the fish were on the grounds during the whole season, as some excellent catches were made during the last week of May.

*Malpeque.*—From the first report on May 24th until the close of the season, the catches varied from fair to good, and as the weather was unusually favourable and the fish came further inshore, it is considered that the total catch will be considerably in excess of 1893.

*Georgetown.*—Codfishing commenced on or about the 23rd May, and good catches were made each day until June 14th as trawling was good and fish were of fair size. During the second week of June cod were reported plentiful off Boughton and Pan-nure Islands, but the fishery was not prosecuted to any extent. About June 15th codfish became scarce inshore and remained so until the end of the season, although they were reported plentiful on the banks off Murray Harbour on August 18th, and were also reported plentiful in deep water. Good fishing was found off Souris on September 22nd and during the month of October. Cod and squid were reported very plentiful in the gulf.

### *Cape Breton.*

*Port Hood.*—First report received 5th May, indicated light catches of cod, which, however, improved during the following week, and for the remainder of the season the average was fair, although somewhat irregular, throughout August. In the last week of October fishing became good, but about the same time dogfish appeared in large numbers, although they were reported to have not been as destructive as last year.

*Mabou.*—Fishing commenced about 17th May, and for about a week good catches were made each day, after which they fell to fair and remained so until the last of July. Throughout August the catches, although good on an average, were very irregular owing to dogfish becoming plentiful. The months of September and October proved very stormy and but few catches were made, although fish were fairly plentiful.

*Margaree.*—First report received 17th May, indicated fair fishing, which remained so until 1st August, throughout which month but few catches were reported; although boats which remained out over night obtained fair catches. During the first two weeks of September dogfish became very troublesome and bait scarce, and as a result very few catches were made; although on the 17th it was reported that boats which obtained bait had from 3 quintals to 4 quintals, but nothing worthy of note was reported after 30th September. The total catch for the past season is considered slightly in advance of last year. It is again reported that the fish are keeping much further off shore, and as a consequence fishermen of this locality have determined to build larger boats, as those now used are unsafe for the distance required to go.

*Cheticamp.*—Codfish appeared 5th May in fair quantities, but the average catch during the month was only light. Throughout June the catch was fair but fish again became scarce and light catches only were reported during the month of July and August. In September fishing somewhat improved, but October proving a very stormy month little was reported. It is estimated that boats with four men will average 120 quintals or 30 quintals per man, which is considered a fair season's work.

*Meat Cove.*—Fishing commenced 26th May, but little was done until June, throughout which month the catches were fair but irregular. In July and August bait was very scarce, which hampered this fishery very much and the catches were only light. During the succeeding two months bad weather prevented successful fishing and the catch taken as a whole is only an average one.

*Ingonish.*—From 24th May until 24th June the catch of cod was on an average fair, although about the 23rd codfish was reported plentiful, but as bait was very scarce little was done, the catch having fallen below that of last year. In the former part of July fair fishing was reported off shore, while the inshore fishing was poor

the entire month. Throughout August and September the average catch was fair, notwithstanding the fact that very strong currents were running which greatly interfered with fishing operations. It is claimed, however, that the catch from July to November was a better average than last year.

*St. Ann's*—Very fair catches of cod were reported each day from 15th May until 7th June, after which the catches although regular were poor until 21st July. After this date nothing was reported until 13th October, when good codfishing was reported in bay and 17 miles off shore.

*North Sydney*—The only catches worthy of note were those made during the latter part of May, when fair fishing was reported each day.

*Lunenburg*—Fishing commenced about 17th May, but from that date until the end of August the catches were light, dogfish having been reported very plentiful and preventing successful hook and line fishing, although strange to say did not trouble nets to any extent as in years past. Throughout September the weather was very stormy and few catches were reported. Total catch is considered a little below the average and is attributed to the prevalence of dogfish and the blustery weather from 15th July until 15th October.

*L'Ardoise*—From May 25th to 31st fair catches were reported each day, but throughout June the catch was lighter and boats left for Scattarie and Lingan about the first week of July. During the latter month the inshore catches were as usual light, but boats returning from Lingan and Scattarie about the 10th August, reported codfishing excellent. During the remainder of the season little was done. It is estimated that this fishery has been much better this season than last. The average having been in excess of late years, although the whole voyage was made in the month of June. Average per boat estimated about 28 quintals.

*St. Peter's*—On May 19th fair fishing was reported in Bras d'Or Lake, which remained so throughout the month. During the months of June and July the catches were very light. It was reported on July 14th that codfish were scarcer, especially in St. Peter's Bay, than for the past 29 years. On August 18th codfish were reported fair on Eastern Banks and in North Bay. On the whole the fishing is considered a failure from a remunerative standpoint as fair catches were obtained on Eastern Banks and in North Bay, but prices ruled low.

*D'Escousse*.—A few light catches of cod were taken during the last week of May, but improved somewhat throughout June, on the 27th of which month vessels reported fish scarce in North Bay. During the latter part of July and throughout August the inshore catches were light but very regular. On the 27th August codfish were reported plentiful in deep water of Canso Bay and vessels were doing well in North Bay.

There are nineteen vessels carrying a crew varying from ten to fourteen men engaged in the North Bay codfishing and the average catch during the past season is estimated at 700 quintals, which is somewhat lower than that of last season.

*Petit-de-Grat*.—From May 21st until June 18th the average catch was fair, but during the remainder of the season the catches were light, especially during the latter part of September when dogfish appeared quite abundantly. Total catch for past season estimated about 500 quintals less than catch of 1893.

*West Arichat*.—From the receipt of the first report on May 24th until the 1st September the catches of cod were light, owing chiefly to the scarcity of bait throughout June. During the latter part of September the weather was bad and prevented fishing to any extent, although light hauls were made regularly. It is reported that the catch is considerably in excess of last season, and that some of the most industrious of the fishermen have done very well.

*Arichat*.—Codfish appeared about May 12th, and were taken in fair quantities throughout the month. Throughout June the catches varied from fair to poor and in July became scarce and remained so until about September 1st, from which date the catches were on an average fair, until the close of the season. The past season's catch is considered below the average, which is attributed more to the scarcity of bait than to scarcity of fish in the bay.

## Marine and Fisheries.

### *Nova Scotia.*

*Bayfield.*—From May 31st until July 4th, light catches were reported each day. On June 15th they were reported very plentiful; but owing to the scarcity of bait few were taken.

*Canso.*—Codfish struck in plentifully here on May 23rd, and good catches were made during the month. On the 25th, light catches were made on middle and western grounds but vessels on the northern grounds were reported to have done poorly. Throughout June until August 21st, the catches were very fair, but owing to bait becoming scarce catches were light during the remainder of the season.

*Whitehead.*—Fishing commenced about May 26th, but were taken in small quantities throughout the whole season; the total catch having been estimated at 900 quintals, which is much below that of 1893.

*Isaac's Harbour.*—Although the catches varied from fair to good throughout May and June, the total catch for the season is considered rather poor.

*Salmon River.*—As far as reported the catches throughout the season were fair, although very irregular.

*Spry Bay.*—Light catches of codfish were made during the three last days of May, but improved slightly the following month, after which no catches were reported until the 27th of August, from which date until the middle of September, the catch was fair.

*Musquodoboit Harbour.*—Codfish appeared about 28th of May, from which date until the last of September, the catches varied from fair to poor. During the month of October bad weather prevented good fishing, and throughout that month the catches were light.

*Lunenburg.*—About 2nd of May good codfishing was reported on shore surroundings, but no catches were made until the 25th, from which date until the end of the month the catch was fair. Throughout June the catches varied from fair to poor, and on the 11th, codfish were reported scarce on the banks, but on the 25th they became good on Quero Bank. On 9th July fishing was poor on western banks, but was much the same inshore as in June. About the first week in August dogfish began to appear and were very troublesome, but, notwithstanding this fact, the catches were very good during the whole month. On 4th September, fair fishing was reported on middle ground and good on Grand Bank; on the succeeding two days, fish became plentiful on Western Banks, and from the 22nd to the end of the month, codfish were reported plentiful on Grand and Misaine Banks, but scarce on Quero Bank, although bait was plentiful, as well as on other banks. Throughout the months of September and October, when weather permitted, fair catches were made inshore. It is reported that the fishing between 1st May and October was poor and below the average, but throughout November and former part of December was very good. The bank fishing during the past season was good and above the average, as the following results will show:—

#### LIST OF BANKING VESSELS.

	Qtls.		Qtls.
Lottie B. ....	150	J. A. Silver .....	1,100
Acadia .....	330	Melrose .....	1,200
Galatea .....	1,700	Merino .....	725
J. H. Ernst .....	775	Director .....	950
Molega .....	1,650	Eadie .....	1,600
Tyler .....	1,075	Yucatan .....	1,200
Urania .....	2,250	W. H. Walters .....	1,300
J. C. Schwartz .....	2,000	L. E. Young .....	1,350
M. B. Smith .....	1,900	Dictator .....	1,850
Atlanta .....	1,850	Howard Young .....	1,600
Werra .....	1,425	Magnolia .....	1,200
O. P. Silver .....	1,625	Minerva .....	1,400
Morris Geldert .....	1,100	Robert T. Mason .....	1,200
Argosy .....	1,500	J. W. Geldert .....	1,300
Milo .....	1,800	Bonanza .....	1,325
Oddfellow .....	1,150	Brittania .....	1,350
Burnham H. ....	1,700	Ermie .....	1,300

LIST OF BANKING VESSELS—*Concluded.*

	Qtls.		Qtls.
Glad Tidings .....	1,400	Dora .....	1,500
Clara E. Mason .....	1,650	Nyanza .....	1,800
Samoa .....	1,750	Ontario .....	2,000
Gleaner .....	1,900	Union .....	1,200
Panama .....	1,400	Bona Fides .....	1,700
Secret .....	1,375	Nonpareil .....	1,400
Bertie C. H. ....	1,700	Vivian .....	1,100
Florence M. ....	1,100	Orinoco .....	950
G. A. Smith .....	1,400	J. M. Young .....	1,200
Malabar .....	1,700	Alaska .....	1,000
Jennie Miller .....	1,400	La France .....	1,000
Arcana .....	1,475	Monarch .....	1,100
Westeria .....	1,750	Laura M. Knock .....	1,500
Maggie M. W. ....	1,750		

*Port Medway.*—Codfish appeared about May 3rd, but the catches up to August 1st have been very small, but as herring had just struck in the catches somewhat improved. Some good catches were made during the last week of August, but dogfish having become plentiful very few catches were reported afterwards.

*Liverpool.*—On May 12th, fair fishing was reported off shore, which improved somewhat during the last week of the month. The inshore fishing was light during the second week, but became very fair towards the last of the month and remained so throughout June although the catches were rather irregular. Very few catches were reported in the months of July, August and September, but they were very fair. On the 6th, fish were reported very scarce off shore and the inshore catches, during the month, were of a similar character. On the whole the catch of codfish by inshore boats has only been about half that of 1893 and this shortage is attributed to the scarcity of bait and the large number of dogfish frequenting the grounds, preventing bait nets from being set and suspending the fisheries for two and three weeks at a time. During the past season three vessels of this port fished at Labrador but only returned with half fares, and two vessels fished in North Bay and obtained fairly good fares.

*Lockeport.*—During the second week of May bankers and inshore boats reported light catches but on the 25th, off shore boats were reported to have done fairly with codfish, of very fine quality which increased in quantity, and offshore boats obtained good fares.

About June 9th cod were reported plentiful on the grounds and off shore fishermen did good work exceeding by far that which had been done last season to this date. From the above date until the end of the month good catches were made each day inshore; boats arriving on the 23rd had good fares and bankers were reported doing well. Throughout the month of July fishing was poor owing to the abundance of dogfish on the coast and bankers reported fish scarce on Banks. Fair catches were made very regularly from August 1st to September 12th, and during the first week of the latter month bankers were reported doing well. Very little was done during the former part of October but during the latter part, codfish were reported very good inshore but bait was very scarce. On the whole the past season's work is as good if not better than last year's as the following results will show:

Total catch for bankers for season .....	2,374,620 lbs.
do small craft for season .....	1,200,000 do
do boats for season .....	15,500 do

Grand total..... 3,590,120 lbs.

*Sand Point.*—During the first week of May good fishing was reported on La Have Bank and fair fishing eighteen miles south-east of Shelburne lighthouse; but during the third week fishing improved, and on the 22nd good catches were also made twenty miles south of Shelburne Light. On the 2nd June good fishing was reported on La Have and Roseway Banks and Ridges, eighteen miles north-east of Shelburne Light. About the 23rd, however, fishing became poor on La Have Bank

## Marine and Fisheries.

but continued good on grounds eighteen miles off shore and bait was also obtainable. Throughout the month the inshore catches varied from fair to poor. During the month of July the inshore catches were rather poor, but fair off shore although bait was scarce. On the 14th fish and bait were scarce on eastern banks and during the last week of the month codfish were reported good off shore and on the La Have bank, the inshore catch throughout August was fairly good but rather poor off shore. On the 18th, good fishing was reported fifteen miles south of Cape Negro and on the day following. The catch to date was reported very poor as compared with past years. On the 23rd, very good fishing was reported on Quero Bank, and from the 11th to end of August fair catches were obtained on La Have Bank; during the former part of September fair catches were made very regularly, but during the latter part the catches were poor. In the first week of this month bankers obtained good catches on Quero and La Have Banks, but on the 11th were reported scarce on La Have Bank and off shore grounds. On the 20th cod also became scarce on Roseway and Grand Banks, but on the 29th were reported fair on Brown's Bank. Throughout October the weather was very stormy and as a result the catches were light. On the 6th fair fishing was reported on La Have and Roseway Banks, but owing to bad weather very small catches were made; best bankers only having 42,000 fresh cod having been a fortnight out.

It is reported that Eastern Bankers with hand lines secured very good fares, but trawlers very poor. On the whole the past season's work has been very poor and the total catch will not be half an average catch as compared with former years.

*Port La Tour.*—Light catches of codfish were made very regularly until about August 24th but during the last three months bait was very difficult to obtain. On August 20th cod were reported plentiful at Scattarie, C.B., but were scarce on Quero Bank. About the 24th good schools were reported inshore but dogfish destroyed trawls although some fair catches were made during that week. On September 3rd a fair school of fish was on the ground but dogfish and scarcity of bait prevented any good catches being made during the remainder of the month. The total catch for the past season has been very poor and is reported to be less than last season's which was only about half a catch.

*Pubnico.*—First report received 17th May indicated fair fishing, which remained so until 5th September, although the catches were somewhat irregular. On 28th May fair catches were made at Brown's Bank, and on 4th June at Pubnico Point. About the 19th fair fishing was reported on shore soundings, and dogfish had become destructive on Brown's Bank and greatly retarded fishing operations. On the whole the catch of cod is considered fair.

*Yarmouth.*—Fishing commenced on 1st May, the first half of which month was poor. Throughout the remainder of May and first two weeks of June the catches were on an average good, but during the latter part of June bait became scarce and weather foggy, and the average somewhat diminished. During the first week of July the dogfish appeared and as a result the catches were small throughout the month, although good fishing was reported well off shore during the last week. Throughout August the average catch was fair although irregular, but during the former part of September somewhat improved. On 27th October very good schools of codfish were on shore, but no catches were reported.

*Freeport.*—No catches were reported this year until the first week of July, when fair catches were made each day during the month. In the latter part of August and throughout September the catch was light.

*Digby.*—The first report received from this station on 3rd May, indicated good fishing at Port George, while the catches at Digby varied from good to fair throughout the months of May and June. Throughout July the average catch was fair, but was a shade better in deep water. During the first three weeks of August the catches again varied from good to light, but about the 20th dogfish appeared, and during the remainder of the season catches were light.



## MACKEREL.

*Quebec.*

*Godbout River.*—From July 27th until August 17th mackerel were reported schooling, but no catches were made as far as could be learned.

*Gaspé.*—The only catches made during the season were from the 12th to the end of May, during which time a few light and irregular takes were made.

*Grand River.*—Very few taken during the season.

*New Brunswick.*

*Caraquet.*—Mackerel appeared first about June 22nd, from which date until the 14th September light takes were made each day. During the first ten days of August they were reported to have been taking hooks freely in Caraquet Bay.

*Shippegan.*—First appearance noted was on July 7th, throughout which month the catches were light, though regular. During the first two weeks of August the average catch was good, and fish were of fair size; but during the remainder of the month catches were reported quite small, although fish were very large. Nothing later. The total quantity taken is estimated at about 1,500 barrels, a great quantity of which was shipped in ice to Boston, and the balance salted and exported.

*Escuminac.*—First reported on July 1st and during the following ten days taken in small quantities. From July 12th until August 5th they were reported to be taking hooks freely, and fair catches of good sized fish were made each day. During the five following days they were reported schooling and taking hooks freely, and the catches were good, but the fish were of small size. For the following two weeks the catches were light, but during the last week of August and the first week of September they were fair when weather permitted.

*Grand Manan.*—During a greater part of the season the cable was out of repair which greatly hindered the Bureau in ascertaining the movements of the fish. The total catch for the season is estimated at 40 barrels, which is just double the catch of 1893.

*Magdalen Islands.*

On May 26th, light catches were reported on the south-eastern part of the Islands, while very good fishing was being made at Grindstone and in Pleasant Bay. About June 12th, good fishing was reported on outside ground and at Bryon Island, but during the remainder of the month the fishing was not prosecuted to any extent, owing to the low prices prevailing. No catches were reported in the former part of July, but on the 16th they were reported in large quantities at South Beach, (Pleasant Bay) some boats having made good catches. As yet nothing had been done on the northern side; but on July 31st they became very good, mackerel having appeared in great numbers and boats varied from 600 to 800, while plentiful on northern side the catches were light on Southern side and particularly in Pleasant Bay. During the first three days of August very good catches were reported and boats varied from 250 to 800. In the succeeding ten day the catches varied from fair to poor, but the fish were large and fat in comparison to former years. On the 15th, mackerel were reported taking hooks freely, and were also plentiful on the northern side. From the latter date until the 6th of September the catches were good and the fish were very large and of excellent quality. On September 7th very good fishing was reported on the northern side, the fish being of very fine quality and very large, and the prospects were good if weather permitted. From the 7th September to 1st October light catches were made at Grindstone, but on September 17th fair catches were made at Bryon Island when weather permitted.

Bryon Island is the chief resort of the mackerel fishermen, who gather there from the other isles comprising the group, but chiefly from Alright and Grindstone.

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The fleet during the past season was composed of sixty boats and the catch is reported at 1,800 barrels.

Next in importance is Etang-du-Nord or Grindstone Island which has a fleet of one hundred or more boats, carrying some four hundred men in addition to two hundred boys from the age of fourteen upwards. The catch at this station is reported to have been 1,600 barrels.

Next to Etang-du-Nord comes Grand Entry, where forty boats secured some 600 barrels; Wolf Island, where fifty boats secured over 800 barrels; Grosse Isle, where twenty boats secured 500 barrels, beside South Beach, on the Island of Allright, a very fine fishing locality, thirty boats having secured 500 barrels.

Such stations as Old Harry, Head and Grand Entry on the Island of Coffin, Entry Island and Amherst Harbour, which has a fleet of about sixty boats, are noted mackerel localities. On the whole, as the above results will show, the past season has been very successful, particularly on the northern side; while catches on the southern side were mostly made up of spring mackerel, which were taken with nets at the entrance to Pleasant Bay.

### *Prince Edward Island.*

*Miminegash.*—Fishing commenced about June 20th, but the catches were light until about August 27th, when they somewhat improved, and the catches, until September 20th, varied from fair to poor. During the first ten days of October the catches were again poor and fishing closed on the 12th.

It is generally reported that the past season's catch has been a comparative failure; and fishermen attribute this shortage to the fact that mackerel would not take the hook; and not to the scarcity of fish, as they say that they were very plentiful and large, during the greater part of the season.

*Tignish and Kildare.*—Light catches were reported at Tignish on June 6th, but on the 13th, fishing was reported fair at both stations. About July 11th there was a slight improvement in hooking, fish having been large and fat, and from the 20th until the end of the month, although mackerel were reported schooling each day, no catches were reported. A few light catches were reported in the first week of July and during the second week of August but nothing afterwards.

*Alberton.*—Fishing commenced as usual on June 6th, but the catches throughout the month were light and somewhat irregular. During the greater part of July very little was done, and mackerel, although schooling, were reported on the 20th to be too wild for seining. On the 30th they were reported taking hooks freely at East Point.

From August 1st to 16th, light catches were made each day, but a stormy period having set in, nothing was done afterwards, and on the 27th, fishermen were reported to be getting disheartened, as the prospects were anything but encouraging. It is reported that the season's catch has been a complete failure in all sections of this district, with the exception of West Cape and East Point. The boats in this district have not averaged over six barrels each.

*Malpeque.*—Mackerel appeared about June 23rd, from which date until the end of August the catches were light and irregular, although on the 10th August they were reported schooling. During the first week in September, when weather permitted, fair catches were obtained, and on the 8th, boat fishermen were doing well. About the 18th, mackerel were reported schooling in deep water but as the weather was stormy but few catches were made. It is estimated that the total catch will not exceed 50 barrels, which is a very large decrease on last season's catch.

*Georgetown.*—The first report received on June 16th indicated mackerel schooling off Panmure Island, but no catches were made at either station until July 6th, from which date light catches were made throughout the month at Georgetown. On July 18th mackerel were reported schooling at Fisherman's Bank and Cardigan Bay, and were taking hooks freely at Souris on the 18th and 19th. On the 21st and 22nd they were again schooling at Panmure Island, but no catches were reported, and on August 1st were taking hooks freely at Grand River. On August 6th they

were reported schooling between Souris and Boughten Island, and during the following week appeared plentiful at Georgetown but were very shy and refused to hook. From August 15th to 25th inclusive, mackerel were taking hooks freely, and on the 25th were schooling at Grand River. On the following day, Cardigan Bay and River were reported to be full of mackerel about the size of smelts. Throughout this entire month the catches at Georgetown were light but regular. On September 1st, large mackerel were reported to be keeping on the bottom, but the surface was swarming with tinkers, which devoured the bait before it sank to any depth. About the 8th, the catch at Cardigan Bay was poor, but outside of Boughten Island towards Grand River, fishermen fared somewhat better. On the 15th it was reported that schooners off East Point had good fares and that between Grand River and Souris boats were doing fairly. Large schools were observed between Souris and East Point on the 14th, while the hooking off this Point on the 24th was reported good. As in August, the catches throughout September were light. The boat fishing is reported to have been poor throughout the entire season.

#### *Cape Breton.*

*Port Hood.*—First appearance noted on July 4th, throughout which month the catches were fair. During the months of August and September the catches were rather irregular, but varied from fair to poor. The only takes reported in October were a few light ones during the third week. Total catch reported small, there having been only a few barrels taken.

*Mabou.*—Mackerel appeared July 3rd, but the catches, as far as reported, were light throughout the season.

*Margaree.*—Appeared first about July 3rd, but the catches, as far as reported, were light each day throughout the month. On the 26th, they were reported plentiful, but would not take hooks. Throughout the following months very few were taken, and the total catch is considered about 50 per cent of last season's catch. This shortage is attributed to the large number of dogfish on the coast which made it impossible to successfully carry on this fishery; although, it is reported, that the catch would have been fairly good had not dogfish interfered.

*Cheticamp.*—First appearance on July 17th, from which date until October 13th the catches were light. Season's catch considered a failure.

*Meat Cove.*—Appeared first May 30th, but only a very few catches were made until July 9th, during the remainder of which month the catches varied from fair to poor. On the 16th they were taking hooks freely in Pleasant Bay, and on the same date were schooling at Meat Cove. About the 24th they were reported schooling in Pleasant Bay, and fishermen did fairly with purse seines. During the former part of August the catches were light, and from the 20th to 25th were reported schooling plentifully at Meat Cove and taking hooks in Pleasant Bay, during which time fair takes were made each day. Throughout September the weather was stormy, and but few catches were made, although they were schooling at Meat Cove on the 22nd and fair catches made. It is reported that had the herring appeared, as usual, the catch of Mackerel would have been much larger, as the fishermen depend on this fish for Mackerel bait.

*Ingonish.*—Mackerel appeared in small quantities on May 28th, but on the following day the best boat was reported to have had 400. During the remainder of the season the catches, although very regular, were light. It is reported that the spring catch was only an average one, and that the hooking of mackerel has been a failure the past few years.

*St. Ann's.*—Appeared very plentifully on June 6th, but after the storm of the 8th, the catches became light and continued so during the remainder of the season.

*North Sydney.*—The only catches reported were a few excellent ones during the first week of June.

*Louisburg.*—First appearance noted May 23rd, and light catches were made until the 28th, when boats averaged 5 barrels, and fair catches were made during the remainder of the month. On June 1st and 2nd boats averaged 2 barrels, and on the

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following two days they became very plentiful and were very large. During the remainder of the season the catches were light, although on August 17th they were reported to be of excellent quality but small in quantity. On September 14th they were reported to be not taking hooks, although they appeared quite plentiful.

*Gabarus*.—On May 30th boats averaged 600 mackerel, and on the following day boats varied from one to six barrels. On June 1st and 13th they were reported schooling, but the catches throughout the month were light, except on the 7th, when boats averaged 10 barrels at Whitepoint, which were mostly taken in deep water, as very few were reported in the bay. Throughout July, August, and former part of September, light catches were taken pretty regularly, and were reported schooling on August 31st, but would not take the hook.

*L'Ardoise*.—First appearance on May 5th, and during the succeeding week the catches varied from 100 to 200 mackerel per boat. During the first week of June the catches varied from good to fair, and on the 9th mackerel were reported to have moved out into deep water. The catch of this date was far in advance of the past five years; there having been a good quantity sold for bait, and also a good supply exported. During the remainder of the season the catches were light, although on the 14th of September mackerel of excellent quality, large and fat, were reported but would not take the hook.

*St. Peter's*.—About May 28th, fair fishing was reported in deep water off L'Ardoise and Point Micheau, and on the 31st improved to good. On June 2nd, heavy schools were reported in deep water, and were schooling off Cape La Ronde. During the succeeding four days, netters did fairly well in deep water, and light catches were regularly reported inshore until the season closed. In the latter part of August, they were reported to be of large size and where schooling in St. Peter's Bay, on September 27th, when catches of large fish were made by nets and hook. Notwithstanding that some good fishing was done, the mackerel fishery is considered the greatest failure ever experienced in St. Peter's Bay, and is largely accounted for by a large fleet of seiners in hot pursuit of a heavy run of summer mackerel, which scattered the fish in every direction and prevented them from striking inshore.

*D'Escousse*.—Although some light catches were made during the last week of May, they did not strike in the bay, until June 1st, during the former part of which month the catches were fair. After this, nothing was done until July 22nd, from which date the catches were reported pretty regularly until the end of August. Of the 20 boats engaged in this fishery, the average during the past season was about 4 barrels per boat.

*Petit-de-Grat*.—From May 26th until June 2nd, very good catches were made daily, but from the latter date until July 21st, the catches were light. Nothing was afterwards reported until October 19th, when a few fair takes were made during the remainder of that month.

Total catch, which was sold at 4 and 5 cents apiece fresh to bankers, was not equal to that of 1893.

*West Arichat*.—It is reported that this fishery is becoming extinct in this district, the total catch for the past season not having exceeded 30 barrels.

*Arichat*.—First appearance May 26th, from which date until June 14th, the catches varied from fair to poor. The only catches, worthy of note, made afterwards, were during the first two weeks of September, when light catches were made each day. The spring and fall catches have almost been a failure, as the catch was not at all general, and some netters are reported to have not caught any.

### *Nova Scotia.*

*Bayfield*.—Mackerel appeared in good quantities June 23rd, and catches varying from good to fair were made each day until July 2nd. From this date until the 20th the catches were poor, after which they again became fair and remained so until August 10th. During the remainder of the month the catches varied from fair to poor, although they were reported plentiful from August 18th to 20th, inclusive, but would not take hook. Estimated total catch same as 1893.

*Canso.*—Reported schooling on May 28th, but no catches were made until June 2nd, when a few light takes were made during that week, but increased to very good on the following two days, and were also reported good in Chedabucto Bay. On the 18th and 19th mackerel were schooling at Canso, but the catches during the remainder of the season were light.

*Whitehead.*—The first report of mackerel in this district was on May 25th, when the schooner "Linwood" was reported to have taken 60 barrels, between this place and Canso, and netters obtained light catches. Throughout June the catches, although regular, were light. Total catch estimated at 200 barrels, which is a large increase on the catch of 1893.

*Isaac's Harbour.*—The only report of mackerel received was on June 5th, when fair catches were made. The total catch was very small, there having been but a very few barrels taken.

*Salmon River.*—On May 25th large schools were reported off shore, but no takes were made until the 29th, when they were schooling off Beaver Harbour, and some excellent takes captured. Throughout June the catches were light owing to bad weather, although mackerel were still schooling during the first week. No catches were afterwards made until the latter part of September, when very good catches of tinkers were reported.

*Spry Bay.*—On May 29th one vessel was reported to have taken 400 barrels off here, and boats averaged 2 barrels on the 31st. During the following month light catches were made when weather permitted, but nothing was afterwards reported.

*Musquodoboit Harbour.*—On May 25th mackerel were schooling at Clam Harbour, several boats having made catches varying from one to two barrels, and several large schools were seen between this station and Ship Harbour. Light but irregular catches were made from May 30th until June 23rd, but were not afterwards reported until September 20th, from which date until the close of the season the catches were regular although light.

*Lunenburg.*—First appearance was noted on May 21st, and fair catches of large fish were obtained. On the 24th, two American seiners were reported to have taken two large schools off Cranberry Island, and mackerel were schooling on shore soundings. On the 28th traps had 40 barrels and nets a few; but during the three succeeding days the catches became lighter. On June 1st they were reported schooling off Cross Island, but the general inshore catch was only light, although some very good hauls were made on the 13th, 15th and 18th, when traps varied from seven to fifteen barrels. The only catch reported during the months of July, August and September, was on July 16th, when twenty barrels were taken in traps at Chester. During the latter part of October, boats varied from 100 to 200 large mackerel, and 50 barrels were taken in traps on the 22nd. Total catch taken in traps estimated at 300 barrels. Of the general catch 100 barrels were sold fresh to the bankers for bait, and about 275 barrels iced were shipped to the United States.

*Port Medway.*—Appeared in small quantities May 30th, and were reported schooling on June 1st, when good catches were made. None reported during the remainder of the season.

*Liverpool.*—On May 25th, mackerel were reported schooling, and boats averaged about 50 good sized fish. From latter date until June 1st the catches were fair, as fish were reported schooling within two miles of the shore. Nothing was afterwards reported until August 2nd, when ten barrels were taken with drag seine. About September 17th, mackerel were reported schooling off the coast, but no catches were made. Throughout October the catches were light, the only one worthy of note being on the 13th, when boats varied from 3 to 4 barrels.

During the past season fishermen suffered greatly from loss of nets by dogfish and stormy weather. Total catch of fall mackerel estimated at 140 barrels, or about one-third of fall catch of 1893.

*Lockeport.*—Very few reported; total catch estimated at 100 barrels.

*Sand Point.*—During the last week in May mackerel were reported schooling off Brazil Rock, and on the 25th seiners took about 40 barrels. They were also reported schooling off shore on June 2nd, but no takes were reported. A few large

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sized mackerel were taken in the first week of October, but the total catch is reported to not exceed 4 barrels which were sold fresh for home consumption.

*Port la Tour.*—Appeared in Barrington Bay June 21st, and light catches were reported during the succeeding four days. This fishing during the past season has almost been a complete failure, there not having been over 25 barrels taken in this district, exclusive of fish used for bait and home consumption.

This small catch is attributed to the same cause spoken of in former reports, viz., the practice of keeping the nets constantly in the water, thereby driving all the bait fishes from their usual haunts.

*Pubnico.*—Mackerel appeared about 16th May, and light catches were made until the 22nd, when traps had 18 barrels, and netters 50 mackerel each boat, which were iced and exported to the United States. On the following day bankers reported good takes 20 miles south of Shelburne lighthouse and 18 miles south west of light. The inshore catches during the remainder of May were fair by nets and poor by traps. During the former part of June, traps varied from 12 to 30 barrels, but were scarce the latter part of the month. The only catches reported during the remainder of the season were from July 1st to 6th, inclusive, when light takes were made each day, and also on the 16th, when light catches were reported at the head of John's Island.

*Yarmouth.*—On 16th May, traps were reported to have averaged 50 "mediums"; and during the succeeding five days light catches were made each day, although it was reported on the 19th that the first school had apparently passed broad offshore. On the 22nd traps averaged 800 very large fish, while on the following day the average increased to 2,000, and nets had comparatively few. During the remainder of the month, traps varied from 20 to 100 barrels, iced. From June 1st to 5th, traps varied from 800 to 1,500 "mediums"; and on the 9th were reported schooling well offshore but very scarce inshore. On the 12th traps averaged 12 barrels, and from the 19th to 21st, inclusive, varied from 5 to 10 barrels iced. From July 28th to August 1st, light catches of "tinkers" were reported at the mouth of Tusket River; and on the 25th August fat "mediums" appeared in St. Mary's Bay. None reported afterwards.

*Digby.*—On May 25th several barrels were taken in Joggins trap and from the 31st to the 1st June light catches of large fish were made daily. About July 11th coasters reported large quantities of mackerel schooling 20 miles west of Brier Island and fair catches were made in St. Mary's Bay on the 19th. With the exception of some light catches in St. Mary's Bay on September 22nd nothing was afterwards reported.

I have received the following information respecting the fisheries from various sources outside of our regular reporters, and as it appears to be of value, I deem it worth while to append it to my report for the information of the department.

I have the honour to be, sir,

Your obedient servant,

W. M. HUTCHINS,

*Officer in charge Fisheries Intelligence Bureau.*

*From Messrs. A. N. Whitman & Son, Canso, N. S., forwarded by Mr. Thomas C. Cook, Collector of Customs at Canso, and reported for the Fisheries Intelligence Bureau.*

1894.

#### CODFISH.

The catch of codfish in shore has been small, smaller than for many years. No special cause can be assigned for this. It is but as it has been in the past, years of scarcity following years of plenty without apparent cause, but due, no doubt, to the working of laws which have not yet been defined. There is nothing to indicate that the supply of this valuable staple is to be permanently diminished. The probability is that the quantity caught is so much smaller than the total stock of these fish in the ocean, that the catch has no appreciable effect upon it, and that years of plenty will reward the faith and patience of our fishermen.

#### HADDOCK.

The spring catch of haddock was practically *nil*. The catching of these fish in traps in the months of April and May has been kept up for many years, and sometimes large catches have been made, but this year was a complete disappointment. The remarks concerning codfish can be applied with equal force to haddock; they may come again more plentiful than ever. It has been discovered in recent years that a fine school of haddock visits this locality in the months of December and January, and quite an industry has been developed in the catching of these fish at a time of year when our fishermen have been accustomed to being idle. Their idleness was due to two causes, the want of bait and the supposed absence of any fish. A few years ago our local fish dealers began the freezing of squid and other fish for bait, and many thousands of dollars have been put into the pockets of our fishermen as a result. Having a supply of bait, they naturally continued fishing later in the season than they had been accustomed to, with the result that the winter school of haddock was discovered, and now thousands of dollars are paid out in this locality for haddock alone, and money which went to enrich the fishermen of the neighbouring republic is now spent among our own people. These fish are all shipped fresh either in ice or frozen, and the fish dealers of Montreal, Quebec, Ottawa, Toronto and other Canadian cities are looking to us now for supplies which they always obtained from Portland and Boston before. There seemed about the usual school of haddock on in January of this year, but rougher weather than usual somewhat curtailed the operations of our fishermen. December gives promise of fair average catch.

#### MACKEREL.

A small catch of mackerel, spring, summer and fall, is what we have to report for 1894 along this coast. The usual outfit was made but there sult has been exceedingly disappointing, though the high price paid by the dealers for the few caught to some extent made up for the smallness of the catch. Quite a transformation has taken place in the methods of marketing these fish as well as in the case of haddock. A few years ago all the mackerel caught here were salted, now when the catch is small about all are sold fresh, either put into cold storage houses and shipped in the winter, or packed in ice and shipped in barrels. The Boston market takes the bulk of the catch, Boston being the distributing point for all the States east of the Rocky Mountains, but our Canadian people are learning to value the mackerel more highly than they did, and the Canadian consumption of fresh mackerel is increasing year by year.

#### SALMON.

We have to report a small catch of salmon for 1894. There seems to be coming about a permanent reduction in the catch of these fish, and some of the causes may

## Marine and Fisheries.

not be far to seek. Very few of these fish are salted now with us, and the most of them packed in ice find their way to the Boston market, or are frozen and stored for winter trade. The catch of salmon has never been large in this locality.

### HERRING.

We have to report a small catch of herring, both the fat July and the slim September. There seems to have come about a permanent diminution in the catch of herring on this coast, but from what cause it is difficult to say, though the coming years may show a return of these fish to their former haunts. The great fall-short in the catch of herring on the Norwegian coast may indicate that the tide has turned in our favour. The eminent naturalist, Frank Buckland, remarks that "it takes a million barrels of herring to make a breakfast for the Norwegian codfish." What they will do if the herring fail them we do not know. There is nothing to indicate that there are fewer herring in the ocean than former years. They certainly do abandon certain localities which they have frequented for years it may be to return to them again.

### SQUID.

While this is not an edible fish, in the estimation of most of the people of this continent, it is certainly a large factor in the catch of fish which are edible. There is no bait of which the codfish is so fond as the squid, and when all other means of seducing him fail, the squid almost invariably proves too much for his bump of caution. The North Atlantic swarms with this curious fish during the summer months and countless millions of them to the square mile of ocean indicate how prolific and plentiful they are. They seem to begin and end their lives with the year, making their appearance first in the month of June, too small to be of much use to man, but growing so fast that you can almost see them grow till they reach the size of "bootlegs," which disappear from our coast in December, never to appear again. So greedy and voracious are they that a bit of lead surrounded by sharp pointed bent up pins and painted red suffices to attract them without any bait, and grasping it in their tentacles they become an easy prey to the fisherman, sometimes three and four at a time being hauled in and attached to one "jig," and a boat can be loaded by a couple of hands in an incredibly short time when the squid happen to be in the humour. At other times however though abundant as need be, nothing will induce them to bite. When large quantities are needed the fish trap is brought into use and thousands of barrels are sold fresh to our bank fishermen, who ice them down in pens on board their vessels for bait, returning in a fortnight for a fresh supply. Without the fish trap this demand could not be supplied. There has been no marked scarcity of squid this year on our coast, and many of the bankers caught enough from their rails on the fishing ground to supply all their needs.

A. N. WHITMAN & SON.

CANSO, N.S., 15th December, 1894.

*From Mr. Gordon Taylor, Manager of Messrs. A. Wilson & Son's Fresh Fish Business at Canso, N.S.*

CANSO, 15th December, 1894.

### SPRING CATCH OF MACKEREL.

There was a much larger catch of spring mackerel this season than last. We shipped about 2,000 barrels in ice and a large quantity was salted, prices ruled good in the market; fresh and, later in the season, salt mackerel was good. There was a very small catch of summer mackerel; only packed and shipped about 200



barrels—last season about 1,700 barrels. Prices were high in the Boston market both summers.

The fall catch was light, only shipped 800 barrels fresh, and none salted. Last season we shipped over 2,000 fresh, and there was quite a quantity salted. The mackerel were good this season.

#### SALMON FISHERY.

These fish were not taken in any quantity here, did not ship exceeding 6,000, but there was a large catch north. Prices fresh ruled low. This season's catch will not reach more than half that of last year.

#### HADDOCK AND COD.

In the spring and summer these fish were very scarce and prices ruled low. The fall catch was fair. We did well on our haddock business through the summer season. The winter fishing so far has been good, and the prices paid gave the fishermen good courage to operate. In my opinion they are going to have a successful winter with the haddock.

#### HALIBUT.

The Lunenburg fleet landed a large quantity of these fish early in the month of May—high prices were paid and the shippers lost heavy on them—we were not heavy buyers and disposed of about all for the Canadian market and freezer. If more care was taken of these fish in cleaning and iceing aboard the schooners they would bring better prices and meet a ready sale. Our boat fishermen here at Canso have landed some six or seven thousand. We have always realized large prices for halibut.

Yours truly,

A. WILSON & SON.

*From Mr. J. M. Viets, Collector of Customs at Digby, N.S., and reporter for the Fisheries Intelligence Bureau.*

DIGBY, December 22, 1894.

W. M. HUTCHINS, Esq.,  
Fisheries Bureau,  
Halifax, N.S.

SIR,—Herewith I beg to inclose report of fishing for season 1894.

This comes short of what the actual figures should be as I have not yet been able to perfect the system of obtaining information in this district, but hope next season whoever reports will be able to have report more perfect.

You will notice that I have given values to the several quantities, which values may be of interest to you, if not of importance respecting the Bureau Report from you.

The Bureau Reports are still in favour and are looked for by the fishermen especially in the bait line.

The sardine factories of Maine watch the reports *re* herring and often their small schooners arrive here to purchase small herring.

I have the honour to be,

Your obedient servant,

J. M. VIETS.

## Marine and Fisheries.

Return of fish for district of Digby, N. S., under Fisheries Bureau—season of 1894—with approximate values:—

Fresh mackerel,	15 bbls	\$ 60 00
Pickled shad,	30 "	150 00
Halibut,	39,034 lbs	2,341 00
Cod	304,117 "	9,123 00
Haddock	521,220 "	15,636 00
Hake	376,840 "	11,305 00
Lobsters	1,547 bbls	7,735 00
Herring,	328 "	1,312 00
Clams,	10 "	100 00
Cod oil,	23 bbls or 690 gals	207 00
Sounds,	460 bags or 24,740 lbs	2,474 00
Herring smoked	8,400 boxes	84 00
Salmon	1,200 lbs.	240 00

*From Halifax Morning Chronicle, June 12, 1894.*

A Milford (Hants County) correspondent writes: There have been large quantities of shad and gaspereaux caught in the Shubenacadie River this spring, between Shubenacadie station and the Grand Lake. When the present fishery overseer of Milford went into office 18 years ago the people along the river could not get as many fish as would supply their families. Now every family is supplied and two-thirds of the fish caught are sold.

## APPENDIX No. 5.

The Fur Sealing Industry of the North Pacific Ocean, as affected by the Behring Sea Award and consequent legislation, as well as by the International Agreement between Great Britain and Russia, by R. N. Venning.

## PART I—THE BEHRING SEA QUESTION.

Some of the phases of this question have been annually traced in previous departmental reports, that for 1893 bringing it down to the award of the Paris Tribunal of Arbitration, a review of which was included.

It was stated that as the British legislation must be of an Imperial character, no definite information touching its nature and extent could be anticipated, beyond what was afforded by the phraseology of the award which was quoted.

At the time of writing the legislation to effect the award was engaging the attention of the Government of the United States and that of Her Britannic Majesty.

Much diplomatic correspondence ensued, upon the different bills in turn referred.

The Canadian Government, while quite willing to give adherence to any measures to effect the award in so far as the prohibitory provisions and enactments for their enforcement were concerned, took strong exception to the application of the legislation proposed by Her Majesty's government, the severity of the penalties and the substantial extension of the prohibition.

The view taken was that no restriction should be imposed upon the industry other than those specifically laid down by the award of the Paris Arbitration Tribunal. The award constituted the maximum interference in respect of a calling already sufficiently precarious.

The business had been declared open to the world, under certain restrictions, applicable only to British subjects and citizens of the United States. Every effort was made to avoid the introduction of legislation which involved any further or other restrictions.

The bill as originally referred, and its different amendments were considered to be open to objection on account of the penalties; failure to properly provide exemption for parties sailing without a knowledge of its provisions; failure to provide for the case of vessels carried within limits through stress of weather and the like contingencies, and generally that the severity and restrictiveness were beyond the requirements of obligation under the award.

In the meantime, numerous applications were received on behalf of the sealers for definite information as to the regulations which were likely to obtain for the season, but the department was unable to return any reply beyond that negotiations were pending, and that there was every likelihood of the award regulations being put in force during the year 1894.

In this uncertainty the main body of the sealers, therefore, sailed upon their voyages.

## DEPARTURE OF THE SEALING FLEET.

The first vessels to clear for the sealing season of 1894 were the schooners "Enterprise" and "Rosie Olsen," both from Victoria, the former direct to the Japan coast, and the latter for the west coast of Vancouver Island for an Indian crew, preparatory to sailing for the Asiatic side. These vessels sailed on the 14th December, 1893, having cleared the day previous.

## Marine and Fisheries.

In addition to these, eight other vessels also cleared during December, 1893, all being bound for the Asiatic side.

By the 17th January, 1894, forty-four vessels had cleared and sailed.

On the 31st March, 1894, the collector of customs reported the complete list of the sealing fleet which had sailed for the season of 1894, giving the date of clearance in each case.

The list is divided into two classes as follows:—

### LIST of Canadian vessels sealing on east side of North Pacific Ocean, season 1894.

Vessels.	Tons.	Masters.	Date of Clearing.	Port sailed from.
"Triumph"	98	C. N. Cox	January 6th, 1894	Victoria, B. C.
"Sapphire"	109	Wm. Cox	do 6th, do	do
"Beatrice"	66	D. Macauley	do 11th, do	do
"Mascot"	40	H. F. Seward	do 13th, do	do
"Favourite"	80	L. McLean	do 13th, do	do
"Annie C. Moore"	115	J. Daley	do 13th, do	do
"Labrador"	25	J. J. Whiteley	do 13th, do	do
"Wanderer"	25	H. Paxton	do 13th, do	do
"Pioneer"	66	W. E. Baker	do 15th, do	do
"Saucy Lass"	38	R. E. Crowell	do 16th, do	do
"Borealis"	37	G. Meyer	do 19th, do	do
"Katharine"	82	J. Gould	do 20th, do	do
"Ainoko"	75	G. Heater	do 22nd, do	do
"Kate"	58	N. Moos	do 27th, do	do
"Shelby"	16	F. Jones	do 29th, do	do
"Venture"	48	J. Mohrhouse	February 2nd, 1894	do
"Walter L. Rich"	76	S. Balcom	do 6th, 1894	do
"South Bend"	21	C. F. Dillon	March 15th, 1894	do
"Minnie"	46	V. Jacobson	do 27th, 1894	do
"San Jose"	31	M. Foley	do 28th, 1894	do
"Mountain Chief"	23	Jamieson	January 11th, 1894, (coasting).	do
"Fisher Maid"	21	C. Chipps	February 3rd, 1-94, (coasting).	do
"C. D. Rand"	51			Vancouver, B. C.
"Kilmenny"	49	L. Olsen	Still in port, will clear in a few days.	

LIST of Canadian vessels sealing on the Asiatic side of North Pacific Ocean, season 1894.

Vessels.	Tons.	Masters.	Date of Clearing.	Port of Sailing.
"Enterprise".....	69	Oscar Scarf.....	December 14th, 1893.....	Victoria, B.C.
"Rosie Olsen".....	39	A. B. Whidden.....	do 14th do.....	do
"Umbrina".....	99	C. Campbell.....	do 18th do.....	do
"Oscar Hattie".....	81	T. Magnesen.....	do 19th do.....	do
"Diana".....	50	A. Nelson.....	do 20th do.....	do
"Brenda".....	100	C. E. Locke.....	do 21st do.....	do
"Arietis".....	86	A. Douglas.....	do 23rd do.....	do
"Casco".....	63	O. Buchhobz.....	do 26th do.....	do
"Dora Seward".....	94	F. Cole.....	do 27th do.....	do
"Walter A. Earle".....	68	L. Magnesen.....	do 28th do.....	do
"Fawn".....	59	M. Keefe.....	do 29th do.....	do
"Agnes McDonald".....	107	M. Cutler.....	do 30th do.....	do
"Walter P. Hall".....	99	J. B. Brown.....	do 30th do.....	do
"Mermaid".....	73	W. H. Whiteley.....	January 2nd, 1894.....	do
"City of San Diego".....	46	M. Pyke.....	do 3rd do.....	do
"Mary Taylor".....	43	E. F. Robbins.....	do 3rd do.....	do
"Libbie".....	93	F. Hackett.....	do 3rd do.....	do
"May Belle".....	58	E. Shields.....	do 4th do.....	do
"Mary Ellen".....	63	W. O. Hughes.....	do 4th do.....	do
"Viva".....	92	J. Anderson.....	do 4th do.....	do
"W. P. Sayward".....	60	G. A. Ferey.....	do 5th do.....	do
"Penelope".....	70	L. McGrath.....	do 5th do.....	do
"Vera".....	60	W. Shields.....	do 5th do.....	do
"Carlotta G. Cox".....	76	W. D. Byers.....	do 5th do.....	do
"Otto".....	86	J. McLeod.....	do 6th do.....	do
"E. B. Marvin".....	96	C. J. Harris.....	do 6th do.....	do
"Annie F. Paint".....	82	A. Bissett.....	do 6th do.....	do
"Geneva".....	92	W. O'Leary.....	do 9th do.....	do
"Teresa".....	63	F. Gilbert.....	do 9th do.....	do
"Ocean Belle".....	83	T. O'Leary.....	do 10th do.....	do
"Sadie Turpel".....	56	C. LeBlanc.....	do 10th do.....	do
"Beatrice" (Vancouver).....	49			Vancouver, B.C.
"Maud S" (Vancouver).....	97	R. McKeil.....		Yokohama (Japan)
"Aurora".....	41			do

Thus the entire sealing fleet, consisting of fifty-eight vessels, had sailed prior to the passage of the Imperial Act to effect the award of the Behring Sea Arbitrators.

#### AWARD LEGISLATION.

On the 23rd April, legislation was reached by the Imperial Government, under the title "Behring Sea Award Act, 1894," 57 Victoria, chapter 2.

The full text of this Act is as follows:—

An Act to provide for carrying into effect the Award of the Tribunal of Arbitration constituted under a Treaty between Her Majesty the Queen and the United States of America.—(23rd April, 1894.)

Whereas by a treaty between Her Majesty the Queen and the Government of the United States of America various questions which had arisen respecting the taking and preservation of the fur-seal in the North Pacific, were referred to arbitrators as mentioned in the treaty;

And whereas the award of such arbitrators (in this Act referred to as the Behring Sea Arbitration Award) dated the fifteenth day of August, one thousand eight hundred and ninety-three, contained the provisions set out in the First Schedule to this Act; and it is expedient to provide for carrying the same into effect;

## Marine and Fisheries.

Be it therefore enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1.—(1.) The provisions of the Behring Sea Arbitration Award set out in the First Schedule to this Act shall have effect as if those provisions (in this Act referred to as the scheduled provisions) were enacted by this Act, and the acts directed by articles one and two thereof to be forbidden were expressly forbidden by this Act.

(2.) If there is any contravention of this Act, any person committing, procuring, aiding, or abetting such contravention shall be guilty of a misdemeanour within the meaning of the Merchant Shipping Act, 1854, and the ship employed in such contravention and her equipment, and everything on board thereof, shall be liable to be forfeited to Her Majesty as if an offence had been committed under section one hundred and three of the said Act; provided that the court, without prejudice to any other power, may release the ship, equipment, or thing, on payment of a fine not exceeding five hundred pounds.

(3.) The provisions of the Merchant Shipping Act, 1854, with respect to official logs (including the penal provisions) shall apply to every vessel engaged in fur-seal fishing.

(4.) Every person who forges or fraudulently alters any license or other document issued for the purpose of article four or of article seven in the First Schedule to this Act, or who procures any such license or document to be forged or fraudulently altered, or who knowing any such license or document to be forged or fraudulently altered uses the same, or who aids in forging or fraudulently altering any such license or document, shall be guilty of a misdemeanour within the meaning of the Merchant Shipping Act, 1854.

(5.) Subject to this Act, the provisions of sections one hundred and three and one hundred and four and Part Ten of the Merchant Shipping Act, 1854, and of section thirty-four of the Merchant Shipping Act, 1876, which are set out in the Second Schedule to this Act, shall apply as if they were herein re-enacted, and in terms made applicable to an offence and forfeiture under this Act; and any commissioned officer on full pay in the naval service of Her Majesty the Queen may seize the ship's certificate of registry.

2.—(1.) Where an officer seizes, under this Act, a ship's certificate of registry, he shall either retain the certificate and give a provisional certificate in lieu thereof, or return the certificate with an endorsement of the grounds on which it was seized, and in either case shall direct the ship, by an addition to the provisional certificate or to the endorsement, to proceed forthwith to a specified port, being a port where there is a British court having authority to adjudicate in the matter, and if this direction is not complied with, the owner and master of the ship shall, without prejudice to any other liability, each be liable to a fine not exceeding one hundred pounds.

(2.) When in pursuance of this section a provisional certificate is given to a ship, or the ship's certificate is endorsed, any officer of customs in Her Majesty's dominions or British consular officer may detain the ship until satisfactory security is given for her appearance in any legal proceedings which may be taken against her in pursuance of this Act.

3.—(1.) Her Majesty the Queen in Council may make, revoke, and alter orders for carrying into effect the scheduled provisions, and this Act, and every such order shall be forthwith laid before both Houses of Parliament and published in the London *Gazette*, and shall have effect as if enacted in this Act.

(2.) If there is any contravention of any regulation made by any such order, any person committing, procuring, aiding, or abetting such contravention shall be liable to a penalty not exceeding one hundred pounds.

(3.) An Order in Council under this Act may provide, that such officers of the United States of America as are specified in the order may, in respect of offences under this Act, exercise the like powers under this Act as may be exercised by a commissioned officer of Her Majesty in relation to a British ship, and the equipment and certificate thereof, or such of those powers as appear to Her Majesty in Council

to be exerciseable under the law of the United States of America against ships of the United States; and that such British officers as are specified in the order may exercise the powers conferred by this Act, with any necessary modifications specified in the order, in relation to a ship of the United States of America, and the equipment and certificate thereof.

4.—(1.) Where any offence under this Act has been committed by some person belonging to a ship, or by means of a ship, or the equipment of a ship, the master of the ship shall be deemed guilty of such offence, and the ship and her equipment shall be liable to forfeiture under this Act.

(2.)—Provided that if it is proved that the master issued proper orders for the observance, and used due diligence to enforce the observance of this Act, and the regulations in force thereunder, and that the offence in question was actually committed by some other person without his connivance, and that the actual offender has been convicted, or that he has taken all proper means in his power to prosecute such offender, if alive, to conviction, the master or the ship shall not be liable to any penalty, or forfeiture other than such sum as will prevent any profit accruing by reason of the offence to the master or crew or owner of the ship.

5. The expression "equipment" in this Act includes any boat, tackle, fishing or shooting instruments, and other things belonging to the ship.

6. This Act may be cited as the Behring Sea Award Act, 1894.

7.—(1.) This Act shall come into operation on the first day of May, one thousand eight hundred and ninety-four, provided that Her Majesty in Council, if at any time it appears expedient so to do, having regard to the circumstances which have then arisen in relation to the scheduled provisions or to the enforcement thereof, may suspend the operation of this Act or any part thereof during the period mentioned in the Order, and the same shall be suspended accordingly.

(2.)—Where on any proceeding in any court against a person or ship in respect of any offence under this Act it is proved that the ship sailed from its port of departure before the provisions of the award mentioned in the First Schedule to this Act were known there, and that such person or the master of the ship did not, after such sailing and before the alleged offence, become aware of those provisions, such person shall be acquitted, and the ship shall be released and not forfeited.

8. This Act shall remain in force so long as the scheduled provisions remain in force and no longer; provided that if by agreement between Her Majesty the Queen and the Government of the United States of America, the scheduled provisions are modified, then Her Majesty in Council may order that this Act shall, subject to any modifications specified in the order, apply, and the same shall accordingly apply, to the modified provisions in like manner as if they were set out in the First Schedule to this Act.

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#### FIRST SCHEDULE.

PROVISIONS in Award of the Tribunal of Arbitration constituted under the Treaty concluded at Washington on the 29th of February, 1892, between Her Majesty the Queen and the United States of America.

And whereas the aforesaid determination of the foregoing questions as to the exclusive jurisdiction of the United States mentioned in Article VI. leaves the subject in such a position that the concurrence of Great Britain is necessary to the establishment of regulations for the proper protection and preservation of the fur-seal in or habitually resorting to the Behring Sea, the Tribunal having decided by a majority as to each article of the following regulations, we the said Baron de Courcel, Lord Hannen, Marquis Visconti Venosta, and Mr. Gregers Gram, assenting to the whole of the nine articles of the following regulations, and being a majority of the said arbitrators, do decide and determine in the mode provided by the treaty that the following concurrent regulations outside the jurisdictional limits of the

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respective Governments are necessary, and that they should extend over the waters hereinafter mentioned, that is to say:—

Article 1. The Governments of the United States and of Great Britain shall forbid their citizens and subjects respectively, to kill, capture or pursue at any time and in any manner whatever, the animals commonly called fur-seals, within a zone of 60 miles around the Pribiloff Islands, inclusive of the territorial waters.

The miles mentioned in the preceding paragraph are geographical miles, of 60 to a degree of latitude.

Article 2. The two Governments shall forbid their citizens and subjects respectively to kill, capture or pursue, in any manner whatever, during the season extending each year from the 1st May to the 31st July, both inclusive, the fur-seals on the high sea in the part of the Pacific Ocean, inclusive of the Behring Sea, which is situated to the north of the 35th degree of north latitude, and eastward of the 180th degree of longitude from Greenwich till it strikes the water boundary described in article 1 of the Treaty of 1867 between the United States and Russia, and following that line up to Behring Straits.

Article 3. During the period of time, and in the waters in which the fur-seal fishing is allowed, only sailing vessels shall be permitted to carry on or take part in fur-seal fishing operations. They will, however, be at liberty to avail themselves of the use of such canoes or undecked boats propelled by paddles, oars or sails, as are in common use as fishing boats.

Article 4. Each sailing vessel authorized to fish for fur-seals must be provided with a special license issued for that purpose by its Government, and shall be required to carry a distinguishing flag to be prescribed by its Government.

Article 5. The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log-book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two Governments to the other at the end of each fishing season.

Article 6. The use of nets, firearms, and explosives shall be forbidden in the fur-seal fishing. This restriction shall not apply to shot-guns when such fishing takes place outside of Behring's Sea during the season when it may be lawfully carried on.

Article 7. The two Governments shall take measures to control the fitness of the men authorized to engage in fur-seal fishing. These men shall have been proved fit to handle with sufficient skill the weapons by means of which this fishing may be carried on.

Article 8. The regulations contained in the preceding articles shall not apply to Indians dwelling on the coasts of the territory of the United States or Great Britain, and carrying on fur-seal fishing in canoes or undecked boats not transported by or used in connection with other vessels and propelled wholly by paddles, oars, or sails, and manned by not more than five persons each in the way hitherto practised by the Indians, provided such Indians are not in the employment of other persons, and provided that, when so hunting in canoes or undecked boats, they shall not hunt fur-seals outside of territorial waters under contract for the delivery of the skins to any person.

This exemption shall not be construed to affect the municipal law of either country, nor shall it extend to the waters of Behring Sea, or the waters of the Aleutian Passes.

Nothing herein contained is intended to interfere with the employment of Indians as hunters or otherwise in connection with fur-sealing vessels as heretofore.

Article 9. The concurrent regulations hereby determined with a view to the protection and preservation of the fur-seals, shall remain in force until they have been in whole or in part, abolished or modified by common agreement between the Governments of the United States and Great Britain.

The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested Governments to consider whether, in the light of past experience, there is occasion for any modification thereof.



## SECOND SCHEDULE.

This schedule, which it is not deemed necessary to print, comprises sections 103 and 104, part X., Merchant Shipping Act, 1854, and section 34 of the Merchant Shipping Act of 1876.

## IMPERIAL ORDER IN COUNCIL.

An Imperial Order in Council under this Act empowering officers of the United States of America to act in respect of offences by British subjects against the legislation, and to provide for the issue of license, &c., was passed on the 30th day of April 1894.

This Order in Council reads as follows :—

At the Court at Windsor, the 30th day of April, 1894.

## PRESENT :

The QUEEN'S Most Excellent Majesty.

Lord President.

Lord Steward.

Earl of Chesterfield.

Lord Chamberlain.

Sir Charles Russell.

Sir Frank Lascelles.

Whereas by "The Behring Sea Award Act, 1894," it is enacted that Her Majesty the Queen in Council may make Orders for carrying into effect the provisions of the Behring Sea Arbitration Award set out in the first Schedule to that Act, and therein referred to as the Scheduled provisions :

And whereas by the said Act, it is also enacted that an Order in Council made under that Act may provide that such officers of the United States of America as are specified in the Order may, in respect of offences under that Act, exercise the like powers under that Act as may be exercised by a commissioned officer of Her Majesty in relation to a British ship, and the equipment and certificate thereof or such of those powers as appear to Her Majesty in Council to be exercisable under the law of the United States of America against ships of the United States, and that such British officers as are specified in the Order may exercise the powers conferred by that Act, with any necessary modifications specified in the Order, in relation to a ship of the United States of America, and the equipment and certificate thereof :

And whereas the powers which Article 1 of this Order confers upon the officers of the United States therein specified are powers which, in respect of offences under the said Act, may be exercised by a commissioned officer of Her Majesty in relation to a British ship and the equipment and certificate thereof, and appear to Her Majesty in Council to be exercisable under the law of the United States against ships of the United States :

Now, therefore, Her Majesty, in virtue of the powers vested in Her by the said recited Act, and of all other powers enabling Her in that behalf, is hereby pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows :

1. The Commanding Officer of any vessel belonging to the Naval or Revenue Service of the United States of America, and appointed for the time being by the President of the United States for the purpose of carrying into effect the powers conferred by this article, the name of which vessel shall have been communicated by the President of the United States to Her Majesty as being a vessel so appointed as aforesaid, may, if duly commissioned and instructed by the President in that behalf, seize and detain any British vessel which has become liable to be forfeited to Her Majesty under the provisions of the recited Act, and may bring her for adjudi-

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cation before any such British Court of Admiralty as is referred to in Section 103 of "The Merchant Shipping Act, 1854" (which section is set out in the second Schedule to the recited Act), or may deliver her to any such British officer as is mentioned in the said section for the purpose of being dealt with pursuant to the recited Act.

2. The Commanding Officer of any vessel belonging to the Naval or Revenue Service of Her Majesty, and appointed for the time being by Her Majesty for the purpose of carrying into effect the powers conferred by this article, the name of which vessel shall have been communicated by Her Majesty to the President of the United States as being a vessel so appointed as aforesaid, may, if duly commissioned and instructed by Her Majesty in that behalf, exercise the powers conferred by the recited Act in relation to a ship of the United States: provided that such officer, after seizing and detaining a ship of the United States in exercise of the said powers, shall take her for adjudication before a Court of the United States having jurisdiction to adjudicate in the matter, or deliver her to any naval or revenue officer or other authorities of the United States.

3. Until arrangements for giving further effect to articles 4 and 7 of the said Scheduled provisions shall have been made between Her Majesty and the Government of the United States, the following provisions should have effect:—

(a.) A Secretary of State, or any person duly authorized by him for the purpose, may grant a special license in such form and manner as he may think fit to any British sailing vessel, authorizing such vessel for the present year to fish for fur-seals during the period of time, in the manner and in the waters in which fur-seal fishing is allowed by the recited Act, and until the delivery of such special license, any British sailing vessel which before the date of this Order has left port, and is or is intended to be employed in the said fishing, shall be deemed to have been duly authorized, and duly provided with a special license, within the meaning of the said article 4; and all persons on board any such vessel, which is or is deemed to have been provided with a special license, shall be deemed to have been duly authorized to engage in fur-seal fishing within the meaning of the said article 7.

(b.) A Secretary of State may, by notice published in the *London Gazette* prescribe the flag to be used by such British vessels as are, or shall be, authorized to fish for fur-seals under the provisions of this Order, and may cause one such flag to be delivered to each authorized vessel which has left port before receiving a special license, and every authorized vessel to which such flag shall have been delivered, shall carry such flag during the period of time and in the waters in which fur-seal fishing is allowed by the recited Act, and shall hoist it at such times and in such manner as may be prescribed by such notice.

(c.) A Secretary of State may give such further provisional directions as he may deem necessary for the due observance of the provisions of the recited Act and this Order, and any such directions, on being published in such manner as he may direct, shall be observed as if they were contained in this Order.

4. This Order may be cited as "The Behring Sea Award Order in Council, 1894."

And the Right Honourable the Earl of Kimberley, K.G., the Most Honourable the Marquis of Ripon, K.G., two of Her Majesty's Principal Secretaries of State, and the Lords Commissioners of the Admiralty are to give the necessary directions herein as to them may respectively appertain.

C. L. PEEL.

The foregoing Act and Order in Council were published in the issue of the "Canada Gazette," 2nd June, 1894.

## UNITED STATES LEGISLATION.

The legislation provided by the Congress of the United States will be found in the following Proclamation by the President:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

*A Proclamation.*

Whereas an Act of Congress entitled "An Act to give effect to the Award rendered by the Tribunal of Arbitration at Paris, under the treaty between the United States and Great Britain, concluded at Washington, February 29, 1892, for the purpose of submitting to arbitration certain questions concerning the preservation of the fur-seals," was approved April 6, 1894, and reads as follows:

Whereas the following articles of the award of the Tribunal of Arbitration constituted under the treaty concluded at Washington the twenty-ninth February, eighteen hundred and ninety-two, between the United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, were delivered to the agents of the respective governments on the fifteenth day of August, eighteen hundred and ninety-three:

*Article 1.*

The Governments of the United States and Great Britain shall forbid their citizens and subjects respectively to kill, capture, or pursue at any time, and in any manner whatever, the animals commonly called fur-seals, within a zone of sixty miles around the Pribilof Islands, inclusive of the territorial waters.

The miles mentioned in the preceding paragraph are geographical miles, of sixty to a degree of latitude.

*Article 2.*

The two governments shall forbid their citizens and subjects, respectively, to kill, capture or pursue, in any manner whatever, during the season extending, each year, from the 1st of May to the 31st of July, both inclusive, the fur-seals on the high sea in the part of the Pacific Ocean, inclusive of the Behring Sea, which is situated to the north of the thirty-fifth degree of north latitude, and eastward of the one hundred and eightieth degree of longitude from Greenwich till it strikes the water boundary described in article one of the treaty of eighteen hundred and sixty-seven between the United States and Russia, and following that line up to Behring's Straits.

*Article 3.*

During the period of time and in the waters in which the fur-seal fishing is allowed, only sailing vessels shall be permitted to carry on or take part in fur-seal fishing operations. They will, however, be at liberty to avail themselves of the use of such canoes or undecked boats, propelled by paddles, oars or sails, as are in common use as fishing boats.

*Article 4.*

Each sailing vessel authorized to fish for fur-seals must be provided with a special license issued for that purpose by its government, and shall be required to carry a distinguishing flag to be prescribed by its government.

## Marine and Fisheries.

### Article 5.

The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two governments to the other at the end of each fishing season.

### Article 6.

The use of nets, firearms and explosives shall be forbidden in the fur-seal fishing. This restriction shall not apply to shotguns when such fishing takes place outside of Behring Sea, during the season when it may be lawfully carried on.

### Article 7.

The two governments shall take measures to control the fitness of the men authorized to engage in fur-seal fishing; these men shall have been proved fit to handle with sufficient skill the weapons by means of which this fishing may be carried on.

### Article 8.

The regulations contained in the preceding articles shall not apply to Indians dwelling on the coast of the territory of the United States or of Great Britain, and carrying on fur-seal fishing in canoes or undecked boats not transported by or used in connection with other vessels and propelled wholly by paddles, oars or sails and manned by not more than five persons each in the way hitherto practised by the Indians, provided such Indians are not in the employment of other persons and provided that, when so hunting in canoes or undecked boats, they shall not hunt fur-seals outside of territorial waters under contract for the delivery of the skins to any person.

This exemption shall not be construed to affect the municipal law of either country, nor shall it extend to the waters of Behring Sea, or the waters of the Aleutian Passes.

Nothing herein contained is intended to interfere with the employment of Indians as hunters or otherwise in connection with fur-sealing vessels as heretofore.

### Articles 9.

The concurrent regulations hereby determined with a view to the protection and preservation of the fur-seals, shall remain in force until they have been, in whole or in part, abolished or modified by common agreement between the Governments of the United States and of Great Britain.

The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested Governments to consider whether, in the light of past experience, there is occasion for any modification thereof.

Now therefore, be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, at any time, or in any manner whatever, outside of territorial waters, any fur-seal in the waters surrounding the Pribilof Islands within a zone of sixty geographical miles (sixty to a degree of latitude) around said islands, exclusive of the territorial waters.

Section 2. That no citizen of the United States, or person above described in section one of this Act, nor any person belonging to or on board of a vessel of the United

States, shall kill, capture, or pursue in any manner whatever, during the season extending from the first day of May to the thirty-first day of July, both inclusive, in each year, any fur-seal on the high seas outside of the zone mentioned in section one, and in that part of the Pacific Ocean, including Behring Sea, which is situated to the north of the thirty-fifth degree of north latitude and to the east of the one hundred and eightieth degree longitude from Greenwich till it strikes the water boundary described in article one of the treaty of eighteen hundred and sixty-seven, between the United States and Russia, and following that line up to Behring Straits.

Section 3. No citizen of the United States or person above described, in the first section of this Act, shall, during the period and in the waters in which by section two of this Act the killing of fur-seals is not prohibited, use or employ any vessel nor shall any vessel of the United States be used or employed, in carrying on or taking part in fur-seal fishing operations, other than a sailing vessel propelled by sails exclusively, and such canoes or undecked boats, propelled by paddles, oars or sails as may belong to, and be used in connection with, such sailing vessels; nor shall any sailing vessel carry on or take part in such operations without a special license obtained from the Government for that purpose, and without carrying a distinctive flag prescribed by the Government for the same purpose.

Section 4. That every master of a vessel licensed under this Act to engage in fur-seal fishing operations shall accurately enter in his official log book the date and place of every such operation, and also the number and sex of the seals captured each day; and on coming into port, and before landing cargo the master shall verify, on oath, such official log book as containing a full and true statement of the number and character of his fur-seal fishing operations, including the number and sex of seals captured; and for any false statement willfully made by a person so licensed by the United States in this behalf he shall be subjected to the penalties of perjury; and any seal skins found in excess of the statement in the official log book shall be forfeited to the United States.

Section 5. That no person or vessel engaging in fur-seal fishing operations under this act shall use or employ in any such operations, any net, firearm, airgun, or explosive: *Provided however*, that this prohibition shall not apply to the use of shotguns in such operations outside of Behring Sea during the season when the killing of fur-seals is not there prohibited by this act.

Section 6. That the foregoing sections of this act shall not apply to Indians dwelling on the coast of the United States, and taking fur-seals in canoes or undecked boats propelled wholly by paddles, oars, or sails, and not transported by or used in connection with other vessels, or manned by more than five persons, in the manner heretofore practiced by the said Indians: *Provided however*, that the exception made in this section shall not apply to Indians in the employment of other persons, or who shall kill, capture, or pursue fur-seals outside of territorial waters under contract to deliver the skins to other persons, nor to the waters of Behring Sea or of the passes between the Aleutian Island.

Section 7. That the President shall have power to make regulations respecting the special license and the distinctive flag mentioned in this Act and regulations otherwise suitable to secure the due execution of the provisions of this Act, and from time to time to add to, modify, amend, or revoke such regulations, as in his judgment may seem expedient.

Section 8. That, except in the case of a master making a false statement under oath in violation of the provisions of the fourth section of this Act, every person guilty of a violation of the provisions of this Act, or of the regulations made thereunder, shall for each offence be fined not less than two hundred dollars, or imprisoned not more than six months, or both; and all vessels, their tackle, apparel, furniture, and cargo, at any time used or employed in violation of this Act, or of the regulations made thereunder, shall be forfeited to the United States.

Section 9. That any violation of this Act, or of the regulations made thereunder, may be prosecuted either in the district court of Alaska or in any district court of the United States in California, Oregon or Washington.

## Marine and Fisheries.

Section 10. That if any unlicensed vessel of the United States shall be found within the waters to which this Act applies, and at a time when the killing of fur-seals is by this Act there prohibited, having on board seal skins or bodies of seals, or apparatus or implements suitable for killing or taking seals; or if any licensed vessel shall be found in the waters to which this Act applies, having on board apparatus or implements suitable for taking seals, but forbidden then and there to be used, it shall be presumed that the vessel in the one case and the apparatus or implements in the other was or were used in violation of this Act until it is otherwise sufficiently proved.

Section 11. That it shall be the duty of the President to cause a sufficient naval force to cruise in the waters to which this Act is applicable to enforce its provisions, and it shall be the duty of the commanding officer of any vessel belonging to the naval or revenue service of the United States, when so instructed by the President, to seize and arrest all vessels of the United States found by him to be engaged, used, or employed in the waters last aforesaid in violation of any of the prohibitions of this Act, or of any regulations made thereunder, and to take the same, with all persons on board thereof, to the most convenient port in any district of the United States mentioned in this Act, there to be dealt with according to law.

Section 12. That any vessel or citizen of the United States, or person described in the first section of this Act, offending against the prohibitions of this Act or the regulations thereunder, may be seized and detained by the naval or other duly commissioned officers of Her Majesty the Queen of Great Britain, but when so seized and detained they shall be delivered as soon as practicable, with any witnesses and proofs on board, to any naval or revenue officer or other authorities of the United States, whose courts alone shall have jurisdiction to try the offense and impose the penalties for the same: Provided, however, that British officers shall arrest and detain vessels and persons as in this section specified only after, by appropriate legislation, Great Britain shall have authorized offices of the United States duly commissioned and instructed by the President to that end to arrest, detain, and deliver to the authorities of Great Britain vessels and subjects of that Government offending against any statutes or regulations of Great Britain enacted or made to enforce the award of the treaty mentioned in the title of this Act.

Approved, April 6, 1894.

Now, therefore, be it known that I, Grover Cleveland, President of the United States of America, have caused the said Act specially to be proclaimed to the end that its provisions may be known and observed; and I hereby proclaim that every person guilty of a violation of the provisions of said Act will be arrested and punished as therein provided; and all vessels so employed, their tackle, apparel, furniture and cargo, will be seized and forfeited.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 9th  
day of April in the year of Our Lord  
one thousand eight hundred and  
ninety-four, and of the Independence  
of the United States the one hun-  
dred and eighteenth.



GROVER CLEVELAND.

By the President:

W. Q. GRESHAM,  
*Secretary of State.*

Subsequently the United States Congress passed an Act providing for the application of the penalties of the Behring Sea Award Act for violation by United States

citizens of any conventions for the protection of fur-seals entered into by the United States Government with foreign powers. The following is the text of this act:—

(Public—No. 76.)

An Act supplementary to an Act approved April 6, 1894, for the execution of the award rendered at Paris, August 15, 1893, by the Tribunal of Arbitration constituted under the treaty between the United States and Great Britain, concluded at Washington, February 29, 1892, in relation to the preservation of the fur-seal.

Whereas, by the VIIth article of the treaty between the United States and Great Britain, concluded at Washington, the 29th February, 1892, in relation to the preservation of the fur-seal, the high contracting parties agree to co-operate in securing the adhesion of other powers to such regulations as the arbitrators under said treaty might determine upon for that purpose; and

Whereas, by an Act of Congress, approved on the 6th April, 1894, provision has been made by the United States for the execution of the regulations so determined upon and for the punishment of any infractions of said regulations; therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the procedure and penalties provided by said act, in case of the violation of the provisions of said regulations, are hereby made applicable to, and shall be enforced against, any citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, or person belonging to or on board a vessel of the United States who shall kill, capture or pursue, at any time or in any manner whatever, as well as to and against any vessel of the United States used or employed in killing, capturing or pursuing, at any time or in any manner whatever, any fur-seal or other marine fur-bearing animal, in violation of the provisions of any treaty or convention into which the United States may have entered or may hereafter enter with any other power for the purpose of protecting fur-seals or other marine fur-bearing animals, or in violation of any regulations which the President may make for the due execution of such treaty or convention.

Approved 5th June, 1894.

#### BRITISH ADMIRALTY INSTRUCTIONS.

The instructions which were issued to H. M. Naval officers entrusted with the duty of enforcing the regulations under the legislation were as follows:—

ADMIRALTY, 24th April, 1894.

SIR,—Her Majesty's Government have made arrangements, in conjunction with the United States of America, for carrying into effect the Award of the Behring Sea Arbitration Tribunal, and have obtained the sanction of Parliament to the necessary provisions.

The Act of Parliament will come into force on the 1st May. Copies of it are inclosed.

You are to arrange for enforcing the regulations contained in the Award of the Arbitrators, copies of which are inclosed for your information. You are to make such arrangements as may be consistent with the other duties of the squadron under your orders for sending a cruiser or cruisers to watch over the execution of these regulations.

Although the provisions of the Award were matters of common knowledge before the sealers started, it is nevertheless considered advisable that officers in command of Her Majesty's ships should take every possible means to give to sealers now at sea specific warning of the regulations, and of the intention to enforce them. A sealer thus warned should be supplied with a copy of the Act, and the fact of the warning having been given should be recorded in the sealer's log.

## Marine and Fisheries.

You will observe that regulation 1 of the Award prohibits the hunting of fur-seals at any time within a zone of 60 geographical miles around the Pribyloff Islands, inclusive of the territorial waters. In other words, sealing is forbidden within 60 miles from the shore. Further, by article 2 of the Award, during the close time, that is, from the 1st May to the 31st July, both inclusive, sealing is prohibited in the Pacific Ocean (inclusive of the Behring Sea) within the limits which are specified in regulation 2.

Further, during the time, and in the waters in which fur-sealing is allowed, sailing vessels only are permitted to hunt fur-seals, and every such sailing vessel must have a special license from its Government, and must carry the proper distinguishing flag.

You will observe that the use of certain means of hunting, e. g. nets and explosives, and (with a certain exception for shot-guns) fire-arms are forbidden.

The water boundary of article 1 of the Treaty of 1867, which is referred to in regulation 2, is as follows:—

“The western limit within which the territories and dominion conveyed are contained passes through a point in Behring Straits on the parallel of 65°, 30' north latitude at its intersection by the meridian which passes midway between the island of Krusenstern, or Ignalook, and the Island of Ratmanoff or Noonarbook, and proceeds due north, without limitation, into the same frozen ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly south-west, through Behring Straits and Behring Sea, so as to pass midway between the north-west point of the Island of St. Lawrence and the south-east point of Cape Choukotski, to the meridian of 172 west longitude; thence, from the intersection of that meridian, in a south-westerly direction, so as to pass midway between the island of Attu and the Copper Island of the Komandorski Couplet or group in the North Pacific Ocean to the meridian of 193 west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian.”

The limits in article 11 do not include any territorial waters, whether British or American.

If a vessel is hunting seals at any time within the 60 mile zone round the Pribyloff Islands, or during the close time within the limits specified in Regulation 2, it is immaterial whether the vessel is licensed or not, as such hunting is absolutely prohibited.

If a vessel which appears to be a sailing vessel is found in any waters in which, at the time, hunting is prohibited, the officer in command of Her Majesty's ship should ascertain whether she is there for the purpose of hunting, or whether she has hunted, or whether she was carried there by stress of weather or by a mistake during fog, or is there in the ordinary course of navigation on her passage to any place.

If he is satisfied that the vessel has hunted contrary to the Act, he will seize her and order her to proceed to the British port hereinafter mentioned; but if he is of opinion that no offence has been committed, he should warn her, and keep her as far as he thinks necessary and as is practicable under supervision.

He must judge from the presence of seal-skins or bodies of seals on board, and other circumstances and indications, whether the vessel has been engaged in hunting.

If the vessel is found outside the specified limits, and it is evident that she has been hunting within those limits, and that thus an offence has been committed, he will seize her and send her to port.

A vessel, though not herself within the prohibited limits, may violate the Act by her boats hunting within such limits.

As respects the license for ships and a distinguishing flag an Order in Council will be issued, copies of which will be sent to you.

The licenses and the distinguishing flag are not required for a vessel hunting fur-seals except when within the waters specified in regulation 2. Therefore, an unlicensed vessel hunting within British territorial waters, or in the waters of the Pacific outside the limits specified in regulation 2, would not have committed an offence.



But an unlicensed vessel which has hunted within the specified limits, and thus committed an offence, can be seized if she is found afterwards outside those limits.

In order to avoid the hardship which the necessity for returning to Canada for the license and flag would inflict on sealers which have already sailed, it is intended that all such vessels, a list of which will be sent you, shall be licensed for the current year. And, further, licenses in blank will be sent out in any ship employed in connection with the patrol of the sea fisheries, and the officers in command of the ships will fill up the license, and give it to any sealer they may meet which is mentioned in the list.

Similarly, special flags will also be sent out and distributed in the same way.

The regulations are to be enforced in a manner similar to that adopted in "The Behring Sea Fishery Act, 1893", namely, by means of seizure of the ship under sections 103 and 104 of "The Merchant Shipping Act, 1854". There is also power, instead of taking a ship back to port, to seize her certificate.

The Act requires that where the officer seizes the certificate, he shall either retain it and give a provisional certificate in lieu thereof or return it with an endorsement of the grounds on which it was seized, and the act further requires him in either of these cases to direct the ship to proceed to a particular port.

It is to be observed that the seizure of the certificate does not mean the taking of the certificate from the captain for examination, but a formal act of seizing it on the ground that an offence has been committed which renders the ship liable to forfeiture.

The port to which the ship is to be sent should be Victoria, British Columbia, unless on the representation of the master it is judged proper to send the ship to Yokohama.

It is proposed that the Order in Council which is to be made should confer on officers of the United States' navy power to enforce the regulations of the Award by seizing British ships; and similar authority is intended to be given to British naval officers as regards United States ships.

But the Act of the United States Congress requires that any vessel of the United States which is seized by a British officer shall be delivered as soon as practicable, with any witnesses and proofs on board, to some naval or revenue officer or other authority of the United States. It does not confer any power to seize and retain or indorse the certificate of registry of the ship.

Consequently, that latter power will not be conferred on United States' officers as regards British ships. But if a British ship is handed over by a United States' officer, the British naval officer will be at liberty to seize the certificate in accordance with the British Act.

You will make arrangements with the United States' officers for the mutual handing over of ships of the one country seized by the officers of the other country.

If the officer in command of Her Majesty's ship is unable to hand over a United States' ship to a United States' cruiser, he must take her into some American Port, either in Alaska, California, or Washington, and there hand her over to the United States' authorities.

#### UNITED STATES NAVAL INSTRUCTIONS.

The instructions issued by the United States' Government to the commanders of the vessels of that nation, entrusted with the enforcement of the Award legislation were as follows:—

1. Congress having passed Acts which were approved April 6, 1894, and April 24, 1894, and the Government of the United States having made arrangements with Great Britain to give effect to the Award rendered by the Tribunal of Arbitration at Paris, under the Treaty between the United States and Great Britain, concluded at Washington, February 29, 1892, for the purpose of submitting to arbitration certain questions concerning the preservation of fur-seals, you are detailed to command a force of naval and revenue vessels to carry out the provisions of the Award, of the Acts of Congress and of the President's Proclamation dated Washington, D.C., April 9, 1894.

## Marine and Fisheries.

2. You will order the vessels under your command to warn all American and British vessels they may meet not to engage in fur-seal fishing within the area of the Award, during the periods of time in which fur-seal fishing is forbidden, and to deliver to the master of each of such vessels a copy of the President's Proclamation, of the Act of Congress, approved April 24, 1894, of the President's regulations governing vessels employed in fur-seal fishing, of the British Act and of these instructions.

3. Whenever a vessel may be warned, the commander of the cruiser, or the Customs Officer, as the case may be, after making an examination of the vessel, leave with the master of said vessel, a certificate showing the date and place of examination, the number of seal skins, and the number of bodies of seals then on board, and shall preserve a duplicate of said certificate. And no officer, subsequently boarding such vessel, shall seize the same, unless he shall be satisfied, as herein provided, that it has committed a violation of law by killing fur-seal within the area of the Award, subsequent to the 30th day of April, 1894.

4. Fur-seal fishing is forbidden to all persons mentioned in section one of the said Act of Congress, to all subjects of Great Britain, to persons owing the duty of obedience to the laws or the treaties of Great Britain, and to all persons belonging to or on board of a vessel of Great Britain, at any time, or in any manner whatever, outside of territorial waters, in the waters surrounding the Pribilof Islands within a zone of 60 geographical miles thereof (60 to a degree of latitude) around said islands, inclusive of territorial waters.

5. Fur-seal fishing is forbidden during the season extending from May 1st to July 31st, both inclusive, in each year, to all persons mentioned in the first section of the said Act of Congress, and to all subjects of Great Britain, to persons owing the duty of obedience to the laws or the treaties of Great Britain, and to all persons belonging to or on board of a vessel of Great Britain, not only in the zone mentioned in the fourth paragraph of these instructions, but in that part of the Pacific Ocean, including Behring Sea, which is situated to the north of the 35th degree of north latitude, and to the east of the 180th degree of longitude from Greenwich till it strikes the water boundary between the United States and Russia. This boundary line passes through a point in Behring Straits, on the parallel of 65° 30' north latitude, at its intersection by the meridian which passes midway between the islands of Krusenstern or Ignalook, and the islands of Ratmanoff or Noonarbook, and proceeds due north, without limitation, into the same frozen ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly southwest, through Behring Straits and Behring Sea, so as to pass midway between the north west point of the island of St. Lawrence and the south east point of Cape Choukotski to the meridian of one hundred and seventy-two west longitude; thence from the intersection of that meridian, in a south westerly direction, until it strikes the 180th degree of longitude from Greenwich.

6. Any vessel or person described in the first section of said Act of Congress, or any vessel or subject of Great Britain, or person owing obedience to the laws or the treaties of Great Britain, or any person belonging to or on board of any vessel of Great Britain unauthorized by this Act, found to be or to have been engaged in fur-seal fishing within the area of the Award during the periods of time in which fur-seal fishing is forbidden, you will order seized.

If a vessel which appears to be a sealing vessel is found within the area of the Award, during the periods of time in which fur seal fishing is forbidden, you will ascertain whether she is there for the purpose of fur-seal fishing, whether she has been engaged in fur-seal fishing, whether she was carried there by stress of weather, by a mistake during foggy or thick weather, or is there in the ordinary course of navigation making the best of her way to any place. You must judge whether such vessel has been engaged in fur-seal fishing from the presence of seal skins or bodies of seals on board, and from other circumstances and indications. If such vessel is found outside of the area of the Award, and it is evident that she has been engaged in fur-seal fishing within said area, and has thus committed an offence, you will order her seized. A vessel may violate the law by her boats fur-seal fishing within said area, while the vessel, herself, is outside of said area.

7. The Commanding Officer making the seizure will, at the time thereof, draw up a declaration in writing, stating the condition of the seized vessel, the date and place of seizure, giving latitude and longitude and circumstances showing guilt. The seized vessel will be brought or sent, as soon as practicable, with all persons on board thereof, in charge of a sufficient force to insure delivery, together with witnesses and proofs, and the declaration of the officer making the seizure, if American, to the most convenient port of Alaska, California, Oregon or Washington, and there delivered to the officers of the United States Court having jurisdiction to try the offence and impose penalties for the same; and if British, to Unalaska, and there delivered to the Senior British Naval Officer present, or carried to the most convenient port in British Columbia, and delivered to the proper authorities of Great Britain, or to the Commanding Officer of any British vessel charged with the execution of the Award herein referred to.

8. A signed and certified list of the papers of the seized vessel will be delivered to the master thereof, and a duplicate copy will be transmitted with the declaration.

9. You will arrange with the Commanders of the British vessels engaged in carrying out the provisions of the Award for the mutual delivery of vessels of the one country seized by officers of the other.

10. These instructions will remain in force only during the present season.

#### ARRANGEMENTS FOR 1894.

Pending the passage of legislation, to effect the whole award, and in view of the lapse of time, it was considered advisable that a discussion should immediately proceed towards arriving at some agreement upon a method for carrying out articles 4 and 7 of the award.

The articles provided respectively for the licensing of the vessels engaged in the business, the obligation for their carrying a distinguishing flag, and the ascertainment of the fitness of the men authorized to engage in fur-seal fishing, who were to be proved fit to handle with sufficient skill, the weapons by means of which lawful fishing operations might be carried on.

To this end a conference was held at Washington, during the month of April 1894, at which Great Britain, Canada and the United States were represented.

The points touching the form of license and the ascertainment of the fitness of the hunters were speedily settled.

A suggestion however was made involving the sealing up of the implements of the sealers while in passage during the close season, or while crossing waters in which certain implements were forbidden.

The ground for this proposal was that the fact of a boarding officer finding the implements sealed and thus rendered useless would afford *prima facie* evidence of innocent intent on the part of the sealer.

This appearing to involve an extension of the terms of the award, and in view of the vast area affected, the Canadian delegate, by direction, protested against any such arrangement, and returned to Ottawa, on the completion of the agreement as to articles 4 and 7, without any engagement having been entered into regarding the proposal for sealing the implements.

The form of license agreed upon and used during the season is as hereunder :

#### *License to British Sailing Vessels engaged in Fur-Seal Fishing.*

(Name) \_\_\_\_\_ Master or Owner \_\_\_\_\_ of the British Sailing Vessel \_\_\_\_\_ having satisfied the undersigned, at the port of British Columbia, as to the fitness of his hunters to engage in fur-seal fishing, this license is hereby granted to the said sailing vessel to kill, capture and pursue fur-seals, in accordance with the conditions and within the limits described in the regulations endorsed on this license and prescribed in the Award of the Tribunal of arbitration constituted under article 1 of the treaty concluded at Washington on the 29th February, 1892, between Her Britannic Majesty and the United States of America.

This License shall continue in force for the Year 1894.

## Marine and Fisheries

Any violation of or non-compliance with the above mentioned regulations renders the vessel liable to seizure and prosecution for the penalties prescribed by the Imperial Act (56 & 57 Victoria, Chapter ) in addition to the forfeiture of the license.

Dated this    day of    A.D. 1894,

.....  
*Collector of Customs at  
the Port of*

Endorsed upon this license is an extract from the award containing the regulations.

### THE DISTINCTIVE FLAG.

Hereunder is a description of the flag to be carried by both British and United States sealing vessels under the emblem of their nationality. Four feet square composed of two pieces of yellow and black bunting joined from the right hand upper corner of the fly to the left hand lower corner of the luff. The part above and to the left, to be black and the part to the right and below to be yellow.

### MEASURES TO REACH THE SEALERS AT SEA.

The sealing vessels having all left their home ports before either the form of license or description of distinguishing flag had been decided upon, special arrangements were made for furnishing these requisites at sea by the commanders of cruisers and otherwise.

To this end a supply of licenses and flags were given to Her Majesty's Cruisers patrolling the North American side of the North Pacific Ocean for issue to vessels encountered by them.

A further supply was sent to Yokohama by Canadian Pacific Railway steamship, to be distributed to those of the fleet operating on the Asiatic side, with the consent of Her Majesty's Government, through Her Majesty's ships on the China station, and Her Majesty's Consul at Hakodate, Japan, where the sealers were expected to call.

### THE ARRANGEMENT FOR THE SEALING OF IMPLEMENTS.

Subsequently it was learned that by an exchange of notes between the two governments an arrangement for the sealing up of implements, to which Canada had been unable to accede, and against which the government had protested, was reached under the heading of "Regulations respecting sealing vessels lawfully navigating the maritime area of the award during the close season."

The terms of this agreement were :—

(1.) No sealing vessel shall be seized or detained by reason of the absence of a license or of a distinctive flag or merely on account of seals, sealskins or fishery implements being found on board, but unless there be evidence of unlawful sealing, the commander of the cruiser visiting such sealing vessel shall deliver to the master a certificate of the number of seals and seal-skins found on board on that date (keeping a copy of such certificate) and allow the vessel to proceed on her way.

(2.) Any sealing vessel lawfully traversing or intending to traverse the said waters during the close season for the purpose of returning to her home port or of proceeding to any other port, or to or from the sealing grounds or for any other legitimate purpose, may, on the application of the master have her fishery implements sealed up, and an entry thereof made on her clearance or log book, and such sealing up and entry shall be a protection to the vessel against interference by any cruiser in the said waters, during the close season, so long as the seals so affixed shall remain unbroken, unless there shall be evidence of seal hunting notwithstanding.

(3.) The sealing up of fishery implements and the entry thereof may be effected by any naval officer or customs officer or (in Japan) by any consul of the nation to which the vessel belongs. It may be also effected at sea as regards United States vessels by the commander of a British cruiser, and as regards British vessels, by the commander of a United States cruiser.

#### SEALERS ASK CONSIDERATION.

While legislation was pending before the Imperial Parliament, and with the sealing fleet at sea in entire ignorance of what was transpiring, the interested parties in Victoria represented that they were without any official and authoritative information and that all they could learn as to the legislation was gleaned from conflicting newspaper reports.

In their state of uncertainty and in view of the importance of the industry to the province, they asked that provision should be made for:

1. Due notice of the enactment of the law, in order that they might govern themselves accordingly;
2. A sufficient number of days grace after the 30th April, not to kill seals, but to reach port from the sealing grounds;
3. Leave to clear at Custom house and sail from Sand Point not later than 20th July so as to enable them to reach Unimak Pass by 1st August;
4. Leave to clear and sail from Victoria not later than 1st July for the same purpose and to sail across the intervening ocean affected by the close season (in what at that date not a seal is to be seen) without liability to seizure.

#### WARNING ASKED FOR.

In the meantime the Canadian Government had persistently urged that as the sealing fleet had sailed months prior to the passage of the Act, and in the assured legality of the industry in which they were engaged until future British legislation affected it, no vessel should be arrested or interfered with until it had been found that the master thereof had specific knowledge of the British law forbidding or restricting sealing.

The ground taken was that although it might be true that the terms of the award were known to the sealers who left port, and that there was some reason for believing in the probability of an arrangement being made to carry them out, it could not be admitted that this constituted a very satisfactory answer to those engaged in the sealing industry.

They had no reason to know that legislation would be obtained which would be retroactive or apply in May of 1894 to vessels which had sailed from port in 1893 and which did not communicate with land in the interim.

Also they had received no official notice of the intention of Her Majesty's Government by legislation to make it illegal for them to do certain acts or to attempt to enforce this year those provisions of the suggested regulations with which compliance was impossible.

A supposition of possible legislation based upon the suggested award regulations, could scarcely be regarded as sufficient to control their operations under the peculiar circumstances of the industry.

Hence a request was made of Her Majesty's Government to send a vessel to warn the sealers operating on the American side of the North Pacific Ocean of the terms of the legislation which had been reached.

To this request Her Majesty's Government responded and the Admiralty detailed Her Majesty's ships "Pheasant" and "Hyacinth" to warn the vessels at the time sealing of their liability to seizure without warning after the first of May.

These vessels sailed from Esquimaux respectively on the 26th and 28th of April carrying with them a complete list of the sealing vessels and the date of their sailing and such information as it was possible to afford as to where they might be found.

## Marine and Fisheries.

### SEIZURES BY HER MAJESTY'S SHIP "HYACINTH" SENT TO WARN SEALERS.

On the 2nd June the department received telegraphic notification of the seizure by Her Majesty's ship "Hyacinth" (one the vessels sent to warn the sealers of the legislation reached), of the sealing schooners "Favourite," "Annie C. Moore" and "Triumph."

Inquiry elicited that the charge against these vessels was that they were caught sealing with their boats out.

Under the circumstances this action on the part of the commander of the "Hyacinth" was regarded as so remarkable that the collector of customs was directed to take no responsibility nor to act respecting the seized schooners without direct authority from the Canadian Government.

In the meantime, representations were made to Her Majesty's Government protesting against the course of seizing these vessels without previous notice, as inconsistent with the object for which the "Hyacinth" sailed and even without warrant under the Admiralty instructions, had she not gone on the special mission of warning the vessels of their liability under the Act, inasmuch as these instruction of themselves impress upon the commanders of Her Majesty's ships the desirability of taking every possible means to give to the sealers at sea specific warning of the regulations and the intention to enforce them, notwithstanding the award had been a matter of common knowledge.

Thirteen sealing schooners including those seized were warned by the vessels sent for that purpose.

It subsequently transpired that the seized vessels were released by order of the Admiral.

### THE WARNING OF THE SCHOONER "MINNIE" BY THE UNITED STATES SHIP "ADAMS."

The Collector of Customs at Victoria reported the arrival from the American side of the North Pacific Ocean on the 4th June, of the sealing schooner "Minnie." This vessel had been encountered by the United States ship "Adams" on the 21st May in latitude 56° 10' north, longitude 138° 50' west, and formally warned.

Among the documents given the captain of the "Minnie" was a license in the following form :

UNITED STATES SHIP "ADAMS," 3RD RATE.

At sea, Lat.: 56° 10 N.; Long.: 138° 60' W.

May 21, 1894.

" This is to certify that V. Jacobson, master of the schooner "Minnie" 46, 31 tons register, No. 94,806, cleared from Victoria, 28th March, 1894, with 46 seal skins and 44 bodies of seals on board, has signed a declaration stating that he intends to proceed direct to the port of Victoria, and that I have in accordance with the requirements of the regulations issued by the president 4th May 1894, secured under seal all arms, ammunition and sealing implements on board.

" And I do further certify that there has been entered upon the log book, under the column for this date, the number of seal skins, bodies of seals, fire-arms, nets and the amount of ammunition and explosives found on board."

" The master is hereby licensed to proceed to the above named port.

Signed

J. J. BRICE,

*"Commander U. S. Navy, Commanding.*

" Per W. J. HANNUM. }  
Lt. U.S.N." }

This was regarded as involving an unwarranted assumption of right and authority over British ships on the high seas. It could not be conceded that the commander

of a foreign war ship had the right or power to license a British ship on the open ocean to proceed to a home port.

Such a proceeding, it was thought, constituted a dangerous precedent, since it contemplated further and exceptional interference and restriction than a fair interpretation of the award and international obligation demanded.

Nor could any warrant for such action be found in the agreement reached between the two governments.

Moreover, as the sealing up process had rendered the implements useless for the time being, the commander of the "Adams" assumed a right and authority over a British ship on the high seas wholly incompatible with the conditions of the case. This action it was considered involved an interference with the traditional rights of the freedom of navigation.

The "Minnie" was encountered at sea approximately 150 miles from the nearest land, Baranoff Island, bearing north-east by east in a direct line. This is about 1,000 miles distant from the position where the Behring Sea question originally arose, and immediately in the water way of the North American coast of the North Pacific Ocean, far removed from the locality where seals are found at this season of the year and within comparatively close proximity of the home port.

Representations were, therefore, made to Her Majesty's Government remonstrating against any recognition of the act of the commander of the "Adams" in view of the established rights of navigation.

It was subsequently announced that on the attention of the United States Government being called to the action of the commander of the "Adams," instructions had been given to avoid such proceeding in future.

#### THE BEHRING SEA VOYAGE.

Beginning with the 4th May, the sealing schooners operating on the American side of the North Pacific Ocean, returned to Victoria on the advent of the close season, where they refitted for the Behring Sea voyage beginning on the 1st August. The vessels which sought Behring Sea under these circumstances are as follows :

"Saucy Lass" cleared.....	11th June
"Beatrice" ".....	"
"Triumph" ".....	16th "
"Sapphire" ".....	16th "
"Favourite" ".....	16th "
"Annie C. Moore" ".....	16th "
"Katherine" ".....	18th "
"Ainoko" ".....	18th "
"Borealis" ".....	19th "
"Minnie" ".....	19th "
"Henrietta" ".....	19th "
"Labrador" ".....	21st "
"Kilmeney" ".....	22nd "
"Kate" ".....	27th "

To these may be added the "San Jose," to which vessel a license and flag were sent to Sitka.

Each of these vessels on clearing, were supplied with :

1. License.
2. Distinguishing flag.
3. Copy of the arrangement agreed upon by Her Majesty's Government and the United States' Government as to sealing of arms.
4. Copy of the Award Act.
5. Instructions as to manner of hoisting the distinguishing flag.
6. Instructions as to mode of keeping log required by award.

## Marine and Fisheries.

There remained beside the above named vessels, nine others which had cleared before the close season and had not returned to port.

Two of these vessels had been supplied with licenses and flags at Sitka, by Her Majesty's ship "Pheasant;" one of them, the "C. D. Rand," having gone to the Russian side, and the other—the "Shelby," remaining at Sitka.

Operations in Behring Sea, being, by the award, restricted to spearing, no firearms or ammunition were carried by these vessels.

The Indian hunters requisite for the voyage resided on the West Coast of Vancouver Island.

The collector of customs finding it impossible to get the Indians to go to Victoria with the spears, (of which they are the owners) for the purpose of having them sealed in accordance with the agreement reached, was compelled to make some arrangement which, while complying with agreement, would be satisfactory to the sealers.

He accordingly deputed two responsible persons on the west coast to seal up the implements, one at Clayoquot and the other at Kyuquot, sending them the necessary articles in advance, with particular instructions as to the sealing, and had prepared a certificate on both the log book and clearance ready for the insertion of the number of spears and signature.

### SEIZURES BY UNITED STATES' CRUISERS.

During the season the schooners "Wanderer" and "Favourite" were seized for alleged infraction of the agreement entered into as to sealing up of implements.

The charge against both of these vessels was that each had on board an unsealed gun.

At page 141, preceding, the text of the agreement under which these seizures were made is given.

The agreement leaves the sealing up of implements optional or voluntary as is implied by the words "may on application of the master have her fishing implements sealed up," but the fact of the implements being sealed seems to have afforded the only actual safeguard against interference under the circumstances.

While imparting to the sealing up a voluntary appearance, in effect it may as well have been compulsory, and the master of the vessel is unfairly put in a wrong position by neglect or disinclination to avail himself of a remedy otherwise unprovided for.

Moreover, in the case of the "Wanderer," the master had had all his sealing equipment placed under seal by a United States' Naval officer. The one gun, the possession of which led to her subsequent seizure, was the personal property of the mate, who had not surrendered it with the equipment to be sealed, but had stowed it away where it was subsequently found, not having been used.

The agreement itself contemplated vessels "lawfully navigating the maritime area of the award," while it also provided against just such an event inasmuch as it stipulates that no sealing vessel shall be seized merely because fishing implements are found on board.

The seizures were in no way warranted by the award nor indeed by the legislation thereunder.

Although the legislation previously recited gave exceptional powers to United States' officers, yet it will be observed they are only permitted to interfere with such vessels as have become liable to be forfeited under the provisions of the act, to effect the award. Neither of these vessels had become so liable.

There was, therefore, nothing whatever in either the legislation or the arrangement to render the possession of sealing implements sealed or unsealed an offence.

Indeed, in the case of the "Favourite," the gun was said to have been a signal gun, and it is not difficult to conceive that it might be highly convenient if not necessary, on a cruise from January to August, to be possessed of one or more guns and ammunition for the purpose of killing game for food or for other unforeseen purposes.



On the whole this interpretation of an agreement said to be designed to protect sealers lawfully pursuing their vocation from interference, and which itself provided against the event complained of, was not thought to be warranted, and the deprivation of a ship at sea of her signal gun, or her seizure because of the existence on board of such a gun, could scarcely meet with favour in any quarter.

Prompt representations were made to Her Majesty's Government on the subject of these seizures, and the owners have filed claims for compensation.

#### THE IDENTIC NOTE.

By the treaty between Great Britain and the United States of America providing for the arbitration of the seal fisheries in Behring Sea agreement was reached to co-operate in securing the adhesion of other powers to the regulations.

Article 7 of the treaty bears upon this point.

To this end an identic note has been agreed to inviting the adherence of all the maritime powers to the regulations prescribed by the award, with a view to their application to the vessel and subjects or citizens of the respective countries and to their enforcement by appropriate national legislation.

#### THE BEHRING SEA CLAIMS.

The question of the settlement of claims for compensation arising out of the controversy is yet pending, and although that branch of the award providing regulations has been promptly effected, satisfaction for untoward acts by the United States' Government remains in abeyance.

Diplomatic correspondence, however, has been continued. A conditional agreement for the settlement of these long standing claims by the payment of a lump sum of \$425,000; was reached by Her Majesty's Government and that of the United States.

This arrangement was necessarily conditional on the action of the United States Congress in respect of the appropriation of the requisite sum, and at its recent session the resolution providing for the appropriation was defeated, leaving this branch of the question still the subject of diplomatic correspondence between the two governments.

# Marine and Fisheries.

THE RESULT OF THE SEASON'S OPERATIONS.  
The following table by Collector Milne, of Victoria, B.C., will reveal the result of the season's operations.  
SEALING SEASON, 1894.

Vessels.	Masters.	Tonnage.	CREWS.		Boats.	Canoes.	Brit. Col. Coast.	CATCH.			Behring Sea.		Total.	Remarks.
			White.	Indian.				Japan Coast.	Vicinity of Copper Island.	Males.	Fe-males.			
Enterprise	O. Scarf.	69	22		8			314		425	431	1,568		
Rosie Olsen.	A. B. Whidden.	39	6	16	2	8		1,043		30	30	1,899		
Umbriua	C. Campbell.	99	25		8			2,588		1,733	176	2,801		
Oscar and Hattie.	A. Folger.	81	24		7			1,961		2,383	433	1,909		
Diana	A. Nelson.	50	19		6			1,197		39	52	2,394		
Brenda	C. E. Locke	100	26		8			1,197		1,288		2,796		
Aristis	A. Douglass	86	25		8			1,926		155		1,288		
Casco	O. Buchholz	63	22		6			1,926		310		1,926		
Dora Siewerd	F. Cole.	94	26		8			2,584				2,584		
Walter A. Earle.	L. Magnuson	68	8	20	1	10		1,471				2,143		
Fawn	M. Keefe	59	6	18	1	9		911				1,657		
Agnes McDonald	M. Cutler	107	26		8			1,707	471			2,178		
W. P. Hall	J. B. Brown	99	24		7			710				710		
Mernaia	W. H. Whiteley	73	25		8			1,603	505			2,108		
City of San Diego.	M. Pike	46	16		5			1,304	250			1,554		
Mary Taylor.	E. Robbins.	43	19		5			874	250			1,124		
Libbie	F. Hackett.	93	22		7			1,010	200			1,210		
May Belle	E. Shields.	58	14		6			925	197			1,122		
Mary Ellen	W. O. Hughes	63	23		7			1,909	86	105	352	2,452		
Viva	J. Anderson	92	26		2			1,437				1,437		
W. P. Skeward	G. Pery	60	20		6			606	35			641		
Penelope	L. McGrath	70	20		7			1,366	296			1,662		
Vera	W. Shields	60	19		6			1,075		80	115	1,270		
Carlotta G. Cox.	W. Ryers.	76	24		7			1,947				1,947		
Triumph	C. Cox	98	8	36	3	17		1,320				4,560		
Otto.	J. McLeod	86	25		8			1,014	623			1,637		
E. B. Marvin.	C. J. Harris	96	23		7			2,118				2,118		
Sapphire	W. Cox	109	8	32	4	16						2,640		
Annie E. Paunt.	A. Bissett.	82	26		9			1,497	531		879	2,028		
Geneva	W. O'Leary.	92	27		9			1,092	558			1,650		
Teressa.	F. Gilbert.	63	25		7			1,102	120			1,222		
Ocean Belle.	T. O'Leary	83	22		6			530	274			804		
Sadie Turpel.	C. O'Leary	56	22		8			1,783				1,954		
Maud S.	R. McKiel.	97	24		8			1,343	86			1,429		

SEALING SEASON, 1894—Concluded.

Vessel.	Masters.	Tonnage.	CREWS.		Boats.	Canoes.	CATCH.				Behring Sea.		Total.	Remarks.
			White.	Indian.			Brit. Col- un Dis	Japan Coast.	Vicinity of Coppet Island.	Males.	Fé- males.			
Aurora.	H. J. Lund.	41	18		5			608	21	79	138	931		
Florence M. Smith.	J. Allen	99	27		8			96	81			177		
Beatrice.	D. Macaulay.	66	5	22	1	11	358			342	818	1,518		
Mascot.	H. F. Siewerd.	40	4	16	1	7		558		299	246	1,103		
Favourite.	L. McLean.	80	5	37	1	18	606			752	488	1,846		
Annie C. Moore	C. Hackett.	113	8	37	1	18	300			938	1,009	2,256		
Labrador	J. J. Whiteley.	25	5	14	1	5	308			179	381	868		
Wanderer	H. Paxton.	25	2	7	1	7	400					400		
Pioneer.	W. E. Baker.	66	24		6		418		1,263			1,681		
Saucy Lass	R. E. Crowell.	38	7	17	2	8	170			290	378	838		
Borealis.	G. Meyer.	37	6	20	1	10	308			90	1,059	1,452		
Katharine.	J. Gould.	82	5	26	1	13	269			490	569	1,328		
Aimoko.	G. Heater	75	5	22	2	11	467			1,092	565	2,124		
Kate.	N. Moas.	58	5	20	1	10	79			303	564	946		
Shealy	J. Searle.	16	5	10	1	5	34			232	145	411		
Venture	J. Mohrhouse.	48	3	17	1	9				417	492	900		
Walter L. Rich.	S. Balcom.	76	9	25	2	13	691			1,000	749	2,440		
Mountain Chief.	J. Jamieson	28	1	13		6	175					175		
Fisher Maid	C. Chippis	21		8		4	92					92		
Minnie.	V. Jakobson	46	6	20		12	488			679	946	2,153		
San Jose.	M. Foley	31	5	14	2	7	20			256	593	869		
Kilmory.	J. Jamieson	19	2	12		6				307	327	634		
Henrietta.	J. Daley.	31	5	17	1	8	315			427	340	1,082		
C. D. Rand.		51	7	22	2	11	357					357		
Beatrice (Vancouver).		49	21		6		3,980					1,703		
Canoe catch by Indians.												3,989		
		3,866	888	518	266	259	11,703	48,963	7,437	11,705	14,636	94,474		

CATCH OF AMERICAN SCHOONERS LANDED AT VICTORIA.

Louis Olsen.								435		18	66	519	
Anna Mathilda								7				7	
Josephine.								48				48	
Total							11,703	49,483	7,437	11,723	14,702	95,048	

## Marine and Fisheries

### SUMMARY OF SEALING CATCH, 1894.

British Columbia Coast, catch.....		11,703
Off Japanese Coast do .....		49,483
Vicinity of Copper Island do .....		7,437
Behring Sea do males.....	11,723	26,425
do do females.....	14,702	
Grand catch.....		95,048

### STATEMENT of Catch, 1839-1894.

	Year.	Catch.
Total catch.....	1889	35,310
	1890	43,325
	1891	52,365
	1892	49,743
	1893	70,592
	1894	95,048

### REMARKS ON THE CATCH OF 1894.

Considerable interest will attach to the statistics of the year 1894, inasmuch as it is the initiatory year of the industry under the restrictions imposed by the Paris Tribunal.

In some quarters in the United States considerable stress is being laid upon the success of the pelagic sealers this year, notwithstanding the curtailment of privileges involved in the regulations recommended by the arbitrators at Paris.

This success is regarded, or at least has been suggested in the press of that country, as affording an argument upon which to base a recommendation looking to the absolute prohibition of pelagic sealing, if not for all time, at least for a term of years.

Apart from all other considerations this can only be looked upon as a most remarkable attitude in the face of the decision of the arbitrators as to an industry so long embarrassed and misrepresented, especially when it is taken into consideration that the decision was reached on terms of submission which, to say the least, were as favourable to the United States' Government as it was possible under the circumstances to make them, while they were certainly not such as to receive Canadian commendation.

The objections on their face would indicate that the large take of 95,048 seal skins was secured from the seals frequenting the Pribylov Islands, or as they have been commonly termed by United States' authorities "the Alaskan seal herd."

An examination of the figures, however, will quickly dispel any such apparent misapprehension, and show that out of the 95,000 skins taken but 26,400 were secured in the Behring Sea the only waters which the United States' Government originally sought to protect.

The remainder, 68,623 seal skins, secured by the Canadian sealers this year were taken in waters in which neither the United States' Government nor the lessees of the Pribylov Islands have any interest whatever beyond that of pelagic sealing itself.

If, for argument sake, were added the 11,700 taken on the British Columbia coast to the Behring Sea catch, there would be a total of 38,000 skins which might be said to have been taken from what has been termed by the United States "the

Alaskan seal herd," still leaving 57,000 of the total drawn from outside sources, nearly the whole of which have been secured off the coast of a country (Japan) which recognizes pelagic sealing proper, and has already embarked in the venture.

It may also be added that in the persistent denunciation of the operations of the sealers great force was given to the iterated and reiterated statements as to the percentage of females killed which had left the islands for food whilst suckling their young, which also succumbed as a consequence.

The popular statement was that 80 or 90 per cent of those killed were suckling females.

It will be seen that one of the obligations under the Award requires authentic log entries on this point, which this year enables this point to be elucidated with absolute exactness.

Reference to the tabulated statement will show that in the waters of Behring Sea, the catch this year comprised 11,723 males and 14,702 females.

It has not yet been satisfactorily shown that females while nursing, whatever they may do after they have ceased suckling their young, seek the open sea to any great distance from shore, and indeed the preponderance of the evidence is in the negative, but the above figures must be regarded as very significant in successfully combatting the statements hitherto advanced. Nor should it be forgotten that further significance is lent to these figures when it is considered that the Behring Sea catch was taken only during August and September when the bulk of the mothers had ceased nursing their young and after a long sojourn on the islands, might naturally be expected to seek the open sea.

There is every reason to believe that still fewer females, if indeed any appreciable number, would have been taken had the operations of the sealers covered the month of July, when the mass of the pups are depending upon the fostering care of the mothers.

Taking the converse side of the question it will be found that notwithstanding the comparatively large take this year, a fleet of between fifty and sixty vessels scouring the whole of the North Pacific Ocean from America to Asia, has not yet in any one year reached the number of skins taken *annually* for twenty years under the lease of the old company, and only twice exceeded the stipulated number allowed to be taken by the new lessees of the two little islands of St. Paul and St. George, the former sixteen by seven and the latter eight by six miles in extent, where these animals annually congregate for the reproduction of their species.

The figures representing the take on the islands for the season of 1894 are, at the time of writing, not available for comparison, but taking the catch of the lessees from 1871 up to 1893\* shows a grand total of 1,919,204.

The combined take of the last four years—1890-1-2 and 3—represents only 47,991 skins. This is due to the United States agent in 1890 limiting the number because in his opinion the herd on the Islands would not stand further drain that year, combined with the fact that for 1891-2-3 the lessees under the *modus vivendi*, were restricted to the killing of 7,500 seals annually to provide food for the natives, while the pelagic sealers were prohibited entering Behring Sea altogether.

It will thus be seen that had the lessees taken the number of skins authorized by their lease from the government the product of these four years would have been 240,000 instead of 47,991, raising the total take in such case to the end of 1893 to 2,111,213, since 1871.

It may be mentioned that these figures do not include 47,400 pups killed for food between 1871 and 1889.

During the same period, *i. e.*, from 1871 to 1893, the total product of the Canadian pelagic sealing industry reached 383,452 seal skins, drawn from the Asiatic as well as the American herds.

It has been shown that the actual land slaughter on the Pribylov Islands alone during the same period was 1,966,604. No account will be taken of the number killed on the Russian Islands, which it may be incidentally stated was during that period 855,346.

\*Report Behring Sea Commissioners.

## Marine and Fisheries.

From the point of destruction of seal life alone the Canadian pelagic sealer would appear to be comparatively provident.

It may be said the industry is of but comparatively recent development and that its gradual growth may be looked for, but this does not appear to constitute a sufficient reason for its suppression in the interests of those controlling the land-killing operations, for if an undue number of seals is being killed the fact is not wholly due the existence of the pelagic sealing fleet.

It is not the intention to discuss at any length in this article the relative merits of the two methods of sealing. That is a matter upon which considerable difference of opinion obtains.

The advocates of clubbing on land contend that their method is superior because they kill only males, and the pelagic sealing is denounced because males and females promiscuously are killed.

Without entering into a consideration of this branch of the subject, it may be said that it is not usual in other industries to confine the killing operations entirely to animals of one sex, and it is at least of doubtful providence to draw millions of seal skins from the seal herd taken from young males alone.

The males are as necessary as females for breeding purposes, and their undue slaughter would appear to be susceptible of much the same objection as would the same slaughter of females.

As a matter of fact United States agents are in evidence to the effect that the annual killing of young males for so many years past has impoverished the rookeries by reducing to a minimum the number of young bulls fit for rookery service.

On the other hand as previously stated, the log entries of this year shows the take of females in Behring Sea to have been little over half the total catch which compared with the killing of other animals, bears about a proper ratio.

It is also a fact that the operations of the pelagic sealers leave inviolate the small circumscribed places to which the seals annually travel many thousands of miles for the purposes of procreation.

### INCIDENTAL TO THE BEHRING SEA QUESTION.

#### THE CASE OF THE STR. "COQUITLAM."

In the report for the year 1892, Part II., Fisheries, page 56, the seizure of the supply steamer "Coquitlam" and her condemnation in the District Court of Alaska was explained.

The case is incidental only to the Behring Sea Question, inasmuch as it is one affecting Customs jurisdiction of the United States in Alaska.

The question raised by this seizure has formed the subject of considerable diplomatic correspondence. As the subject was before the courts of the United States it was thought legal process should be exhausted before any diplomatic decision was reached.

An appeal was consequently entered and it was understood that the case was to come up for hearing before the fall session of the United States' Court of Appeals at San Francisco, 1894.

It appears, however, that through some informality in the arrangement of the record, the United States' attorney found it impossible to proceed with the case.

The department is informed, however, that the appellants, who appear to have been unaware of the informality, intend taking immediate measures to perfect the appeal by having the record corrected to the satisfaction of the United States' attorney, and the case is expected to reach a hearing in February next.

#### THE CASE OF THE "OSCAR & HATTIE."

This case arose out of the *modus vivendi* in Behring Sea. The circumstances are as follows:

On her return trip from the vicinity of Copper Island, off the coast of Russia, to Victoria, the "Oscar & Hattie" entered the prohibited waters of Behring Sea at

Gotzleb Harbour, Attou Island, for the sole purpose of obtaining a supply of water. She was seized by an officer and boat's crew from the United States' ship "Mohican", and taken with her crew and equipment to Ounalaska where in accordance with the terms of the *modus vivendi* she was handed over to the commander of Her Majesty's ship "Melpomene."

The master of the schooner was ordered to Victoria to hand his vessel over to the customs authorities of that port which he did.

The cargo was disposed of and the money accruing was deposited in the Bank of British Columbia, pending the result of adjudication.

A glance at a chart of the North Pacific Ocean will show that Attou Island, being the most westerly of the Aleutian Chain lies directly in the course of a vessel returning from the vicinity of Copper Island on her homeward voyage to Victoria.

Had the harbour visited by the "Oscar & Hattie," for water, been on the southern side of the island, not even the appearance of a breach of the agreement could have been sustained against her, but it so happens that it is situated on the northern or Behring Sea side, and consequently technically within the water area laid down in the *modus vivendi* in which the killing of seals was interdicted.

The presumption was against the vessel, inasmuch as the legislation provided that when a British ship is found within the prohibited water of Behring Sea, the burden of the proof is upon the owner or master to rebut by positive evidence that the vessel is not there used or employed in contravention of the "Seal Fishery (Behring Sea) Act, 54 & 55 Vic., Cap. 19, sec. 1, s.s. 5.

From Copper Island to Attou Island is about 186 miles. Attou Island, as before stated, is the westernmost point of United States territory, and is about 600 miles distant from the Pribylov Islands, whereon the seal rookeries exist.

Vessels entering Behring Sea to take seals usually do so through the Unimak Pass, which is 720 miles from the Island of Attou, but only about 200 miles from the Pribylov Islands, the vicinity of which group is sought for sealing purposes.

It is therefore obvious that a vessel entering Behring Sea to kill seals would not select a point of entrance over 700 miles from their known haunts and in a locality where seals have never yet been sought.

The fact that this vessel was returning from localities in which she had been legally plying her calling, that she was on a voyage across the North Pacific Ocean, and that she was found in a harbour within the prohibited area (yet technically so) taking water, should, it is submitted, have afforded *prima facie* evidence of innocent rather than of evil intent, which latter position could only be justified by a strained and illiberal interpretation of international agreement, and a disregard of the time honored rights and privileges of vessels in the matter of obtaining water.

Nevertheless the ship, her equipment and everything on board were condemned in contravention of the act, and the owners were condemned in costs, before the Chief Justice of British Columbia, sitting as local judge in admiralty for the British Columbia admiralty district.

On appeal to the Supreme Court of Canada it was decided that the appeal must be allowed with costs and the action for condemnation in the admiralty dismissed with costs.

It was held, reversing the judgment of the court below, that there was positive and clear evidence that the "Oscar & Hattie" had entered the prohibited waters at Gotzleb Harbour for the sole purpose of getting a supply of water on her return trip from Copper Island to Vancouver Island and that she was not used or employed at the time of her seizure in contravention of the Act.

In his reasons for judgment Mr. Justice Gwynne said :

"This appeal must in my opinion be allowed with costs. Granting that the ship having been taken within the Behring Sea, casts upon the appellant the onus of proving that the vessel had not been used and employed in taking seals in the Behring Sea; that onus was completely discharged by the evidence of the officers in charge of the vessel, whose veracity was not assailed in the slightest particular.

"The evidence established beyond doubt that the vessel, almost immediately after she had entered the sea on the north side of one of the Aleutian Islands, which

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constituted the extreme southern boundary of the sea where she had entered for water, and within 200 miles of which, as was shown by independent testimony, seals had never been known to be taken or seen.

"The naval officer of the United States who took the vessel and handed her over to the authorities for trial, entertained no doubt of the truth of the statement made by the captain of the vessel when taken, as to the purpose for which she had gone to the north side of the island instead of to the south, and had so entered the Behring Sea, namely, the state of the wind at the time, and the wonder is that she should have been taken at all, or being taken should have been put upon trial."

A claim has been filed in respect of this vessel.

### THE CASE OF THE "HENRIETTA."

This vessel was seized by the United States' cruiser "Yorktown" in Behring Sea, on the 4th day of September, 1892, in latitude 54° north, longitude 170° 35' west, about 60 miles from land.

She was said to have on board at the time of seizure 420 fur-seal skins taken in Behring Sea.

She was removed to Ounalaska where charges were made against her for alleged breaches of the revenue laws of the United States.

The vessel was then delivered to Captain Hooper of the United States' revenue cutter "Corwin" with instructions to take her to Sitka, and deliver her to the authorities of the United States District Court for trial upon the above mentioned charges, and in case of failure to condemn her upon them, she was to be handed over to the British authorities at Victoria for violation of the provisions of the *modus vivendi* of 1892.

The circumstances upon which the charge of an infraction of the customs laws were, that some time prior to entering Behring Sea, the "Henrietta" had sought Tonki Bay, in the Island of Afognak to repair sails and take water. While at this place the master transferred to the schooner "Kate," a vessel belonging to the same owner as the "Henrietta," 108 seal-skins—his coast catch. None of the other schooners found at the rendezvous were seized for similar transactions.

It was stated by the captain of the schooner that the information regarding this schooner had been gained from the crew subsequent to the seizure.

It appears that the vessel was detained for a period of no less than six months awaiting trial, which never took place, upon the charge of violating the revenue laws.

If the vessel was seized for a violation of the customs laws, it must have been under section 2867 of the Revised Statutes which reads as follows:—

"If after the arrival of any vessel laden with merchandise, and bound to the United States within the limits of any collection district, or within four leagues of the coast, any part of the cargo of such vessel shall be unladen for any purpose whatever before such vessel has come to the proper place for the discharge of the cargo, or some part thereof, and has been duly authorized by the proper officer of customs to unlade the same, the master of such vessel and the mate or other person next in command shall respectively be liable to a penalty of \$1,000 for each offence, and the merchandise so unladen shall be forfeited except in the case of some unavoidable accident, necessity or distress of weather."

\* \* \* \* \*

The seizure of the "Henrietta" 60 miles from land, can therefore find no warrant in the above quoted section of the statute. Hence it was contrary to the law of nations.

Even had the vessel been seized within the four league limit asserted by the statute, that instrument makes it necessary that she should have been "bound to the United States," which it is not thought any attempt would be made to establish.

But supposing that such a seizure could be supported by the statute and that it had actually been made within the asserted limit of four marine leagues, it could not be admitted that the mere assertion of this extra jurisdiction on the part



of the United States could in any way render a foreign vessel liable to interference beyond the ordinary three mile limit, without special agreement between the respective powers interested.

It is difficult, therefore, to conceive upon what grounds the district court of Sitka could claim jurisdiction in the matter.

The conclusion, therefore, to be reached is that the seizure could only be warranted under the *modus vivendi* agreement between the two governments excluding all sealing vessels of the two nations from what has been termed the American half of the Behring Sea, or in other words, that portion of the sea in question lying east of the line of demarcation laid down in the Treaty of Cession of 1867 between the United States and Russia.

Even under that arrangement the seizure was conditional upon the immediate transfer of the vessel to British authority, in whom alone existed the right to try the offence and impose the penalty.

This insuperable condition was entirely ignored as the vessel is shown to have been held at Sitka for over six months before any readiness was exhibited in that direction, and then only upon representation, during which period the charge of infraction of the Customs Act appears to have fallen through.

The detention of the vessel was therefore unlawful, inasmuch as :

She should have been handed over to British authorities for adjudication ;

A seizure made beyond the territorial jurisdiction of the United States, for offences against municipal law, can confer no jurisdiction on United States courts. A jurisdiction is asserted which, in view of the law of nations, cannot be claimed against foreign vessels.

In September, 1893, the United States' Government agreed to release the vessel, and asked whether she should be sent to Victoria or given in charge of her captain. It was left optional, and the vessel was delivered over to the master at Sitka.

It subsequently transpired that some difficulties had arisen between the owners and the master of the vessel who had visited Victoria while the vessel was held at Sitka.

It appears that his action in receiving the vessel was in express violation of instructions given him before his departure from Victoria.

The owners informed him that they would not accept the vessel and cargo at Sitka in their then condition, and they claimed that he had no authority to act for them in the matter.

The collector of customs at Victoria reported that on the 17th February, 1894, the "Henrietta" arrived at that port direct from Sitka, Alaska, under command of the captain who was in charge of the schooner when arrested in Behring Sea in 1892.

The captain stated that the vessel had been delivered to him by the authorities at Sitka together with 420 seal skins, and, on obtaining possession, he hypothecated 105 skins to enable him to obtain sails and provisions for the homeward voyage to Victoria.

In the meantime, in view of the irregular treatment of the vessel previously explained, a claim had been filed against the United States' Government in respect of the vessel and cargo, and as the owners contended that the master had accepted the vessel at Sitka in direct opposition to their wishes and instructions, the collector reported that he was unaware that they took any interest in her return.

As the vessel was delivered to the master and not handed over with a view to forfeiture by British authorities for a breach of the *modus vivendi*, under whose jurisdiction alone could proceedings against her be instituted, Her Majesty's Government took no steps in that direction, interpreting the fact that the captain of the vessel was allowed to receive her as a virtual waiver of claim for alleged breach of the *modus vivendi*.

The claim of the owners to compensation was, therefore, added to those presented to the United States' Government in connection with the Behring Sea question.

It was considered that although the master may have acted without authority in receiving the vessel, yet he was ostensibly the only person in a position to take

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charge of her, and the question between the owners and the master was not one for governmental action.

It was therefore held that, as the vessel returned to Victoria, the claim should accordingly be restricted to depreciation and loss, or expenses caused by the irregular proceedings.

### THE CASE OF THE "WINNIFRED."

This vessel was seized by a United States' cruiser in Behring Sea, for an alleged violation of the Behring Sea *modus vivendi* of 1891.

It was learned that on March 1st, 1894, the judge of the United States' District Court of Alaska, entered a decree condemning the schooner as forfeited to the United States.

All that was known of the case, however, was based upon rumour.

The United States' Government was requested through Her Majesty's Government, to supply a statement of the circumstances connected with the case, but as they were not at the time in possession of any information on the subject, the authorities at Sitka were asked by them for a report of the facts.

This has not yet been received.

In the light of the circumstances, so far as known, however, this case would appear to be similar to that of the "Henrietta," so far as the application of the *modus vivendi* is concerned. The remarks, therefore, under that heading apply with equal force and it seems that the treatment of this vessel has been irregular and without warrant.

The United States' Government now announces that the vessel is so much out of repair, if not absolutely unseaworthy, as to render it impracticable to deliver her up for trial to a British court in pursuance of the terms of the *modus vivendi*. A claim in respect of this vessel is included among those existing against the United States' Government.

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## PART II.—AGREEMENT BETWEEN GREAT BRITAIN AND RUSSIA IN RESPECT OF THE SEAL FISHERIES IN THE NORTH PACIFIC OCEAN.

Under the heading "Pelagic Fur-sealing," this subject was treated in the report for 1893.

The text of the agreement and the legislation to give it effect were quoted.

A list of the vessels seized thereunder during 1893, showing the positions at the time of seizure, was also included.

The cases against the vessels were pending at the time, in Yokohama and Victoria, respectively.

A short review of the decisions in these cases might be of interest.

### SCHOONER "AINOKO."

On seizure by the Russian authorities this vessel, like the others, was ordered to Yokohama, Japan, for adjudication, but the crew, being principally Indians, refused to be taken there and the master sailed for Victoria in consequence.

The learned judge found that the ship was driven into the prohibited zone by a succession of gales and a current, the existence of which the master was ignorant.

As a consequence, he was unconsciously set in for four days previous to the seizure of the vessel, in the vicinity of Copper Island.

The circumstances were held to discharge the presumption of law that was against the master because of his being within the prohibited belt, "manned, armed "and equipped for killing or taking or attempting to kill or take seal."

The court also agreed that the master had throughout acted in good faith, and had not varied in the substantial purport of his statements from first to last.

It was held that the appearance of the schooner, at a point 16 miles south-west of Copper Island, was fully explained and the presumption against the captain of the ship was discharged.

The court was satisfied with the master's explanation for sailing to Victoria, instead of proceeding to Yokohama as directed.

Judgment was pronounced in favour of the vessel, each party to pay his own costs.

#### SCHOONER "MAUD S."

In accordance with the orders of the seizing officer, the master of this vessel sailed direct to Yokohama, where the case was tried.

In his review the learned judge referred to the fact that under the 6th subsection of the Act, it became incumbent on the master to prove that his vessel was not, as a fact, at the time and place in question, "used or employed in contravention of "the Act."

The evidence that no seal-skins had been taken within the 30-mile zone was considered satisfactory, and the court proceeded to investigate the presumption that the vessel was, where found, in pursuit of seals.

The explanation that through an error in his chronometer, the captain was misled as to his exact position was accepted as proven, as also was the fact that the vessel was on a course at the time, sailing from one point to another point, where she had a perfect right to be.

The judge ventured the opinion that even if actually sealing under the circumstances, it was doubtful if under a *bona fide* mistake, it could properly be considered as a contravention of the statute. He added: "it certainly would be a very harsh, if a sound construction of the Act."

It was therefore decided:—"Having thus gone into the question at some length, as under the circumstances I consider it advisable to do,—it appears clear that there is no real conflict between the master's statement and the documentary evidence on the other side. As I am further quite satisfied of his truthfulness, and, I will add, of his *bona fides* throughout, I pronounce in favour of the ship and dismiss the petition."

Having settled this branch of the case, there remained the defendant's counter-claim for damages.

The court considered that there was no foundation for the counter case and it was consequently dismissed, each party to pay his own costs.

#### SCHOONER "ARCTIC" (OF SHANGHAI).

This vessel, although a British sealing schooner, does not belong to the Canadian fleet. She was seized by the Russian authorities under the agreement of 1893.

The case was tried in Yokohama.

The judge held that once it was established that the ship was within the 30-mile zone, the onus of the proof turns, and the burden is changed, it becoming the defendant's duty to satisfy the court that his vessel was not at the time, "used or "employed in contravention of the Act."

He had been urged to treat her mere presence there, within the zone, equipped for sealing, as proof or presumptive proof, that she was then hunting for seals.

He thought the answer was that the circumstances made hunting for seals then impossible.

The vessel was there in search of her boats and hunters who had been lost, and the weather was such that no hunting could be done.

The court was satisfied that the defendant was not engaged in contravention of the Act, and the case fell to the ground.

The counter-claim for damages was also dismissed, each party paying his own costs.

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### SCHOONER "WORLOCK."

As explained in last year's report this case was not an actual seizure. Upon the master of the vessel reporting to Her Majesty's consul at Yokohama, his papers were returned to him, no charge having been laid against the vessel warranting prosecution.

Representations respecting the action of the Russian authorities in respect of this vessel were forwarded, and Her Majesty's Government decided that under the circumstances the case was not one for further representation.

### SCHOONER "MINNIE."

This is the only one of the five vessels which was condemned. She was tried in Victoria, British Columbia.

The court found that the presumption against the vessel had not been displaced.

The learned judge said: "The lesson which this law teaches has yet to be learned, and the present is a case wherein, from the total absence of *bona fides* in defendant from first to last, it has become the duty of the court to enforce the provisions of the law."

In every case these vessels were interfered with merely because they were found within the zone provided by the agreement entered into between the two powers.

It may be regarded as fortunate for those vessels which were acquitted, that circumstances were such as to justify the opinion of the respective courts that the presumption raised against them by the Act had been removed.

Had not such been the case, no matter how innocent of evil intent or how ignorant of actual position, there would appear to have been no alternative on the part of the courts than to have condemned the vessels under the legislation provided for enforcing the agreement.

In the case of the "Minnie" it was not proven that she had actually committed a breach of the agreement, but she was condemned merely through the absence of sufficient proof of innocent intention to remove the presumption raised by her presence within the zone, which constituted a *prima facie* case against her.

### THE RENEWAL OF THE AGREEMENT.

Early in January of 1894, the Canadian Government received official information to the effect that Her Majesty's Government had arranged with the Russian Government for the renewal of the agreement providing protective zones in respect of the seal fisheries, until further notice, on the understanding that vessels of the United States of America were to be subject to similar restrictions.

This arrangement, therefore, involved the prohibition of sealing within a zone of 10 marine miles along the Russian coasts, and a zone of 30 marine miles around the Komandorski Islands, in the North Pacific Ocean proper and Behring Sea, and Tulenew or Robben Island, in the sea of Okhotsk.

As a compensating concession, the Russian Government agreed to restrict the number of seals killed upon the islands to 30,000 during the year.

On being made acquainted with this decision for renewal of the arrangement, the collector of customs at the port of Victoria, British Columbia, reported that he had promulgated the information in every possible way, but that 29 sealing schooners had already sailed for the Japan coast.

The following notice was published in the *Canada Gazette* :

#### "NOTICE TO SEALERS.

"PUBLIC NOTICE is hereby given that Her Britannic Majesty's Government have arranged with the Imperial Russian Government for a renewal, until further notice, of the provisional agreement of 1893 providing a protective zone of 30 miles around the Komandorski Islands, in the North Pacific Ocean, and Tulenew or Robben

Island, in the Okhotsk Sea. Also a protective zone of 10 miles along the shores of the Russian mainland.

"All sealers found within these limits are liable to seizure by Her Majesty's ships or those of the Imperial Russian Government."

SEAL FISHERY (NORTH PACIFIC) ORDER IN COUNCIL, 1894.

The Imperial Order in Council for giving effect to the renewal of the arrangement was published in the *Canada Gazette* of 21st April, 1894, as follows:—

*Extract from the London Gazette of Tuesday, January 30, 1894.*

At the Court at Osborne House, Isle of Wight, the 29th day of January, 1894.

PRESENT:

The QUEEN'S Most Excellent Majesty.  
 Lord Steward.  
 Sir William Vernon Harcourt.  
 Sir Henry Ponsonby.  
 Sir John Cowell.  
 Sir Philip Currie.

Whereas, by "The Seal Fishery (North Pacific) Act, 1893," it is enacted that Her Majesty the Queen may, by Order in Council, prohibit during the period specified by the Order, the catching of seals by British ships in such parts of the seas to which that Act applies as are specified by the Order; and that for carrying into effect an arrangement with any foreign State, an Order in Council may provide that such officers of that State as are specified in the Order may exercise the like powers under the Act as may be exercised by a commissioned officer on full pay in the Naval Service of Her Majesty in relation to a British ship, and the equipment and crew and certificate thereof; and that any such Order may contain any limitations, conditions, qualifications and exceptions which appear to Her Majesty in Council expedient for carrying into effect the object of the said Act;

And whereas the said Act applies to the seas within that part of the Pacific Ocean known as Behring Sea, and within such other parts of the North Pacific Ocean as are north of the forty-second parallel of north latitude;

And whereas an arrangement has been made between Her Majesty the Queen and His Imperial Majesty the Emperor of Russia, whereby British ships engaged in hunting seals within such parts of the said seas as are hereinafter specified may be seized by Russian cruisers;

And whereas an Order in Council intituled "The Seal Fishery (North Pacific) Order in Council, 1893," was issued on the fourth day of July, one thousand eight hundred and ninety-three, prohibiting the catching of seals by British ships within the zones as therein defined until the first day of January, one thousand eight hundred and ninety-four.

Now, therefore, Her Majesty, in virtue of the powers vested in Her by the said recited Act, and of all other powers enabling Her in that behalf, is hereby pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered as follows:—

1. From and after the date of the present Order until Her Majesty in Council shall otherwise direct the catching of seals by British ships is hereby prohibited within such parts of the seas to which the recited Act applies as are comprised within the following zones, that is to say:

- (1.) A zone of ten marine miles on all the Russian coasts of Behring Sea and the North Pacific Ocean, and
- (2.) A zone of thirty marine miles round the Komandorsky Islands and Tulenew (Robben Island).

2. The powers which under the recited Act may be exercised by any commissioned officer on full pay in the Naval Service of Her Majesty may be exercised by

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the Captain or other officer in command of any war vessel of His Imperial Majesty the Emperor of Russia in relation to a British ship, and the equipment and crew and certificate thereof.

3. This Order may be cited as "The Seal Fishery (North Pacific) Order in Council, 1894."

C. L. PEEL.

Arrangements were also made by Her Majesty's Government for the promulgation of the renewal through Her Majesty's Consuls in Japan, principally at Yokohama and Hakodate, where the sealing vessels usually call.

Meantime negotiations proceeded between Russian and the United States which resulted in the following agreement being reached :

**AGREEMENT** between the Government of the United States and the Imperial Government of Russia for a *modus vivendi* in relation to the Fur-Seal Fisheries in Behring Sea and the North Pacific Ocean.

For the purpose of avoiding difficulties and disputes in regard to the taking of fur-seal in the waters of Behring Sea and the North Pacific Ocean, and to aid in the preservation of seal life, the Government of the United States and the Imperial Government of Russia have entered into the following temporary agreement, with the understanding that it is not to create a precedent for the future, and that the contracting parties mutually reserve entire liberty to make choice hereafter of such measures as may be deemed best adapted for the protection of the fur-seal species, whether by means of prohibitive zones, or by the complete prohibition of pelagic sealing, or by appropriate regulation of seal hunting in the high seas.

1. The Government of the United States will prohibit citizens of the United States from hunting fur-seal within a zone of ten nautical miles along the Russian coasts of Behring Sea, and of the North Pacific Ocean, as well as within a zone of thirty nautical miles around the Komandorsky (Commander) Islands and Tulenew (Robben) Island, and will promptly use its best efforts to ensure the observance of this prohibition by citizens and vessels of the United States.

2. Vessels of the United States engaged in hunting fur-seal in the above mentioned zones outside of the territorial waters of Russia may be seized and detained by the naval or other duly commissioned officers of Russia; but they shall be handed over as soon as practicable to the naval or other commissioned officers of the United States or to the nearest authorities thereof.

In case of impediment or difficulty in so doing, the commander of the Russian cruiser may confine his action to seizing the ship's papers of the offending vessel in order to deliver them to a naval or other commissioned officer of the United States, or to communicate them to the nearest authorities of the United States as soon as possible.

3. The Government of the United States agrees to cause to be tried by the ordinary courts, with all due guarantees of defence, such vessels of the United States as may be seized, or the ship's papers of which may be taken, as herein prescribed, by reason of their engaging in the hunting of fur-seal within the prohibited zones outside of the territorial waters of Russia aforesaid.

4. The Imperial Russian Government will limit to 30,000 head the number of fur-seal to be taken during the year 1894, on the coasts of the Komandorsky (Commander) and Tulenew (Robben) Islands.

5. The present agreement shall have no retroactive force as regards the seizure of any seal hunting vessel of the United States by the naval or other commissioned officers of Russia prior to the conclusion hereof.

6. The present agreement being intended to serve the purpose of a mere provisional expedient to meet existing circumstances, may be terminated at will by either party upon giving notice to the other.

In witness whereof, we, Walter Q. Gresham, Secretary of State of the United States and Prince Gregoire Cantecuzene, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of all the Russias, have, on behalf of our

respective Governments, signed and sealed this Agreement in duplicate, and in the English and French languages, in the City of Washington, this 4th May (22nd April) 1894.

(Signed) WALTER Q. GRESHAM, [L.S.]  
PRINCE CANTECUZENE, [L.S.]

The vessels this year operating in the vicinity of the Russian Seal Islands, are reported to have kept well outside the protective zone, principally working about 100 miles south-east of Copper Island. As a consequence the present year's operations are marked by an almost total absence of interference with the Canadian sealing fleet by Russian authorities.

The only instance reported is that of a sealing boat of the schooner "May Belle" of Victoria, B.C., manned by Joseph Morrell, Charles K. Leclair and James Costin, which lost the vessel in a fog and after remaining out all night and failing to find the schooner on the following morning, the occupants fearing a storm, which was threatening, made for the shore of Copper Island for shelter.

They were discovered and arrested just before landing.

The boat and her equipment were retained at Copper Island and the three men were taken to Petropaulovski, on the mainland of Kamtschatka, where, after a detention of 32 days, they were handed over to Her Majesty's ship "Daphne," taken to Yokohama, Japan, and delivered to Her Majesty's consul at that port.

They were imprisoned but released some four hours later, and informed by the consul that the charge against them was not sufficient for their detention.

They were accordingly sent by Her Majesty's consul to Victoria, B.C., by Canadian Pacific Railway steamship, where they arrived on the 20th November, 1894.

Claims for damages have been filed by the parties and by the owners of the sealing boat, and representations have been made to Her Majesty's Government on the subject.

#### REMARKS ON LEGISLATION TO EFFECT THE AGREEMENT.

As in legislation to carry out the Behring Sea award, that provided under this agreement, appears in effect to extend the prohibitions stipulated therein.

It has been shown that although condemnation resulted in only one instance in respect of the vessels seized under the agreement in 1893, yet each of these vessels had its season broken up and was put to the expense of litigation and proof of innocent intent, without any recourse whatever.

By the agreement with Russia, Great Britain engages:

1. To prohibit, during the time specified, Her subjects *from killing or hunting seal within certain zones.*

2. British vessels *engaged in hunting seals within the limits* outside territorial waters may be seized by Russian cruisers and handed over to British authority.

3. To bring to trial the British vessels which may be seized *as having been engaged in sealing within the prohibited zones.*

This engagement is entered into without prejudice to the rights and position of either power.

The only offence then, under the agreement, and which appears to be contemplated by its terms, may be said to be *killing, taking, hunting or attempting to kill, take or hunt seals within the zones specified.*

The right of passage or any other right possessed by a British vessel on the high seas, were in no way involved.

The Admiralty instructions to Her Majesty's ships for their guidance under the arrangement, began by explaining that British cruisers were to co-operate with Russian naval vessels in preventing persons belonging to British ships from *killing or hunting seals* during the period and within the zones specified.

Section 2 directs: "British ships likely to be affected should be warned that they will be liable to capture if *found killing or hunting seals within those zones.*"

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While section 3 reads: "If any person belonging to a British ship kills, takes, hunts or attempts to kill or take any seal during the said period or within the said zones, or if any British ship or the equipment or crew thereof, is or are used or employed in such killing, taking, hunting or attempt, a British or a Russian cruiser may stop and examine the ship."

Section 4 provides that when a commander stops and examines a ship he should draw up a statement in writing to serve as evidence.

Section 5 directs that if the officer decides to seize the ship he will take her or send her to one of the specified ports for adjudication, Yokohama being considered to be ordinarily the most convenient.

Section 8 refers to the duty of a Russian cruiser authorized to stop and examine a British ship, to hand her over to British authority.

Up to this point the powers vested in both British and Russian commanders appear to conform to the obligations under the agreement, for although a vessel may be stopped and examined, it would still appear that this could only be done in the event that the vessel, her equipment or crew was or were being used or employed in killing, taking, hunting or attempt to do such during the period, and within the limit, respectively specified.

The Imperial Act, "Seal Fishery" (North Pacific Act) 1893, may next be examined.

The sole object of this act was to give effect to the agreement entered into between the two powers.

After providing for an Order in Council it proceeds:—

"(a.) A person belonging to a British ship shall not kill, take, or hunt or attempt to kill or take, any seal during the period and within the seas specified by the order; and

"(b.) A British ship shall not nor shall any of the equipment or crew thereof be used or employed in such killing, taking, hunting or attempt."

Penalties are provided for these specific offences, and they would appear to constitute the only offences recognized by the terms of the agreement.

But the Act goes further inasmuch as sub-section 4 of section 1 enacts: "Any commissioned officer on full pay in the naval service of Her Majesty the Queen shall have power during the period, and in the seas specified by the order, to stop and examine a British ship, and to detain her or any portion of her equipment, or any of her crew, if in his judgment the ship is being or is prepared to be used or employed in contravention of this section."

Similar power is conferred upon Russian officers.

By referring to the Imperial Order in Council previously quoted as giving effect to the renewal of the agreement for 1894, it will be seen that section 2 provides that like powers may be exercised by Russian officers under the recited Act, to those conferred upon Her Majesty's officers.

Subsection 6 of section 1 of the Act may next be quoted as follows:—

"(6.) If during the period and within the seas specified by the order, a British ship is found *having on board thereof fishing or shooting implements or seal skins or bodies of seals*, it shall lie on the owner or master of such ship to prove that the ship was not used or employed in contravention of this act."

The far reaching effect of these two latter provisions may not appear at first sight.

It must be obvious that in the very nature of things any ship equipped for a sealing voyage may be said not only to be preparing, but to be at all times and under all circumstances, prepared to take seals.

It is nevertheless contended that until she has taken seals in an illegal manner or in protected areas, she should not become liable, and no offence should be assumed against her.

The vessels are regularly cleared at customs and licensed for the sole purpose of prosecuting a sealing voyage in the North Pacific Ocean.

They are manned and equipped accordingly, and among their equipment are necessarily the requisite implements for the conduct of their business.



It is presumed that there can scarcely be any doubt that they, in common with all other British ships, may be legally within the protective zone for other purposes than those prohibited by the agreement or the legislation thereunder, and being sealing vessels in no way impairs their right of passage through the zone to and from points at which the operations for which they are licensed are restricted by no law or regulation.

The legislation imposes upon the master of the vessel, the burden of establishing his innocence should the necessary implements of his voyage, seal skins or bodies of seals be found on board, but this can only be done before the court and after the seizure has been effected and his voyage broken up, even if then.

At all times and in every locality of her voyage, from America to Asia and return, every sealing vessel must necessarily and properly have all or most of these things on board, as an absolute condition of the industry, in which she is engaged.

Hence it would appear to be somewhat exacting that such proof should devolve upon the master, in the light of the fact that the possession of these articles, even at the time or within the limit, is not an offence against the agreement with Russia.

These remarks deal with some of the effects of the legislation on the sealing industry, but there is an aspect of the question which may be said to be of infinitely more vital importance when viewed in the light of the principle involved in the admission of the right of search over all ships flying the British flag in the waters affected by the agreement, on mere suspicion.

R. N. VENNING.

# Marine and Fisheries.

## APPENDIX No. 6.

### NOVA SCOTIA.

**District No. 1.**—Comprising the four counties of the Island of Cape Breton.

*Inspector, A. C. Bertram, North Sydney, C.B.*

**District No. 2.**—Comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants.

*Inspector, Robert Hockin, Pictou.*

**District No. 3.**—Comprising the counties of King's, Annapolis, Digby, Yarmouth, Shelburne, Queen's and Lunenburg.

*Inspector, J. R. Kinney, Yarmouth.*

#### DISTRICT No. 1.

#### ANNUAL REPORT OF THE FISHERIES OF CAPE BRETON ISLAND COM- PRISING THE COUNTIES OF CAPE BRETON, INVERNESS, RICHMOND AND VICTORIA.

NORTH SYDNEY, C.B., 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report on the fisheries of Cape Breton Island for the year 1894, together with synopsis of the reports of the local fishery officers, the statistical returns of the different counties of the island, and the usual comparative tables:—

The following are the aggregate values of the fishery products of the Island of Cape Breton from 1890 to the end of 1894:—

Year.	Product value.
1891 .....	\$ 1,086,721 90
1892 .....	1,047,042 35
1893 .....	1,072,414 89
1894 .....	1,177,453 55

The above statistics show that there is a marked increase in the value of the fisheries over each of the four preceding years; the increase over the year 1893 being as much as \$105,038.66. This increase, however, does not apply to the whole island, but only to the counties of Cape Breton, Richmond and Victoria. The usually productive county of Inverness shows a decrease of \$32,481.26. This decrease comes from the leading branches of cod, salmon, mackerel, and lobsters; herring alone

showing an increase. The following table will show more clearly the increase and decrease in each county.

County.	Value.		Increase.	Decrease.
	1893.	1894.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Breton.....	182,705 21	230,946 61	48,241 40	
Inverness.....	357,753 83	325,272 57		32,481 26
Richmond.....	369,629 89	432,492 32	62,862 43	
Victoria.....	162,325 96	188,742 05	26,416 09	
	1,072,414 89	1,177,453 55	137,519 92	
Increase.....			105,038 66	

The decrease in the county of Inverness is largely confined to the districts of Margaree and Cheticamp, where the returns exhibit a marked falling off in the catch of cod and salmon. The reasons which led to the decrease in these two important branches of the fishing industry are varied, but the chief cause in the case of cod may be set down to a scarcity of fish on the banks and to the scarcity of bait. The falling off in salmon in Cheticamp and Margaree districts was due to unfavourable weather just at the time when these fish made their appearance inshore. During the whole fishing season, heavy storms prevailed, which did considerable damage to gill-nets set along the exposed coast of Margaree.

The following table shows that there was an increase of seventeen fishing vessels and of sixty-seven boats over the number of last year, and an increase of 708 men:—

Counties.	Men.		Vessels.		Boats.	
	1893.	1894.	1893.	1894.	1893.	1894.
Cape Breton.....	1,630	1,553	8	11	846	818
Inverness.....	1,936	2,196	12	17	785	808
Richmond.....	2,070	2,434	68	75	1,283	1,305
Victoria.....	1,288	1,449	2	4	795	845
	6,924	7,632	90	107	3,709	3,776

The increase in vessels and boats is largely due to the fishing bounty and to the fact that the shore fishermen, who go off into deep water, do better than those who carry on their industry inshore. In former years, the boats used by fishermen in several districts were of a small size, the result being that a large percentage of the fishermen were unable to go outside the bays and harbours to fish. These boats were also too small to entitle their owners to the bounty. Hence, the change from a small to a larger class of boats. The increase of bounty to fishing vessels three years ago has had the effect of encouraging fishermen to build a class of vessels with which they are able to carry on cod-fishing in deep water. In some seasons, the cod does not come on the shore banks, but remains outside the reach of boats. It is here that vessel fishermen have an advantage over boat fishermen.

#### MACKEREL.

It is a misfortune that United States vessels are allowed to seine mackerel before the month of August. When mackerel schools strike the coast of Nova Scotia during the latter part of May and the month of June, on their way to the spawning grounds, these fish are full of spawn. Tens of thousands of barrels of "spawn mackerel" are captured by United States seining vessels. This was more notice-

## Marine and Fisheries.

able during the early part of this season than in former years. When mackerel schools reached the coast, the fish were found unusually large and filled with spawn, United States seining vessels made immense hauls, thus destroying these fish at the very time when they should have been protected. An impression prevalent among fishermen, was that mackerel did not spawn on the coast of Cape Breton but that they went to North Bay and Magdalen Islands and other places for that purpose. This is a mistake as it is known that mackerel spawn in Cape Breton waters, and I am of the opinion that Aspy Bay and Bay St. Lawrence are excellent spawning grounds for these fish. When mackerel reach the above stated waters, they suddenly disappear, evidently seeking the sandy bottoms of these bays. There appears to have been no doubt of their sudden disappearance from the United States seining vessels in June last at Aspy Bay. In conversation with the crews of some of the fishing vessels and with the officers of the "Grampus" of the United States Fishery Commission, which remained on our coast for several weeks, I learned that in their opinion mackerel spawned in the above named bays. As an evidence of this fact the waters adjacent to Aspy Bay and Bay St. Lawrence were literally alive with young mackerel during the months of July and August. Should any international agreement be arrived at between Canada and the United States by which mackerel fishing is prohibited before 1st July in each year, it would be in the interest of this fishery and both countries would benefit thereby in the end.

### COD.

In three counties, Cape Breton, Richmond and Victoria, codfishing was better in the early part of the season than for several years past. This fishery is invariably good in this district in autumn when the fish are found more plentiful inshore; but this season, the fishermen did fairly well in the early part of the summer, which accounts for the increase in the yield. The returns would be much larger were it not for the fact that hundreds of fishermen who formerly engaged in this branch of fishing, now prosecute the lobster fishery instead. The proprietors of factories pay cash every month to the fishermen, which is the greatest inducement to engage in this fishery. After an idle winter, money is much needed by the average fisherman, and it can be more readily obtained from lobster packers than from merchants who seldom pay cash to cod fishermen.

### HERRING.

This fishery shows an increase of 4,653 barrels over the catch of last year. The returns from Inverness gives the largest percentage of increase in the four Island counties. The spring and fall herring fishery was good, but the midsummer fishery shows similar poor result as in previous years. Why the summer run of herring does not make its appearance in our harbours and bays as it did in former years is unaccountable. The loss of this fishery to the people of Cape Breton is great. For home consumption these fish are preferred to any others by farmers and fishermen. Well cured July herring could always command a good price on foreign markets.

### LOBSTERS.

There is a falling off in the lobster fishery of 156,175 lbs. This falling off as compared with the returns of 1893, is due to the fact that no extension was granted during the fishing season in 1894. Lobsters are as plentiful in most of the districts as they were in former years. The two best feeding and spawning grounds for these crustaceans are in the deep waters of Gabarus and Fourchu. The new regulations which come into force next year, by which factory owners will have to take out licenses, are undoubtedly made in the interests of this fishery. These regulations will enable the fishery officers to control this fishery in a more satisfactory manner. The packers approve of the granting of licenses, and since the suspension of the regulations respecting the width of laths in lobster traps, the Act meets the approval of everyone.

## SALMON.

While pickled salmon shows an increase of 82 barrels, there is a decrease in fresh salmon of 32,969 lbs. This falling off is confined to the district of Margaree, where as already stated storms interfered with the fishery on that exposed part of the coast. Salmon were as plentiful this fall on the spawning beds as they were ever known to be. However, they did not make their appearance in large numbers in the pools of rivers during the month of July. This was due altogether to the dryness of the season, which caused the rivers to become low and clear. Anglers were discouraged and a smaller number of salmon were accordingly killed in the several rivers during the season than in previous years since sportsmen became attracted to our fine angling streams.

## HALIBUT.

The returns give an increased catch of 88,813 lbs. in this fishery. This increase is due to the fact that this fishery was more vigorously prosecuted than in former years by the fishermen who supplied the hotels and towns in the county of Cape Breton. A number of them attempted to supply the demand for this fish in the local markets, and succeeded fairly well.

## OTHER BRANCHES.

Smelts, bass, flounders, pollock, hake, eels and squid show an increase, while trout, alewives and oysters show a decrease. The causes of the falling off in the returns in coast and river fisheries are not always due to the absence of fish. These may apply to the majority of the kinds of fish enumerated in the foregoing report.

## IMPROVEMENTS ON STREAMS.

The department has, during the season, expended a sum of \$1,200.00 in improving streams for the purpose of enabling salmon and trout to reach the upper fresh waters from the sea. This expenditure was confined to the county of Richmond, and all those who are acquainted with the excellent spawning grounds thus opened up, readily admit that the expenditure was in the interest of the county. The largest expenditure, about \$1,100, took place on Grand River Falls. These falls are the outlet of the waters of Loch Lomond. This stream, after a course of twelve miles, empties into the Atlantic Ocean. What is popularly designated as Loch Lomond consists of a series of three lakes measuring altogether about seven miles in length by about half a mile in breadth. After a run of about two miles from the lower of these lakes, Grand River has two falls following each other in close succession; the first being about 6 feet and the second or lower one about 23 feet perpendicular height; altogether, about 29 feet. The area of the lakes is about ten and a half square miles, equal to 10,500 acres. The waters are clear, pure and cool, with an even shelving bottom, composed of sand and gravel, covering all the requisite natural conditions of first class breeding grounds for salmon and trout. Native trout of a fine size and quality are found in the lakes above. The opening of a passage for salmon and sea trout to these lakes will make them one of the finest angling resorts to be found in Nova Scotia. Under the superintendence of Wm. McCarthy, resident engineer at St. Peter's Canal, and a competent foreman, the falls were blasted; pools or rests, were made, so that salmon or trout from the sea can now reach the lakes above. I am informed by a reliable resident that several salmon were seen in the upper pools this autumn. This is the best proof that fish are enabled now, for the first time, to reach these upper waters.

The other expenditure of \$100.00 was occasioned by the clearing of debris in River Tom. This river empties into the Bras d'Or Lakes and is one of the best salmon and trout spawning rivers in the county of Richmond. Owing to the accumula-

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tion of debris, obstructions were formed at several places in the river by which it was impossible for salmon trout and gaspereaux to reach the upper waters. All these debris, the accumulation of a century, have been cleared, and fish can now ascend the river without interruption. There are other streams in this district on which similar work is necessary. Two or three hundred dollars judiciously expended every year would, within five or six years, place our valuable streams in good condition and enable sea trout and salmon to reach good spawning grounds in the upper waters of our magnificent rivers.

### GOVERNMENT CRUISERS.

The services performed by the fisheries protection vessels was fairly effective. I would, however, recommend having one of the cruisers placed in commission one month earlier than in former years. If there has been any purse-seining inside the three mile limit during the year it occurred before the arrival of the cruiser, and by America vessels. It does not always follow either that because the seining fleet is reported in North Bay, that there are no seining vessels elsewhere along the Cape Breton coast. A seiner can be seen almost at any time in these waters; hence the necessity for having a cruiser stationed on this coast during the whole season. However, I am not finding fault with the good work done by the government cruisers. Considering the large sea area to protect from hundreds of American seiners, I consider that the service was well performed.

The efforts of the department to protect the sea-coast, lake, and river fisheries is fully appreciated by the public.

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## SYNOPSIS OF FISHERY OVERSEERS' REPORTS FOR THE ISLAND OF CAPE BRETON.

### CAPE BRETON COUNTY.

*Overseer Francis Quinan* reports an increase in cod, mackerel, herring and halibut over the previous year, and a decrease in salmon, lobsters and the smaller kinds of fish. He attributes the above increase to favourable weather and to the fact that fish were more plentiful on the shore grounds. The decrease was occasioned by salmon and lobster fishings not being prosecuted so vigorously as in previous years. There was only one lobster factory in operation in the whole of this district, although some 41 tons of lobsters were taken and sold to the Main-a-Dieu factory which will appear in the statistics of another district. Owing to the owners of the Cow Bay Head factory being in financial trouble, the factory there was not operated but will likely be in 1895. Some of the fishermen lost their salmon nets in the storms of 1893 and as these nets were not replaced, the salmon fishery shows a decrease when compared with 1894. The decrease in the smaller kinds of fish, particularly trout, is caused by the fact that the season was dry and the waters low in the rivers and streams. While a quantity of cod, mackerel, and herring taken in this district was marketed in Halifax, the consumption of these fish together with halibut was greater than formerly, owing to a larger number of people employed in and around the mines and on the railroad works. The regulations were well observed, there being only one violation which was reported to the inspector and the offender fined.

*Overseer Alexander McDonald*, of East Bay, reports an increase in the catch of cod, mackerel, and herring. This increase is due to the fact that shore fishermen now go out further to sea to fish both with hand-lines and gill-nets. Of late

years, mackerel and herring have not tarried long in the inshores and bays; hence the necessity for fishermen going outside to prosecute this fishery. Cod are found in greater abundance during the fall on the shore banks than in summer. The weather is, however, more boisterous at this season of the year, and only on occasional days are the fishermen able with their small boats to go out. These shore fishermen who, outside the head-lands, have been so much encouraged that it is likely a good deal of fishing will be done off shore in future. The pack of lobsters in Gabarus Bay shows a decrease of 32,560 cans. The overseer assigns three reasons for this decrease. (1.) Shorter fishing season; there being no extension. (2.) Scarcity of bait during the best part of the season, and (3), boisterous weather. The grounds were well supplied with lobsters. Although packing has been carried on in this district for over twenty years, there are no signs of the grounds getting depleted. The catch of cod in the Bras d'Or Lakes is about the same as that of last year. The fishery is carried on by farmers who fish and farm. The same may be said of the herring fishery. Fishing through the ice was also carried on in the lakes, and the fish were largely disposed of to local consumers. There are only four salmon nets in this district and the few fish that are caught are used for home consumption. The alewife fishery is not prosecuted although these fish are plentiful. They are largely used for bait. The fishery product of this district is disposed of in Canadian markets. The regulations were well observed; there being no violations to report to the inspector.

*Overseer Wm. Burke*, of Mira Ferry, reports very little change in the fisheries of his district, excepting in the mackerel fishery, which shows a decrease of about 50 per cent over the previous year. He cannot assign any cause therefor. The lobster fishery at the Main-a-Dieu factory shows a slight increase owing to the territory being larger as there was no factory operated at Cow Bay Head. The cod fishery on the Island of Scattarie also exhibits a slight increase, but in other districts this fishery is about the same as last year. About 12 per cent of the product of the fisheries is used for home consumption, the balance is marketed at Halifax. The regulations were well observed, violations occurring only in the gaspereaux fishery. Seventeen nets were confiscated. There are no saw-mills in this district.

*Overseer Richard Hickey*, of North Sydney, reports that the two most important branches in his district are the cod and lobster, both of which show appreciable increases over the preceding year. Of the deep sea fisheries the cod fishery is the only one which is vigorously prosecuted by the fishermen of this division and upon which they depend, to a large extent, for a livelihood for themselves and families. It is, therefore, pleasing to notice that this important industry shows an increase over 1893 of no less than 100 per cent. This large increase was occasioned by an abundance of fish during the first months of the season and favourable weather afterwards. The catch of fish during the early part of the season was phenomenally large and had it not been for the appearance of dogfish and the unfavourable weather experienced in the fall a still larger increase would have been the result. Herring and mackerel fishing were not prosecuted with the same vigour as in former years. The falling off in the quantity of fish taken of late has convinced the fishermen that it does not pay the expense and trouble of fitting out in a proper manner for the prosecution of what used to be at one time two of the leading branches of the fisheries of this district. Nearly all the fishermen, therefore, devote most of their time to cod fishing alone. The mackerel fishery is nearly abandoned. The scarcity of these fish in the harbours and bays which they used to frequent in large numbers is attributed to various causes, some of which have been referred to in previous reports. The chief cause, however, may be directly attributed to the practice of purse-seining by United States vessels. Just as soon as these fish appear on the coast of Cape Breton, they are followed by the seiners, and pursued from one locality to another. The few which escape being frightened, seek other waters, and do not come within the reach of local fishermen. One of those vessels is known to have captured in a single day a greater number of mackerel than that taken by all the local fishermen during the whole season. The mackerel catch of this district for the past season is therefore very small; a decrease of 25 barrels being noticed

## Marine and Fisheries.

as compared with the short catch of 1893. A slight improvement is noticed in the herring fishery, there being an increase over last season of 157 barrels. Haddock and halibut show an increase, which is attributed to favourable weather and abundance of fish during the early part of the season. Salmon fishermen report an average catch, there being an increase of 130 lbs. in fresh salmon over the previous year. The summer of 1894 was unusually dry; the waters in the brooks and non-tidal streams have therefore been lower than for many years past. On this account this has been a very poor season for anglers; the oldest residents asserting that the scarcity of trout has not been equalled within their recollection. With the exception of cod and lobsters, all the kinds of fish taken in this district are used for home consumption. About 80 per cent of the season's catch of cod was sold in Canada, chiefly in Halifax; the balance being consumed at home. The catch of lobsters canned at Little Bras d'Or factory was shipped to Boston, where the proprietors have their headquarters. The several close seasons were well observed, no violations of the law being reported from any quarter. One case of illegal fishing was discovered. On one occasion while inspecting the lobster factory at Little Bras d'Or several undersized lobsters were found on the premises. The matter was promptly reported to the Inspector of Fisheries, and the manager of the factory was found guilty and convicted. There were no mills in operation during the past season in this district, no damage has therefore been done the fisheries by the dumping of mill refuse into the streams; neither are there any fishways in operation.

### INVERNESS COUNTY.

*Overseer D. F. McLean*, of Port Hood, reports an increase in the catch of salmon, herring, lobsters, cod, hake, haddock, smelts, bass, alewives and eels, and a decrease in mackerel, trout, halibut and squid. No special reasons are given for the decrease except in mackerel which is attributed to over-fishing by purse-seines in former years. Dogfish appeared as usual on the coast this year, but were not so abundant nor so injurious as in 1893. Every fisherman cherishes a hope that these destructive animals may take a farewell of the waters of the Gulf of St. Lawrence for forty years at least, as was the case from 1852 to 1892. The increase in the catch is due to three causes; fish were more abundant, the weather more favourable, and the fishery more vigorously prosecuted. The quantity of fish used for home consumption in this district is estimated at 12 per cent of the whole catch. About 90 per cent of salmon and mackerel, 80 per cent of smelts and eels, and 70 per cent of lobsters are sent to the United States; the remainder is shipped to Halifax, thence reshipped to England and France. About 80 per cent of cod, haddock and salted herring find their way to the West Indies and other foreign markets. The balance is sold and consumed in the Dominion of Canada. The different close seasons were well observed. This overseer has watched closely the localities where violations of the fishery laws would likely occur. The special guardians patrolled the rivers assigned to them and all of them report that the fishery regulations were duly observed. Three cases of violation of the lobster fishery regulations came to this overseer's notice during the season. He immediately sent a complaint to the Inspector, and at the fishery court held for hearing these complaints, two of the defendants were fined twenty dollars and costs, and the other eleven dollars and costs. The Sawdust Act was duly complied with by mill-owners in this district. There are no fish-ways in this district at present, and there does not appear to be any necessity for them. One trap-net was set at Port Hood. The catch was as follows:—

Mackerel, salted, 20 brls., value.....	\$ 160 00
do fresh, 1,800 lbs., do .....	60 00
Herring, salted, 39 brls., do .....	195 00
Haddock and codfish, fresh, 5,400 lbs., value. ....	36 00
Squid, fresh, 16,000 lbs., value .....	140 50
Total value.....	<u>\$ 591 50</u>



*Overseer Jas. Coady*, of South-west Margaree, reports a decrease in the catch of salmon, as compared with that of 1893. The catch for 1894, however, is considered a good average one. The same remarks apply to alewives and trout. Cod, mackerel and herring show an average catch, being the same as in the previous year. The lobster fishery show a decrease of 9,640 pound cans, as compared with the previous year. This decrease is attributed solely to a less vigorous prosecution of the industry. The season being dry and the water low caused a decrease in the salmon and trout fishery. Angling was poor throughout the summer, that is to say, from 20th of June until the last of August. Fish ascended the rivers in large numbers in October when the water became high and were well protected by the officers. Several unsuccessful attempts at poaching were made in this district. The offenders who escaped lost two boats and nine nets, all of which were confiscated. Four weirs and four nets found in the river in Upper Margaree, set in violation of the law, were seized and confiscated. This overseer reports that about 75 per cent of the fish caught in his district is marketed in Canada, while the balance is used for home consumption. There are no fish-ways in this district and none are required.

*Overseer David Ross*, of North-east Margaree, reports a decrease in the catch of cod, compared with the previous year, owing to fish being scarce and the weather being boisterous. There was also a decrease of about 300 barrels of mackerel, yet the fishermen state that fish were abundant in the shore waters but could not be caught with hook and line as in former years. The catch of salmon was much below that of last year, owing to unfavourable weather during the fishing season. The herring fishery was almost a total failure. A small increase in the catch of lobsters is reported. About 75 per cent of the fish taken is exported abroad, chiefly to Brazil and the United States, and about 14 per cent is used for home consumption. The guardians were most vigilant. Complaints were made against several offenders who, on being reported and summoned to the fishery court, were fined. Two salmon nets and three boats were seized and confiscated. The mill-refuse regulation is complied with.

*Overseer Lewis McKeen*, of Mabou, reports an increase in the catch of cod, hake and haddock, owing to the fact that gypsum quarries and coal mines in his district were closed during the fishing season. These industries formerly employed a number of men who engaged in fishing. Better autumn fishing is reported than in former years. Cod and hake were abundant, and splendid bait was supplied by the large numbers of squid taken by the fishermen. Had it not been for the presence of dogfish on the coasts the returns would show much larger catches. These fish injure the trawls and nets, besides they frighten away other fish. This overseer reports a slight increase in herring. This branch of the fishery is, however, of but little importance in his district. The fish are not exported but used for home consumption and bait. Mr. McKeen is of the opinion that lobster pots frighten herring out of the bays. The mackerel fishery exhibits the usual poor results. The fishermen have become so discouraged that little or no attention is likely to be given to this branch of the industry in future. The salmon fishery is about the same as last year. Only a few salmon gill-nets are used in this district. Four lobster canneries were operated during the season. These began operations on or about the 8th May up to the beginning of June. Fish were abundant and the weather favourable, but after the latter date until the 5th July the fishery was very irregular owing to scarcity of bait and storms. From the 5th July up to the end of the season the canneries did a good business; bait was abundant and the weather favourable. Trout were scarce owing to the dry season. The product of the fisheries of this division was marketed to Halifax and the United States; about 12 per cent being used for home consumption. The sawdust regulations were well observed. The mills are located on small streams, of little or no importance to the fisheries. The officers were vigilant and the regulations well enforced.

*Overseer Peter McEachren*, of Glendale, reports an increase in the catch of all kinds of fish in his district with the exception of trout; the streams being so low that few trout entered the rivers during the angling season. The oyster fishery was fairly successful and the bivalves found a ready market in Canadian cities. The fall

## Marine and Fisheries.

run of salmon did not enter the rivers until the early part of November this year, weeks later than formerly owing to low water. The regulations were well carried out.

*Overseer Joseph Deveaux*, of Cheticamp, reports a large decrease in the cod fishery as compared with the previous year. The statistics of 1893, however, show a very large increase over 1892, so that while this year's returns exhibit a marked decrease an average catch of cod has been secured as compared with the several years previous to 1893. The mackerel fishery was about 20 per cent better than in 1893. The increase in the catch of mackerel is due to the absence of purse-seines. The salmon returns show a decrease of 30 per cent over last year. Three lobster factories were operated in this district during the season, employing fifty three hands. This fishery was fairly successful. About 60 per cent of the fish caught is marketed abroad. The regulations were fairly well observed. There are no fish-ways in this district and none required.

### RICHMOND COUNTY.

*Overseer D. Cameron*, of St. Peters, reports an increase of nine vessels and thirty fishing boats during the year. The increase in the catch is confined to cod, herring and haddock. The mackerel fishery was almost a failure. None of the fishermen can give reasons for the scarcity of these fish during the past two years. The other branches of the fisheries were much the same as in 1893. The fish taken in this district are marketed in Canada. The close season was well observed, guardians being vigilant. There are no mills on the streams of this district.

*Overseer Alfred Lenoir*, of Arichat, reports an increase in the catch of herring, cod and lobsters, and a decrease in mackerel and haddock. The usual spring run of mackerel did not strike in in as large schools as formerly. In the overseer's opinion the cause of these fish passing his district is due to the interference of seiners off the coast. On the return of mackerel in the fall, a severe gale prevailed which prevented the fishermen from engaging in that fishery, hence the few taken in this district. Not only did storms interfere with the prosecution of the mackerel fishery, during the fall, but the nets and boats of the fishermen were considerably damaged by the severe gales which then prevailed. The catch of haddock was also poor and fish were unusually scarce. The herring fishery turned out good during the months of July and September. The lobster fishery proved successful in April, May and June, but in July the fish became scarce and several of the canning establishments had to close down before the expiration of the season. Five cases of illegal fishing were reported, the accused brought before the fishery court and fined. The regulations were well enforced.

*Overseer John Murchison*, of Grand River, reports a large increase in the catch of mackerel, and a small one in cod and pollock, together with a slight decrease in herring, haddock and lobsters. The following will show the increase and decrease in the different kinds of fish in this district.

Increase.	Decrease.
Mackerel, 2,133 bbls.	Herring, 41 bbls.
Cod-fish, 113 qtls.	Haddock, 93 qtls.
Pollock, 40 qtls.	Alewives, 14 bbls.
	Lobsters, 52,760 lbs.

Halibut have disappeared from the inshore grounds and the same may be said of haddock. The overseer cannot account for this. The high prices paid for mackerel and the good catch has encouraged the fishermen and made them anxious to give this branch of the fishery more attention next year. About 85 per cent of the total product of the catch of this division is exported, and the remainder used for home consumption. The close season was well observed. One case of illegal fishing was reported, the accused summoned before the fishery court and fined. The money expended on the Grand River for the blasting of the falls and making rests for the fish to ascend to the breeding pools is considered to be greatly in the interests of the fishery. The same may be said of the expenditure in River Tom, where fish were prevented from reaching the upper waters.

## VICTORIA COUNTY.

*Overseer C. L. Campbell*, of New Campbellton, reports an increase in salmon, herring, mackerel, haddock, halibut, smelts and squid, and a decrease in cod and hake; also a decrease of 1,328 pound cans of lobsters. The shortage in lobsters occurred principally at South Bay, Ingonish, and is due to the fact that there was no extension this year. Dog-fish proved a great hindrance to the fishermen destroying nets and frightening fish from the inside waters. The spring herring fishery was good, but the mid-summer run poor. Salmon was canned during the season at North Shore only. Of the two fish traps in operation in this district, that at Englishtown caught the largest number of fish, and did much better than last year. The trap at South Bay, Ingonish did not pay working expenses. Fishermen at New Campbellton and Big Bras d'Or have about given up shore cod fishing, finding it more profitable to work in the coal mines. The fish kept so far off shore during the past few years that the fishermen with their small boats are unable to proceed so far out to sea. The product of this district was disposed of in North Sydney and Halifax, except what was used for home consumption which amounts to about one-fifth of the quantity caught. The close season was well observed and the guardians proved vigilant.

*Overseer Wm. Hellen*, of Aspy Bay, reports an increase of 455 barrels in the catch of mackerel in his district over the previous year. This increase he attributes to the abundance of fish in the inshore waters caused by the absence of purse-seiners. The mackerel fishery would have been much better had it not been for the presence of dogfish which are so destructive to gill-nets. This overseer reports a decrease of 131 barrels in the catch of herring. This decrease is attributed to the fish keeping out in deep water and not coming in shore. There is an increase of 1,052 cwts. in the catch of cod. This fishery was fairly remunerative during the season, the fish being more abundant than in the previous year on the inshore banks. Lobsters show an increase of 23,988 pounds. This increase is confined to the cannery at Meat Cove which had not been in operation for some years previous. This establishment suffered from the loss of gear owing to the storms which prevailed during the season. A slight decrease is reported in the salmon catch owing to a less vigorous prosecution of the fishery. A number of fishermen who formerly fished in this district, went salmon fishing in another county during the past season. In the other branches of the fishery there is an increase, except in Halibut, which is year by year growing scarcer in our waters. The sawdust regulations were well complied with. Guardians were vigilant, and the fishery regulations throughout the season were well observed.

*Overseer Daniel McCharles*, of Middle River, reports a fairly successful season in the cod and herring fishery, but mackerel were unusually scarce. This district is inland, and fish are caught by a class of people who farm and fish alternately, and limit their fishing operations to the Bras d'Or Lakes. The salmon fishery was not good as in previous years. The season being dry and the waters low, trout did not ascend them during the angling season. There are no fish-ways in this district, and guardians efficiently protect the rivers.

I have the honour to be, sir,

Your obedient servant,

A. C. BERTRAM,  
*Inspector of Fisheries.*

# Marine and Fisheries.

## DISTRICT No. 2.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 2 OF NOVA SCOTIA, COMPRISING THE COUNTIES OF CUMBERLAND, COLCHESTER, PICTOU, ANTIGONISH, GUYSBOROUGH, HALIFAX AND HANTS, FOR 1894, BY INSPECTOR ROBERT HOCKIN.

PICTOU, N.S., 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the fisheries in District No. 2, province of Nova Scotia, together with tabulated returns, showing the quantities and values of each kind of fish caught as well as comparative tables showing the increase and decrease of the fisheries in each county, also the increase and decrease of the catch of each kind of fish.

The returns show a slight increase in the value of the catch of 1894 over that of 1893, the catch for 1894 being estimated at 1,510,904, and that for 1893 at 1,427,605, showing an increase of 83,299, or about six per cent.

The schedule prices for 1894 have slightly changed, the rates having been lowered in some instances and raised in others, thus affecting the results in a very slight degree for if a comparison were made based upon the schedule prices for 1893, the estimated value of the catch of this season would be increased by about \$2,289.

In the anadromous fish, the increases and decreases are as follows:—

Salmon, a decrease of .....	3½ per cent.
Shad do .....	15 do
Alewives, an increase of .....	25 do
Smelts do .....	15 do

In the deep sea fish, the catch of halibut shows an increase of about 33 per cent, while in the cod family, the showing is as follows:—

Cod, a decrease of .....	6½ per cent.
Hake, an increase of .....	20 do
Pollock do .....	55 do
Haddock do .....	20 do

Much difficulty is experienced in procuring a correct analysis of the fish of the cod family for the information must necessarily be obtained from fishermen, and very often it occurs that while they can give a fair approximate of their total catch, they are unable to do more than guess at the quantities of each kind. Grouping the whole family, which is perhaps the surest way of estimating the catch, we have 77,322 cwt. for 1894, as against 71,971 for 1893, or an increase in quantity of about 7½ per cent.

### SALMON.

In the coast waters and rivers flowing thereinto, of the Atlantic Ocean, the catch exhibits a decrease of 14 per cent from that of 1893.

In the coast waters of the Straits of Northumberland, where these fish are caught (few being taken in the rivers), there is a similar decrease of 14 per cent.

On the other hand in the coast waters and rivers of the Bay of Fundy, there is an increase of 19 per cent over the catch of last season, and it will be remembered that last year the catch was unusually large, being the largest recorded for the last fifteen years.

The quantities of these fish caught in this district during the past five years has been as follows:—

Year.	Lbs.
1890 .....	148,802
1891 .....	154,728
1892.....	196,366
1893.....	261,141
1894.....	253,809

I think it will be found in the future that the season of 1894 has been an unfortunate one for this fishery. Not for many years has the water in the rivers been so low at the time the fish ascend for spawning purposes, and the poachers have been unusually active, for while the water is at a low stage, the fish are readily located, the pools being few and well defined.

But if the poachers have been active I am happy to be able to report that the guardians have been equally active, particularly when they have been employed at per diem wages, for there has not, since I have assumed the duties of this office, been so many cases of violation of the close season regulations reported as during the season just past.

The guardians on the River Philip seized and had confiscated nine nets, and reported one case for prosecution.

The guardians on Wallace River seized two nets and one boat and, during the struggle, Overseer George Bland was treacherously struck with a stone on the back of his head, crushing the skull, and for some time his life was despaired of.

Six cases were reported for prosecution by the guardians, Geo. H. Woodland, James Patriquin and William Bland.

Wallace River seems to be frequented by a lawless group of men and when it was found that the guardians prevented them from fishing they resorted to the expedient of disguise and came to the river in gangs of twelve or fifteen, overpowering the guardians, their faces being blackened so that they could not be identified.

This is so serious a condition of affairs that a reward is being offered for information which will lead to the conviction of these persons.

The guardian on Waugh's River, Colchester County, reported four violations for prosecution, and seized and had confiscated two nets.

The guardian on the West River, Pictou County, seized two nets, drove off a number of Micmac Indians found on the river with spears, taking their spears from them.

The guardians upon East River seized two nets, and reported two cases for prosecution.

The guardians on Sutherland's River, in the county of Pictou, reported two cases, and one net was seized and confiscated.

#### HERRING.

The value of the catch of these fish over that of last year is about 32 per cent, but is only 9 per cent over the average catch of the past five years.

#### MACKEREL.

The returns show a further decrease in the quantity of this fish of about 6 per cent.

Along the Guysborough coast there was a good catch of spring mackerel, but the fall fishery was a failure, not from scarcity, but that the fish, in the language of the fishermen, did not trim near the shore.

## Marine and Fisheries.

On the western part of Halifax County the spring mackerel kept off from shore and few were taken.

It may become necessary in the near future to restrict the catching of mackerel in the spring months; the fish are then full of spawn, and not in as good condition as in the autumn months.

A recapitulation of the catch in this district shows as follows:—

	Brls.
1889 .....	19,751
1890 .....	23,139
1891 .....	27,124
1892 .....	14,332
1893 .....	10,851
1894 .....	10,175

During the same period the total catch in the Atlantic waters of the Dominion was:—

	Brls.
1889 .....	62,237
1890.....	96,246
1891.....	139,261
1892.....	95,044
1893.....	67,912

In connection with this fishery I beg to draw your attention to the following quotation from a circular letter of a prominent fish importing firm of Boston:—

“It has seemed to us that during the past two years there has been more damage to lots of mackerel that have been received from Nova Scotia and Prince Edward Island from stain rust, than we have known before, and from close observation there is no doubt in our minds that the cause is chiefly owing to too little salt being used in the packing.

“That barrels are full of strong pickle is not sufficient. A liberal quantity of salt should always be used.

“We have consulted our leading packers and dealers about this and they agree fully with these ideas.

“It has been more or less talked since Irish mackerel have been imported that when prices should again rule low these would not be brought to this country; but as they are still coming forward and are being packed specially for our markets this idea can no longer be entertained. The methods of handling this kind of mackerel have been greatly improved. The colour of the fish is white and compares favourably with our home packs. The weights are good, frequently over-running, and so much care is being taken with the cull that they get the preference and bring better prices than provincial caught fish.

“Something should be done to cause your fishermen and packers to change their careless handling. Better colour of fish by more careful soaking, full weights, better barrels—that will hold pickle, and a more uniform inspection are some of the requirements that are necessary. If a reform is not brought about the prejudice that acquired so strong a hold last season will become permanent, greatly to the injury of the trade you have in this kind of fish.”

The question as to the advisability of a compulsory inspection by government turns largely upon the point whether or not in the markets of the world the Canadian pack stands or falls together, or whether buyers discriminate between the pack placed upon the market by reliable and responsible dealers and those whom they may not know to be such. If there is such discrimination then it would appear that no interference were necessary in the public interest, but, on the other hand, if fish from Canada improperly preserved is found to injure the reputation of the Canadian packed fish as a whole, then it would appear as if there were little doubt that the trade would benefit by an official inspection, which necessarily would have to be compulsory.

The returns from the lobster fishery exhibit an increase over the catch of last year of about six per cent, the returns from the coast waters of the Atlantic Ocean showing an increase of  $2\frac{1}{4}$  per cent, and from the Straits of Northumberland an increase of about 11 per cent.

Since 1889 the returns for this district have been as follows:—

	Lbs. Preserved.	Sold Fresh.
1889.....	3,379,173	
1890.....	3,273,779	
1891.....	3,811,771	156 Tons
1892.....	3,321,153	140 do
1893.....	3,631,843	132 do
1894.....	3,824,512	147 do

The increased catch of the past season has been owing to unusually favourable weather during the fishing season, and the indications are that a very much larger number of traps are being set now than formerly.

Very little trouble has been given by the violations of the season regulations for lobsters this season, owing first to the fact that cases required to be marked, but probably more to the fact that dealers and fishermen are becoming convinced that the regulations are in their best interest.

Upon those areas where the law has been violated it was found to materially affect the spring catch, and in some instances the fishermen formed associations for the purpose of enforcing the law.

#### SHAD.

In the Bay of Fundy portion of this district, which is the chief shad producing area, there has been an increase of the quantity of shad caught over that of last year, about 32 per cent.; the yield over the same area since 1889 being as follows:—

	Brls.
1889.....	535
1890.....	750
1891.....	1178
1892.....	1811
1893.....	746
1894.....	981

It will therefore be seen that this fishery is subject to great fluctuations over the same area during the years 1878, 1879, 1880, the total catch as per official returns was 19,755 barrels or an average of 6,918 barrels per annum.

#### INSPECTOR'S COURTS.

During the past year complaints have been received from the overseers and cases tried as follows:—

##### *Halifax County.*

Four cases for fishing in a fish-way.  
Two cases for illegally fishing with nets.

##### *Guysborough County.*

One case fishing for gaspereaux in close season.  
One allowing sawdust and mill rubbish to drift into a stream frequented by fish

## Marine and Fisheries.

### *Pictou County.*

One case allowing sawdust to drift, etc.  
Four cases illegally fishing for salmon.

### *Colchester County.*

Four cases for illegally fishing for salmon.

### *Cumberland County.*

Three cases allowing sawdust to drift.  
Two cases fishing for oysters in close season.  
Five cases fishing for oysters without license.  
One case canning lobsters without a license.  
Five cases illegally fishing for salmon.

The foregoing being in addition to fines on view had of the offence inflicted by the overseers.

The following is a synopsis of overseers' reports:—

*Overseer Wm. Cameron*, of Guysborough, reports that although the catch of salmon in his division was below that of last year, the fishermen say they were as abundant as usual, but the prevalence of east winds made the water turbid, and as these fish prefer clear water, they kept off the coast.

A good catch of spring mackerel was secured, but the fall mackerel fishery was a failure and very few fish were taken.

Fishermen attribute the failure to the heavy easterly storm about the beginning of November, stating that mackerel will not stay in shoal water when it is rough, but go off into depths not affected by storms.

The shipment of fresh mackerel is increasing at places having rail or steam communication.

Some twenty tons of fresh lobsters were shipped from this division. This is the first year that any quantity has gone forward in this condition.

The returns from the lobster fishery show a steady increase for a number of years. This is mainly to be attributed to the greater number engaging in the fishery. Upon the whole, the result of the season's operations is quite satisfactory.

Close seasons have been strictly observed, and no fall packing of lobsters in this division.

Very little illegal fishing came to this overseer's notice. He imposed three fines on his view of the offence—two for having small lobsters in possession, and one for setting a trap net without a license. Another offender was tried before the Inspector's Court and fined. This fine was not paid, and the man was sent to jail, where he served out his sentence.

*Overseer McQuarrie*, of Sherbrooke, reports that a large school of fall herring visited the shores of his division, which led to an increase of 90 per cent in the catch. Many more might have been taken.

Alewives were abundant and ascended the streams in large numbers.

It is considered that the salmon fishery which yielded 12 per cent less than last year, is being injured by the very extensive lumbering operations carried on at St. Mary's River, the chief salmon stream of the division.

The measures adopted to prevent the violation of the fishery regulations by the appointment of guardians, seem to be well adapted for the protection of the fisheries of this division.

The principal abuse, viz., the packing of lobsters out of season, seems to have died out, and has received no countenance in those places where it was persistently practised.

One mill-owner was convicted before the inspector for allowing mill rubbish to drift into a stream frequented by fish and a fine was imposed. As a rule, mill-owners are careful about dumping their sawdust and refuse into the water.



There are four fish-ways in this division; the one at Sherbrooke, and at McKeen's dam are in good condition. The one on the Antigonish branch owned by Fisher & Sons is out of order and needs repairing.

The overseer again urges that a sum of about \$20 be devoted to clearing a large brook in Smithfield from rubbish which obstructs the passage of fish particularly when the water is low.

The fish trap at Nix's Mate proved a failure this year as well as last.

Gaspereaux nets are kept in streams ostensibly for alewives when all the fish have passed. Actually they are fishing for sea trout when the fish ascend in July.

The season wherein gaspereaux nets should be set ought to be limited.

*Overseer Rowlings*, of Halifax County, reports that there has been very little trouble with the fishermen canning lobsters during the close season, the trouble seems to be at an end. The fishermen have found that when they caught lobsters in the fall they were very scarce in the spring when they brought a better price. So many badly preserved lobsters were put up that the merchants would not buy.

Salmon were more abundant in this division than last year, but alewives were not.

Herring were more abundant and seemed to remain about the shore longer.

Summer mackerel plenty, but very few fall ones. Six cases were reported for violation of the Fisheries Act to the overseer, the cases were tried in the inspector's court, and five convictions recorded.

The fish-way at Hills and French's dam, Musquodoboit River, has been improved, as well as that on the dam owned by the same firm at Ship Harbour.

*Overseer Gaston*, of Halifax County, reports a slight falling off in salmon, and a considerable decrease in lobsters, which were scarce, but the close season has been strictly observed.

Of the four fish-ways in this division three need repairs.

*Overseer Bartlett*, of West Halifax, reports a considerable decrease in every species of fish, more especially mackerel, cod and herring. Quite a number of fishermen around the north shore of St. Margaret's Bay, were compelled to purchase from neighbours their winter supply of herring.

Large schools of mackerel were seen in the month of June in St. Margaret's Bay, but they kept off in the deep waters.

Generally speaking the fishermen are rather in a destitute condition. Some of them have not caught enough fish to entitle them to receive the bounty, though fishing for six or seven months.

Hoosier's River is blockaded with debris which should be removed, costing probably twenty dollars.

The fish-way on Indian Lake is in good condition and working admirably.

That on the Ryno dam is likewise in good order. Trout were very abundant in this river, and salmon nearly as plentiful as last year.

A new mill-dam has been built on North East River: There is no fish-way on the river, notwithstanding that considerable numbers of salmon trout and gaspereaux are seen in the vicinity.

A stone dam on the little N. E. River should be opened.

The fish-way at Hubbard's Cove is not very efficient. That on the Nine Mile River is in fair condition.

This overseer reports that he has found the guardians, one and all, to be pains-taking officials.

*Overseer McDonald*, of Antigonish County, reports a falling off in his division. Fewer fishermen were engaged in the business, the opening of iron mines in that vicinity having induced many to change their occupation.

Herring were abundant and some good catches were made. Mackerel kept out in deep water. Fishermen who caught the most fish had their nets set five or six miles from shore.

The decrease in the lobster catch is due to the fact that one factory at Bayfield and another at Malignant Cove were not operated this season.

Up to June 20 lobsters were more abundant and of a larger size than last year, but after that date they became scarce; many fishermen took up their traps, and some of the factories closed before 1st July.

## Marine and Fisheries.

Salmon fishing was not up to the catch of last year. It may have been affected by the number of baited lobster traps (the bait in these being partly decomposed) along the track frequented by the salmon.

The same applies to the mackerel fishery.

Gaspereaux were abundant in the West River, more so than for forty years.

*Overseer Allan McPhie*, of Pictou County, reports a small decrease in the quantity of salmon, but a large increase in the number of lobsters taken, compared with last year.

Another dam has been built on the east branch of Barney's River, cutting off fish entirely from the headwaters at a distance of about four miles from tidewater.

Much benefit has been derived from the Order in Council prohibiting torching for eels during the months of October and November.

*Overseer John D. McQueen*, Pictou County, reports that during the months of October and November the guardians were diligent and faithful, and that they have curtailed the lawless operations of the poachers materially.

Two parties were identified torching on Sutherland's River, and on being summoned before the inspector were fined.

There is only one fish-way in his division and it is in good condition.

*Overseer A. O. Pritchard*, of Pictou County, reports that guardians were active and confiscated three nets. Two persons were summoned before the inspector for violation of the Fisheries Act.

*Overseer R. Sutherland*, of Pictou County, reports salmon were abundant in the rivers, which may be the result of a small number of fry deposited there a few years ago.

Two or three cases of violations came to this officer's notice, and fines were inflicted.

*Overseer J. W. Davidson*, of Colchester County, says that there has been an increase of shad over last year—nearly double—but still less than the year previous.

What is wanted is to ascertain the true reason of the decline of the shad fishery from its former proportions and, if possible, to effect a remedy.

The fishermen are of the opinion that there is too great a destruction of the spawning fish, and that these should be better protected. Other fish are guarded during the spawning season and the shad fishery is of sufficient importance to warrant considerable effort in this direction.

Large numbers of shad are caught in the Stewiacke and Shubenacadie Rivers during the spawning season. This overseer recommends a close season from 1st January to 10th June.

Salmon have been on the increase for several years which goes to show the good done by protection. The rivers are better watched than formerly.

*Overseer Pollock*, of Colchester County, reports an increase in all kinds of fish in his district. Shad, gaspereaux and salmon were more abundant owing, no doubt, largely to the protection afforded in close season.

One net and canoe were confiscated and destroyed. The owners could not be found.

There is one fish-way in this district in good repair.

*Overseer Bland*, of Cumberland County, reports that owing to a more vigorous prosecution of the fisheries there has been an increase in the various kinds of fish caught.

A number of cases of violation of the Fisheries Act came under this officer's notice, and the guilty parties were summoned before the inspector and fined—ten cases in all.

There are two fish-ways in this division; one at Rhindress' mill, which is in good repair, but the one in the dam above is considered too steep.

*Overseer Fowler*, of Cumberland County, reports a slight falling off in his district owing, not to a scarcity of fish, but to the fact that the fishermen found more profitable employment elsewhere.

Two cases of violation of the Fisheries Act came under this officer's notice and a fine was inflicted.

There are five fish-ways in this district and they are all in good repair.

*Overseer Snide*, of Hants County, reports an increase in the quantities of fish taken, both of salmon and alewives.

The increase of salmon may be due to the young fry which were deposited in the rivers having now reached maturity.

The increase in gaspereaux is doubtless owing to the fact that obstructions which formerly existed and prevented the fish having free access to the lakes have been removed.

*Overseer W. B. Smith*, of Hants County, reports more salmon in the Bay of Fundy than usual.

Shad were not so plentiful this year as last, and this officer thinks that a serious injury is done by the destruction of the gravid fish in the Shubenacadie River.

*Overseer J. B. Colter*, of Shubenacadie River, Hants County, reports gaspereaux more numerous than for the past twenty-five years.

The catch of salmon, shad and bass was also better than last year.

Close seasons have been strictly observed; no illegal fishing came to this overseer's knowledge. No mill refuse goes into the water.

I have the honour to be, sir,

Your obedient servant,

ROBERT HOCKIN,

*Inspector of Fisheries.*

## Marine and Fisheries.

### DISTRICT No. 3.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 3 OF NOVA SCOTIA, COMPRISING THE COUNTIES OF KING'S, ANNAPOLIS, DIGBY, YARMOUTH, SHELBURNE, QUEEN'S AND LUNENBURG, FOR 1894, BY INSPECTOR J. R. KINNEY.

YARMOUTH, N.S., 31st December, 1894.

Honourable JOHN COSTIGAN.  
Minister of Marine and Fisheries.  
Ottawa.

SIR,—In submitting my annual report for this year, I have to call your attention to a small decrease in the value of the catch as compared with that of 1893.

Cod exhibits a decrease of about 5,000 cwt, which is evidently due to a scarcity of fish as there was a slight increase in the tonnage of vessels.

The shortage in the mackerel fishery is a serious matter to those who have large investments in traps and other appliances. The county of Lunenburg was reported in 1893 as having taken upwards of 9,000 bbls. of this fish; the year just ended exhibits an almost total failure. The fishery officers have made no attempt to account for this failure of the mackerel fishery; neither would I assume to offer an opinion on the subject with the view of suggesting remedial measures, as the movements of deep sea fish are seemingly so erratic that it is impossible to formulate data whereby human calculations could be realized. Some gill-net fishermen attribute their short catch to the effects of putrid lobster bait, but it can be clearly shown that where putrid bait has been most freely used the least falling off in the catch of herring has occurred, and, as a matter of fact, the year now ended shows an increase of 37,000 barrels, of which quantity 31,000 barrels are credited to the counties of Yarmouth, Shelburne and Lunenburg, where stinking bait is used almost exclusively. Herring fishing, it is true, is largely carried on at a season of the year when lobster fishing is illegal, but the same rule applies to summer and fall mackerel fishing.

The lobster fishery is one of great importance; its aggregated value in this district being upwards of one-half a million of dollars. Three-fourths of this value consists in the shipment of live lobsters to the states, where there seems to be no limit to the demand. As many as 180,000 lobster pots are in use, and nearly 2,000 men are employed in this fishery; hence the recent investigation of the department and the adoption of stringent measures for its preservation are highly commended by packers and fishermen who have a regard for the future. Several fishermen contend that winter fishing is injurious, others claim that the size limit should be raised, others again urge that the fishing season is too long whilst some are of opinion that the same close season should not apply generally. In this connection Overseer T. C. Shreve of Digby writes:—

“It would be a great boon to lobster fishermen in Digby and Granville, and to those living near the shore of the Bay of Fundy skirting the county of Annapolis, were the season for taking lobsters extended until the 15th day of August in each year.

“The lobster season opens in January; the fishermen of Yarmouth, Lunenburg, Shelburne and in the lower part of Digby County can commence with the opening of the season, their bays and fishing grounds being more sheltered from rough weather that prevails at that season of the year than the fishing grounds of those first referred to. The high seas and winds which prevail from Gulliver's Cove, in the county of Digby, on the Bay of Fundy, and along that shore to Black Rock, in the county of King's, render it impossible for the fishermen residing in that district to commence fishing until the first of May.”

Should the suggestion of Overseer Shreve be adopted, very little benefit would accrue to those for whom this change is asked, as fishermen from other localities would go into the privileged district and at once avail themselves of the extended time. To this, however, Overseer Shreve replies:—

“If it is urged that such an extension would induce the fishermen residing in the more favoured places to follow up the coast and take advantage of the additional month in the locality referred to, an enactment could be made, if necessary, confining the exercise of the privilege created by the extension to fishermen residing between the points referred above.”

This proposition I consider impracticable, as any citizen of Canada could easily make himself a resident of the reserved locality.

Referring further to this subject, I may be permitted to speak of the complaints that too many of the canned product of our country have become “smutted.” Various reasons are assigned for the existence of this evil. Some suggest that the cause may be found in careless sealing, or that the putrid bait might possibly be a reason; others hint at the chemical action attributable to the canning of fish at a period when the meat is unfit for food. Mr. John McDonnell, of Argyle, an old lobster packer and an intelligent observer, writes as follows in response to an inquiry upon this subject:—

“The real cause, in my judgment, has not been touched by any of the newspaper articles; we must go back to look for it. Years ago, when tin plates cost three times as much as they do now, there was no such trouble. During the past few years tin plate has been very cheap, and is made of steel; only since this cheap steel plate has been in use has the “smut” been prevalent. Every one in the trade knows that the ‘smut’ is principally found under the can where the raw edge is exposed, and on the inside of the lap-seam, and from these places it spreads over the surface of the inside of the can and finally blackens the whole contents. The muriatic acid which is largely used as a flux, coming in contact with the raw edge of the tin, makes matters worse. I have never known a case of ‘smut’ but could be traced to some defect in the coating of the tin plate, or to a raw edge. I believe that the acids used in the manufacture of the steel plates, together with the fact that the new style of cheap plates are thinly coated, have more to do with the ‘smut’ trouble than anything else.”

These observations of Mr. McDonnell’s are, I submit, worthy of consideration. I have conversed with other packers who agree with Mr. McDonnell.

The sawdust regulations have been fairly observed; a few cases of infraction being proceeded against. On the Kempt and LaHave Rivers, appliances for burning or otherwise caring for the sawdust have been constructed, and, where completed, are working well.

*Overseer R. F. Reid*, of Wolfville, King’s County, writes: According to the report of 1879, no sawdust went into the river and no fish were caught. The catch of alewives has been steadily increasing since 1883, which, I believe, is owing to the efficiency of the ladder, and to the fact that the fish have no difficulty in getting to their spawning grounds and the proper protection of the young fish.

The north ladder at White Rock is in good condition; the south one is out of repair, and never has been of much use. About 1,100 barrels of alewives were exported, the remainder were used for home consumption.

*Overseer J. S. Miller*, Canning, King’s County, reports as follows:—The catch of salmon was not up to last year’s, which was unprecedented, but it was good. The shad fishery was below the average. Fish seemed to be scattered, only a few in a place; no large schools at all. Herring proved a good catch. In some places they were quite abundant, in others not so much. There are still the usual complaints on account of lobster pots keeping the herring off shore. No fines to report nor violations of law. One mill was complained of for letting sawdust go into the water, but the owner said he was burning his sawdust, and no further complaints were heard.

*Overseer David Evans*, Chester, Lunenburg County, states: The catch of mackerel was only about one-third that of last year, and last year’s catch was so small as to be

## Marine and Fisheries.

considered a failure. The mackerel fishery in my district is a very uncertain industry; the cause is such as to be beyond my knowledge.

The catch of herring was very large, this was partly due to the fact that the fishermen's attention was centered on it, there being no mackerel or other more valuable fish than herring to look after.

The increase in the catch of cod may also be accounted for by the same cause. Not more than five per cent of the fish caught in this division is consumed in the county. Herring, mackerel and cod are nearly all exported.

*Overseer W. M. Solomon*, West LaHave, Lunenburg County, writes: The catch of cod, haddock, pollock and hake is considerably behind that of last season, owing to the scarcity of fish on the shore soundings. The shore fishermen did very poorly, indeed. On being questioned as to the reasons for this scarcity of fish, they state that they are under the impression that dogfish, which have been known to frequent our shores in large numbers for the last two or three years, is the principal cause. There has been no lack of energy on the part of the fishermen to make the fishing industry a success; a proof of this is the increase of vessels, which number more than last year, and it is said that next season will show a still larger increase. The law governing sawdust was strictly carried out, and I am not aware of any mill refuse having been dumped in the streams. There are about nine fish-ways in this district in fairly good order.

The catch of herring far exceeds that of last season. These fish struck on our shore in very large numbers at the close of the season. Mackerel proved a complete failure, owing to a scarcity of fish and not to any neglect on the part of the fishermen. Lobster fishing was quite a success, and the high prices paid by the canneries proved quite a boon to the fishermen. The catch of salmon exceeds that of last year, and the law regulating this fishery was very generally observed. The catch of alewives was very small, owing to a scarcity of fish. It is impossible to come to any definite conclusion as to the reason why these fish are so abundant one year and so scarce another year.

*Overseer J. A. Hatfield*, of Turket, Yarmouth County, states: There is a large decrease in the cod-fishery as compared with 1893. The scarcity of bait, no doubt, had a good deal to do with it. The catch of lobsters also shows a falling off, although more people were engaged in the fishery. Lobsters were undoubtedly scarce. The catch of salmon is also below that of 1893. There are three fishways in this county, all in good repair, two of which were built anew this year. The Sawdust Act was not observed, as it should have been, at the Carleton and Salmon River mills. Great injury is done to the fisheries at these places by the practice of dumping mill refuse into the water.

*Overseer W. M. Bailey*, of Round Hill, Annapolis County, says: In vessels and tonnage there is an increase, the same in boats and men, with a proportionate increase in value. While weirs have increased, the catch of herring in the Annapolis Basin is very small, yet it was somewhat better than last year, and had the island weirs been built earlier in the season a much larger catch would be reported. Mackerel was a complete failure. Lobsters show a slight falling off. The catch of all kinds of line fish has increased perceptibly. A number of nets were confiscated and destroyed. Two complaints have been issued, and the offenders will be brought to justice.

*Overseer W. J. McGill*, of Shelburne County, reports: Bank fishing was, as usual, diligently prosecuted by our fishermen, and with fair results. The catch is not considered quite as good as that of last year, the quantity caught by trawlers not being up to the usual figures. The increase of 845 cwt. of codfish is due to a better catch by boat fishermen inshore. The catch by the large boats off Lockeport during May and June was seldom better. There is an increase of 6,705 barrels of herring above last year's returns. Herring fishing was seldom better and these fish are still in abundance on our coast. The money expended in removing obstructions from Dexter's Brook at Roseway has had good results, as a large number of young alewives were seen in the brook during the month of October, returning to the sea. The opening of this stream is looked upon as a great

boon by the residents of the locality. The Sawdust Act was fairly well complied with by the mill-owners. The dumping of sawdust into the water in this district would have a very injurious effect, as it would fill up the harbours, and several people are of the opinion that where it lays on the bottom it has a tendency to destroy the natural beds where fish resort. There are eight fishways in this district, about all in good order and they are carefully looked after.

*Overseer E. S. Goudey*, Barrington, Shelburne County, writes: The returns show an increase in salmon of about 500 pounds. More of these fish were taken on the Clyde River than for the last ten years. There are no obstructions on the river to prevent them from reaching the spawning grounds.

There is an increase in codfish of about two thousand quintals. This is due to the more vigorous prosecution of the fishery. There is also an increase in the halibut fishery; more boats and vessels being engaged in this fishery than last year. The catch in all other kinds of fish is about the same as last year.

The several close seasons have been well observed. No illegal fishing came to my knowledge. No fines or confiscations of fish or fishing apparatus were made.

*Overseer J. N. Freeman*, Liverpool, Queen's County, states: The boat catch of codfish falls short of last year's catch, but vessels fishing on the banks and at Labrador more than make up the deficiency. The catch of haddock, hake and pollock is but a little more than one-third the catch of last year, owing to the extent to which our fishing grounds have been denuded of those kinds of fish by American haddockers. A fleet of those vessels line our coast in winter, and can be seen distinctly from the shore, fishing in clear weather. Fall herring came early and stayed late. This gave an exceptionally large catch, largely in excess of last year's. Mackerel passed our harbours without visiting them, and the catch was, in consequence, insignificantly small. The catch of salmon varies but little from that of last year, while, in alewives, there is a marked decrease, owing to a scarcity of fish. No abuses requiring mention. The several close seasons were well observed without special steps being necessary for the enforcement of the law.

*Overseer T. C. Shreve*, of Digby, reports as follows: The quantity of fish taken this year is considerably below that of 1893, owing mainly to rough weather, which prevented the fishermen from proceeding to sea and pursuing their avocation. Another reason is, that there was no run of mackerel the same as last year, and this alone leads to a considerable shrinkage in the returns. The decrease is not in any way owing to a less vigorous prosecution of the fishing regulations, but is attributable only to two causes: the unusually rough weather, and the scarcity of fish as compared with last season.

I am, sir, your obedient servant,

J. R. KINNEY,

*Inspector of Fisheries.*

# Marine and Fisheries.

## NOVA SCOTIA—DISTRICT NO. 1.

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Materials, and the Kinds and Quantities of Fish, as well as the Number of Men employed in the Fishing Industry of the Province of Nova Scotia, for the Year 1894.

Number.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.								
	Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Seinees.		Salmon, salted, brls.	Salmon, fresh in ice, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Mackerel, fresh or preserved (in cans), lbs.	Number.
	No.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	Fathoms.	No.									
<i>Cape Breton County.</i>																					
1				42	1102	70	3860	1050				960	70	2860	128	36600	1				
2			14	360	17	1540	369					300	42	2800	20	14000	2				
3			61	876	99	3520	1294					1180	275	47000	20	26000	3				
4			40	470	56	1820	500					28	169	37800	2000		4				
5			37	480	80	990	490					490	242				5				
6			17	195	24	315	280					170	40				6				
7			8	130	2225	38	3400	1100				1670	300				7				
8			28	310	31	980	495					65	295				8				
9			18	280	36	1470	690					445	518				9				
10			5	2060	112	7040	3520					16	3000				10				
11			17	300	5	2350	107	9560	4780			350	65				11				
12			13	480	32	1100	550					6	230				12				
13			44	2200	99	8250	4125					15	7800				13				
14			58	1740	110	14840	5936					270	270				14				
15			10	1100	30	900	450					25	400				15				
16			2	35	700	12	166	4930	286			400	364				16				
17			51	690	80	1220	610					168	128				17				
18			62	656	104	1460	730					150	180				18				
			56	818	21579	1498	68875	30184				42	16055	400	3668	92000	2000	2171	9690		
Totals			11	182	3225																



RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia—Con.

DISTRICT.	Lobsters, preserved in cans, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, lbs.	Oysters, brls.	Clams, brls.	Pels, brls.	Shad, brls.	Squid, brls.	Tom-cod or Frost Fish, lbs.	KINDS OF FISH.				FISH PRODUCE.				TOTAL VALUE.	Number.
																	Fish Oils, galls.	Seal Skins, No.	Fish used as Bait, brls.	Fish used as Manure, brls.	Fish (Tuna), tons.	\$	cts.			
<i>Cape Breton County.</i>																										
1		41	1210	4	215	2	900	13350	2000	10	21	35	35				593	298	298	249	124	15	15,381	70	1	
2			489	80	80		800	2750	2000	15		15	15				249	124	124	124	124	12	4,508	10	2	
3	21072		540	5	90	2	600	40800	2000	21		20	20				270	135	135	135	6	46	14,350	08	3	
4			23				1200	3000	3000	45		30	30				12	6	6	6	20		2,151	30	4	
5			1750		350		150		500	120		15	15				700	350	350	350	6		11,964	00	5	
6			305	20			200		425	25		5	5				190	60	60	60			2,468	75	6	
7	48920		5780	35	380	25	150	6000		40		15	15				1500	450	630	65			30,131	30	7	
8			475	15	85	10	500	900	900	30		6	6				85	65	65	80			4,368	00	8	
9			560		75		950	900	900	10		10	10				200	80	80	80			3,890	00	9	
10	25162		1300	470	18	18	1060	200	200	5		5	5		130		856	144	144	144			21,251	58	10	
11			1690		665	18	600	600	600	35		4	4		68		1126	153	153	153			19,746	40	11	
12			400		130	6	120	50	50	6		6	6		20		266	39	39	39			3,820	90	12	
13	63840		1400	440	20	20	1000	1000	1000	30		14	14		40		932	132	132	132			22,840	40	13	
14			540		270	20	600	4000	1000	196	20	6	6		60		380	90	90	90			11,201	00	14	
15			1170		205	28	3000	3000	8400	35		5	5		20		800	45	45	45			7,520	50	15	
16	115800		2875		330		150		8400	9		8	8				1387	618	618	618			40,873	30	16	
17	1440		359				50		800	46		1	1				168	130	130	130			2,886	30	17	
18			150				540		800	46		19	84		400		90	50	50	50			2,550	00	18	
Totals.....		276234	41	21116	79	3785	143	5340	74730	21275	668	39	21	259	14	338	400	9804	450	3149	20	73	230,946	61		

# Marine and Fisheries.

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia—Con.

Number.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.								
	Vessels.			Boats.			Gill-Nets.		Trap Nets.		Gasper. aux Weirs.		Seines.		Salmon, salted, brls.	Salmon, fresh in ice, lbs.	Salmon, preserved in cans, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Mackerel, salted, brls.	Mackerel, fresh or (in cans) lbs.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.							
<i>Inverness County.</i>																					
1	26	350	5	75	1500	170	10000	3800	1	800					250			200	10000	120	
2				30	300	45	1200	400										140	4000	20	
3				15	200	30	2500	900										220	6000	20	
4				55	650	112	6000	2000							400			1050	50000	70	
5				27	380	45	2000	700							3500			400	7000	60	
6				16	160	32	2100	900							4850			420	6000	20	
7				25	250	45	2500	800										850	8000	10	
8	1	34	1000	3	500	42	1800	600										700	3000	30	
9	3	164	4800	15	20	300	30	6000	180									900	1000	890	
10	1	60	1500	13	97	1840	275	3224	3224			3	525	600				2200			
11				32	815	123	3570	1234												185	
12				23	445	69	2080	685												95	
13				24	510	54	900	430												10	
14				12	240	26	600	290										5	500	52	
15				23	420	52	1600	570												31	
16				8	68	12	540	145												22	
17	1	26	1500	7	8	230	16	1740	528			68	580							8	560
18				17	320	36	980	264												38	
19				34	704	69	2038	610												119	
20				16	1000	50	1700	910												200	
21				44	1870	161	2770	1500												256	
22	2	17	220	15	23	1400	89	4500	4700											23	
23	8	95	2300	37	79	2855	269	3040	2025											8	
24				82	3530	267	2160	900												120	
	17	422	11670	95	808	20287	2119	72238	28385	1	800	68	580		18	65007	500	8788	95000	4385	560



## Marine and Fisheries.

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia.—Con.

Number.	DISTRICTS.										KINDS OF FISH.							Number.			
	FISHING VESSELS AND BOATS.										FISHING MATERIAL.		Salmon, fresh in ice, lbs.	Herring, salted, brls.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.		Cod Tongues and Sounds, brls.	Haddock, cwt.	
	Vessels.					Boats.					Fathoms.	Value.									Salmon, salted, brls.
No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	No.	Fathoms.	Value.	Salmon, salted, brls.	Salmon, fresh in ice, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod Tongues and Sounds, brls.	Haddock, cwt.	No.	
<i>Richmond County.</i>																					
1	230	4125	40	177	1770	208	25000	8124	5	2187	533	81272	3337	10	1181	1					
2	109	2115	12	209	2090	233	27820	8346		2468	144	86728	1475	8	1238	2					
3				42	420	62	9800	2940		321	189	285			82	3					
4	749	12460	187	180	1890	110	8300	2480		411	334	54340	8623	7	188	4					
5	618	10170	170	19	200	22	2800	1000		240		8000			150	5					
6	154	1600	22	23	530	45	4000	1450		240	200		200		50	6					
7	304	3300	50	83	930	100	7400	3075		1700	250	6900			3020	7					
8				95	950	190	4500	1850		835	74	9600			15	8					
9				56	1200	140	7480	1309		350		550			88	9					
10				75	1265	150	15300	2678		210	230	86880			1490	10					
11	22	400	7	189	3485	396	35000	6125		390	828	23240			652	11					
12	4	1195	16	38	855	93	7780	1624		1480	2824	73008			3670	12					
13				75	2285	35365	504	50501		290	161	1326			1326	13					
				75	2285	35365	504	50501		5300	5767	415068		37908	25	7906					
Totals.																					

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia.—Con.

Number.	DISTRICTS.	KINDS OF FISH.								FISH PRODUCTS.		TOTAL VALUE.	Number.	
		Pollock, cwt.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Clams, brls.	Eels, brls.	Squid, brls.	Flounders, lbs.	Coarse and Mixed Fish, lbs.	Fish Oils, galls.			Fish used as Bait, brls.
<i>Richmond County.</i>														
1	Arichat and Petit de Grat . . . . .	1472	1145		49	102	22	226	6900	640	1716		56,689	48
2	Cape Auger and West Arichat . . . . .	52	763		123	182	96	396	71940		1673	60	47,252	92
3	Rocky Bay . . . . .	21	90		23	27	4	46	1270		282	10	6,390	80
4	D'Escoisse and Lower D'Escoisse . . . . .	7	23570	2400	102	296	53	70	1800	25	2841		60,454	50
5	River Bourgeoise . . . . .						8				6000	120	40,085	00
6	Grandigue and Port St. Louis . . . . .			10000	20		100				100	50	6,470	00
7	River Inhabitants and Basin . . . . .			14000	850		40				450	60	57,540	00
8	Port Malcolin and Gut of Canso . . . . .				438						500	65	14,619	50
9	West Bay . . . . .				12		15				170	10	4,523	00
10	From Fourchu to St. Esprit . . . . .	19	1700	800	24		14				501	195	24,327	69
11	From L'Archevêque to Point Michaud . . . . .	26	690	940	67	6	32				219	120	21,675	70
12	Lower L'Ardoise, L'Ardoise and Rockdale . . . . .	70			240		28				1223	260	81,357	12
13	Grande Grève and St. Peter's . . . . .	61		1412	53		29				479	95	11,106	70
	Totals . . . . .	1728	27868	29552	2021	613	441	738	81870	635	16156	1045	432,492	32

## Marine and Fisheries.

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia.—Con.

Number.	DISTRICTS.										FISHING VESSELS AND BOATS.										FISHING MATERIAL.						KINDS OF FISH.					
	Victoria County.										Vessels.		Boats.		Gill-Nets.		Trap-Nets.		Seines.		Salmon, fresh, in ice, lbs.	Salmon, preserved, in cans, lbs.	Herring, salted, brls.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, alive or fresh, tons.	Number.					
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Fathoms.	Value.	No.	Fathoms.	Value.	No.	Fathoms.	Value.	No.	Fathoms.	Value.		No.				
1	Meat Cove, Wreck Cove and Burton's Beach																															
2	Bay St. Lawrence Pond to Middle Harbour Head																															
3	White Point, New Haven and Neil's Harbour																															
4	Green Cove and North Bay																															
5	Big Bras d'Or, Bird Island and New Campbellton																															
6	Englishtown, Barasois and Breton Cove																															
7	Wreck Cove and Path End																															
8	South Bay and Middle Head																															
9	Batdeck and Kemp Head																															
10	North and south sides Little Narrows																															
11	Washabuck																															
12	Lona																															
	Totals	4	56 950	16	14934	1433	845	57366	21121	2	800	3	250	150	2296	92500	1	1022	2672	2296	92500	1	11	192	22	56	30816	1				

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, Fishing Material, &c.—Nova Scotia—Con.

Number.	DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE	Number.					
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Oysters, brls.	Eels, brls.	Squid, brls.	Dogfish, lbs.	Coarse and Mixed Fish, brls.	Fish Oils, galls.	Seal Skins, No.			Fish used as Bait, brls.				
<i>Victoria County.</i>																								
1	Meat Cove, Wreck Cove and Burton's Beach	500			50										7800	36	264	2	240			8,491	14	1
2	Bay St. Lawrence Pond to Middle Harbour Head.	1495			160						2800	400			36000	94	1180	5	290			20,635	75	2
3	White Point, New Haven and Neil's Harbour.	6700		97	565							1300			90000	255	5000	30	710			43,592	32	3
4	Green Cove and North Bay.	3997		16	340						400	500			39000	101	2340	20	300			25,075	86	4
5	Big Bras d'Or, Bird Island and New Campbellton	200													2000				10			3,324	70	5
6	Englishtown, Barasous and Breton Cove.	1200		160	241	10						1000	6000	2	2000				460			26,892	78	6
7	Wreck Cove and Path End.	225		5	110							1500	10	10	2000				45			5,342	60	7
8	South Bay and Middle Head.	2200	5	60	370	60						5000	30	30	1750				700			31,444	50	8
9	Baddeck and Kemp Head.	1620									1750		3935	20	70				29			9,461	15	9
10	North and south sides Little Narrows	164									900		1330	54	48	16			14			2,607	80	10
11	Washabuck	67									750		1200	3	100	3			5			1,142	00	11
12	Iona	1365											865	51	500	18			20			10,731	45	12
	Totals.	19723	5	338	1836	70	6100	9700	13330	180	778	176	2070	204800	1193	12115	57	2793				188,742	06	

# Marine and Fisheries.

## RECAPITULATION

Of the Yield and Value of the Fisheries of the Island of Cape Breton for the Year 1894.

Kinds of Fish.	Quantities.	Rate.	Value.
Salmon, pickled.....	Brls. 336	\$ 16 00	cts. 5,376 00
do fresh.....	Lbs. 87,312	0 20	17,462 40
do preserved.....	Cans. 1,522	0 15	228 30
do smoked.....	Lbs. 400	0 20	80 00
Herring, pickled.....	Brls. 26,670	4 50	120,015 00
do fresh or frozen.....	Lbs. 187,000	0 01½	2,337 50
do smoked.....	" 2,000	0 02	40 00
Mackerel, pickled.....	Brls. 14,619	14 00	204,666 00
do preserved.....	Cans. 10,160	0 12	1,219 20
Lobsters do.....	" 1,055,795	0 14	147,811 30
do fresh.....	Tons. 42	75 00	3,150 00
Cod, dried.....	Cwts. 101,717	4 50	457,726 50
do tongues and sounds.....	Brls. 81	10 00	810 00
Hake, dried.....	Cwts. 2,502	2 50	6,255 00
do sounds.....	Lbs. 890	0 50	445 00
Haddock, dried.....	Cwts. 15,570	3 50	54,495 00
Pollock, dried.....	" 1,941	2 50	4,852 50
Trout.....	Lbs. 45,570	0 10	4,557 00
Halibut, fresh.....	" 115,693	0 10	11,569 30
Smelts.....	" 102,957	0 05	5,147 85
Bass.....	" 700	0 10	70 00
Alewives.....	Brls. 4,967	4 00	19,868 00
Oysters.....	" 1,712	4 00	6,848 00
Clams.....	" 742	6 00	4,452 00
Eels.....	" 1,753	10 00	17,530 00
Shad.....	" 14	10 00	140 00
Squid.....	" 5,774	4 00	23,096 00
Flounders.....	Lbs. 81,870	0 05	4,093 50
Tom-cods.....	" 400	0 05	20 00
Coarse and mixed fish.....	Brls. 1,884	3 00	5,652 00
Fish oil.....	Galls. 49,773	0 40	19,909 20
Fish as bait.....	Brls. 14,945	1 50	22,417 50
Fish used as manure.....	" 80	0 50	40 00
Fish guano.....	Tons. 73	25 00	1,825 00
Seal skins.....	No. 534	1 25	667 50
Dogfish.....	Lbs. 258,100	0 01	2,581 00
<b>Total.....</b>			<b>1,177,453 55</b>
<b>Total for 1893.....</b>			<b>1,072,414 89</b>
<b>Increase.....</b>			<b>105,038 66</b>

**TABLE showing the Number and Value of Vessels and Boats, Nets, Seines, etc., engaged in the Fisheries of the Island of Cape Breton, and the Approximate of the Value of other material not included in the Statistical Returns for the Year 1894.**

Material.	Value.
107 vessels, 2,945 tons.....	\$ 51,210 00
3,776 boats.....	81,985 00
392,159 fathoms of nets.....	130,191 00
47 canning establishments.....	36,320 00
91,512 lobster traps.....	81,500 00
Hand-lines, trawls, &c.....	17,166 00
Fishing piers, fish houses and other sundries.....	79,389 00
Steamers, smacks, canoes, &c.....	9,950 00
33 smelt nets.....	3,909 00
4 trap-nets.....	2,050 00
7 seines.....	1,550 00
<b>Total.....</b>	<b>495,220 00</b>



NOVA SCOTIA—

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged Fish, and the total number of men employed, &c.,

Number.	DISTRICTS.	BOATS.			FISHING MATERIALS.						Herring.		
		Number.	Value.	Men.	Gill Nets.		Weirs.		Trawls.		Salmon, fresh in ice, lbs.	Salted, bris.	Smoked, lbs.
					Fathoms.	Value.	Number.	Value.	Number.	Value.			
	<i>Antigonish County.</i>		\$		\$		\$		\$				
1	Harbour au Bouche.....	32	470	38	16300	788			24	213		348	
2	Linwood, Cape Jack & Little Tracadie	33	497	36	19120	691			14	139	400	332	
3	Tracadie and Bayfield.....	26	393	29	13235	1111					5600	135	
4	Monk's Head, South and North Side Antigonish Harbour.....	26	443	33	26660	2133			9	113	14400	223	
5	Lakevale, Ballantynes Cove & South Side Cape George.....	24	515	47	15600	978			31	356	3600	335	
6	North Side Cape George & George- ville.....	27	486	48	12500	479			34	449	2000	143	
7	Malignant Cove, Doctor's Brook, Arisaig, Knoidart and Moidart...	32	429	47	12000	1096			19	224	11900	175	
	Totals.....	200	3233	278	115415	7276			131	1494	37900	1691	
	Value.....\$										7580	7610	
	<i>Colchester County.</i>												
1	Sterling.....	17	220	19	500	200							
2	Stewiacke.....	47	226	65	590	315					4500		
3	Five Islands.....	8	220	16			2	550	8	180	2200		
4	Economy.....	9	250	18	3020	615	8	2900			12750	10800	
5	Little Bass River to Highland Village	16	540	32	4925	1085	6	1650			19825		
6	Great Village to Queen's Village.....	20	578	40	6505	1495					35260		
	Totals.....	117	2034	190	15540	3710	16	5100	8	180	74535	10800	
	Value.....\$										14907	216	

## Marine and Fisheries.

### District No. 2.

in the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of in District No. 2, of Nova Scotia, for the Year 1894.

Mackerel.		Lobsters, preserved in cans.	Cod, dried, cwt.	Hake.		Haddock, cwt.	Trout, lbs.	Smelts, lbs.	Bass, lbs.	Alewives, brls.	Oysters, brls.	Eels, brls.	Shad, brls.	Fish oils, galls.	Fish used as bait, brls.	Fish used as manure, brls.	TOTAL VALUE.	
Salted, brls.	Fresh or preserved in cans, lbs.			Dried, cwt.	Sounds, lbs.													
84	.....	.....	68	10	15	13	100	1500	.....	43	.....	10	.....	60	84	.....	\$	3,634
51	.....	74500	53	14	30	14	300	1200	.....	44	27	100	.....	80	100	.....		14,611
26	42000	.....	25	.....	.....	.....	800	3000	.....	28	119	20	.....	20	70	.....		8,376
.....	.....	38400	49	8	12	.....	2000	8000	.....	36	.....	75	.....	50	132	.....		71,218
68	.....	24500	325	461	593	68	.....	.....	.....	61	.....	.....	.....	860	238	.....		10,705
76	.....	17300	319	685	1281	60	.....	.....	.....	27	.....	.....	.....	1080	184	.....		9,344
42	.....	44500	66	221	527	27	.....	.....	.....	15	.....	.....	.....	420	96	.....		11,565
347	42000	199200	905	1399	2458	182	3200	13700	.....	254	146	205	.....	2570	904	.....		69,453
4858	5040	27888	4074	3498	1229	637	320	685	.....	1016	584	2050	.....	1028	1356	.....		.....
.....	.....	29600	.....	.....	.....	.....	500	12000	.....	.....	30	2	.....	.....	30	150		5,054
.....	.....	.....	.....	.....	.....	.....	2700	.....	300	143	.....	.....	62	.....	.....	.....		2,392
.....	.....	.....	77	.....	.....	.....	100	.....	.....	.....	.....	.....	3	.....	.....	.....		827
.....	.....	.....	9	.....	.....	.....	300	.....	.....	.....	.....	.....	82	.....	.....	.....		3,656
.....	.....	.....	.....	.....	.....	.....	200	.....	.....	.....	.....	.....	177	.....	.....	.....		5,755
.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	176	.....	.....	.....		8,822
.....	.....	29600	86	.....	.....	.....	3900	12000	300	143	30	2	500	.....	30	150		26,506
.....	.....	4144	387	.....	.....	.....	390	600	30	572	120	20	5000	.....	45	75		.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats, engaged

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIALS.							
		Vessels.			Boats.			Gill Nets.		Smelt Nets.		Weirs.		Salmon, fresh in ice, lbs.	
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.		Value.
	<i>Cumberland County.</i>			£			£			£		£		£	
1	Pugwash, Port Philip and Gulf Shore. ....						141	5965	511	1400	379	53	1325		
2	Wallace .....						25	200	40	700	290	16	480		
3	River Philip .....														2000
4	La Planche and Nappan .....								8	170	70	9	25		225
5	Minudie to Apple River .....					5	100			127	70				440
6	Advocate .....					9	230	21	310	100					250
7	Spencer's Island and Port Greville .....	1	80	100	4	10	225	20	625	249				1	25
8	Parrsborough .....	1	30	300	4	7	170	16	460	230				2	60
	Total .....	2	110	400	8	197	6940	616	3792	1388	78	1830		3	85
	Value .....			\$											1123

## Marine and Fisheries.

in the Fisheries, Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRODUCTS.			VALUE.	Number.		
Herring, salted, brls.	Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Lobsters, preserved (in cans), lbs.	Cod, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Oysters, brls.	Eels, brls.	Shad, brls.	Fish Oils, galls.	Fish used as bait, brls.			Fish used as manure, brls.	\$
4	1200			518602				500		61200	50	99		2	1246	2500		79,487	00	1
								1000		16000	200	400		5				3,352	00	2
										500	570		15	10				3,030	00	3
											70			5				400	00	4
239	1000				75	28								155				1,638	00	5
186		300		1000	90	25	48								15			1,578	00	6
65	2000	300			105	25	29		1400						20			1,668	00	7
															15			1,636	00	8
494	4200	600	5	519602	270	78	77	1500	2050	77700	890	499	19	177	50	1246	2500	92,789	00	
2223	42	12	70	72744	1215	273	192	150	205	3885	3560	1996	190	1770	20	1869	1250			

RETURN showing the Number, Tonnage and Value of Vessels and Boats, engaged in the Fisheries, Fishing Material, &c.—  
Nova Scotia.—Continued.

Number.	FISHING VESSELS AND BOATS.				FISHING MATERIAL.										KINDS OF FISH.													
	Vessels.		Boats.		Gill Nets.		Trap Nets.		Seines.		Smelt Nets.		Weirs.		Trawls.		Salmon, salted, brls.	Salmon, fresh in ice, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Mackerel, salted, brls.						
	No.	Tonnage.	Value.	No.	Value.	Men.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.				
<i>Districts.</i>																												
<i>Guysborough County.</i>																												
1	Ecum Secum.....		65	900	74	900	560																					
2	Marie Joseph.....		47	1000	62	1400	900																					
3	Liscombe, Spanish Bay and Jegoggin.....		120	2800	150	4500	2700																					
4	St. Mary's River and Bay.....		45	600	60	1800	1000																					
5	Wine Harbour.....		20	350	27	1650	500																					
6	Indian Harbour and Lake.....		50	950	75	3650	1000																					
7	Holland Harbour and Indian River.....		17	800	12	1000	500																					
8	Port Beckerton.....		54	1350	62	4050	1525																					
9	Fisherman's Harbour.....		30	750	50	4000	1200																					
10	Country Harbour and Isaac's Harbour.....		72	1200	95	2670	1300																					
11	Isaac's Harbour to Whitehead.....		8	195	5100	36	646	23018	661	108100	35235	2	200	51	1505	570	9	135	1	8	160	800	10					
12	Whitehead to Canso, including Little.....		2	31	620	8	215	10000	280	32100	8020	29	7000	4	1200	920												
13	Canso to Salmon River.....						316	3998	272	40120	9486	40	4600	6	710	600	2	40										
14	Salmon River to Antigonish County Line, including Cook's Cove, Guysborough, North Shore and Canso.....		11	325	4325	54	458	9160	492	81291	10423			6	1100	660	6	120										
	Totals.....		21	551	10049	98	2155	56876	2372	287231	80415	71	11900	79	5365	3400	17	295	5	68	733	2898	10	34024	1050	19168	263200	4981
	Value.....																											

# Marine and Fisheries.

Return showing the Number, Tonnage and Value of Vessels and Boats, engaged in the Fisheries, Fishing Material, &c.—  
Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.			VALUE. \$ cts.	Number.							
		Mackerel, fresh or preserved (in cans), lbs.	Loobsters, preserved in cans, lbs.	Loobsters, alive or fresh, tons.	Cod, dried, cwt.	Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Hallbut, lbs.	Smelts, lbs.	Bas, lbs.	Alwives, brls.	Clams, brls.	Beis, brls.	Squid, brls.	Flounders, lbs.	Tom-cod or Frost fish, lbs.			Coarse and mixed fish, brls.	Fish Oils, Galls.	Fish used as bait, brls.	Fish used as manure, brls.			
1	<i> Guysborough County.</i>																										
2	1 Ecum Secum .....	32000			450		80	1600	460	500															460	150	
3	2 Marie Joseph .....	58800			750	40	75		260	1200															450	600	
4	3 Liscombe, Spanish Bay and Gegoggin .....	76150			1700	20	100	2950	3200	1500															950	900	
5	4 St. Mary's River and Bay .....	35620			175	15	25	8900	2000	2500															125	200	
6	5 Wine Harbour .....				190		12	500	600	1000															100	150	
7	6 Indian Harbour and Lake .....	100			120		20	800	250	900															75	300	
8	7 Holland's Harbour and Indian River .....	600			60		15	6000	240																40	125	
9	8 Port Beckerton .....	52600			140	10	20	500																	90	700	
10	9 Fisherman's Harbour .....	22000			150	20	30		1200	1000															85	175	
11	10 Country Harbour and Isaac's Harbour .....	62300			195			1300	290	2000															100	260	
12	11 Isaac's Harbour to Whitehead .....	16400			8699	268	3456	6300	106454	4760															3352	2000	
13	12 Whitehead to Canso, including Tittle .....	107000			5450	545	1090	10940	975	4000															9585	2400	
14	13 Canso to Salmon River .....	291800			2202	284	1378	128	1700																9864	3528	
	14 Salmon River to Antigonish County Line, including Cook's Cove, Guysborough, North Shore and Canso .....	200400			1871	308	1342	69	2150	10200															8398	1250	
	Totals .....	616300	1160322	20	22152	1510	7643	2542	33675	117864	28060	1000	1787	614	602	6748	5050	4300	5018	48950	14400	5767			48950	14400	
	Value .....	\$ 73956	162445	1500	99684	3775	26780	6355	3368	11886	1403	100	7148	4298	6020	26992	252	215	7527	19583	21600	2884				19583	21600

RETURN showing the Number, Tonnage and Value of Vessels and Boats, engaged in the Fisheries, Fishing Material, &c.—  
Nova Scotia.—Continued.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING MATERIAL.						SALMON.		HERRING.		MACKEREL.												
	Vessels.		Boats.		Gill Nets.		Trap Nets.		Seines.		Trawls.		Fresh in ice.		Smoked.		Salted.		Fresh or frozen.		Salted.		Fresh or preserved (in cans).										
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Value.	No.	Value.	No.	Value.	Fathoms.	No.	Value.	No.	Value.	Fathoms.	No.	Value.	Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.	Lbs.	Brls.				
<i>Halifax County.</i>																																	
1					168	1800	170	10000	1800	3,400	60	2800	6000									4000	300			4000	300						
2	38	400	7	160	3000	160	11000	1750	6,600	39	4850	3700										2000	50			2000	40			100			
3	62	1500	22	225	3500	230	30000	4500	4,800	29	2800	4000										4000	7000			8000	700			4000			
4	10	170	3	57	1000	49	6800	1700														1820				2850	350			700		4000	
5	116	1800	27	200	2400	170	28000	4500														2900				2000	500			2000		4000	
6	1	22	400	4	180	1800	200	20000	2600													2000				400	600			8000		4000	
7	4	65	1200	15	230	3000	240	10000	1500													400				80	100			2000		4000	
8	5	70	2000	18	65	3000	120	4500	800													400				260	100			800		4000	
9	1	30	900	6	71	1500	126	8050	1460													350				500	150			500		4000	
10	2	35	1250	8	80	1100	186	8500	2000													180				500	100			500		4000	
11	8	231	7500	50	68	680	38	2500	650													250				60	60			2000		4000	
12	1	30	500	8	58	600	51	2400	375													30				40	80			2000		4000	
13									250													600				600	25			18		2000	
14									100													300				15	25			15		2000	
15	4	240	9500	52	12	250	30	380	1080													865				5	33			15		2000	
16	1	15	600	6	87	1650	77	16550	1080													217				217	33			33		2000	
17									684													390				170	62			62		2000	
18	93	2300	28	58	426	24	6900	380														300				222	35			35		2000	
19	369	10075	97	156	1500	68	30000	1880														60				600	158			158		2000	
20	1	48	1800	12	46	688	39	8220	509													60				256	6			6		2000	
21	2	45	1000	8	57	1000	48	7170	460													40				225	12			12		2000	
22	1	18	550	4	48	915	37	7200	470													1850				273	35			35		2000	
23	8	303	11000	88	145	2080	82	16200	1080													75				1048	81			81		2000	
24	1	13	300	4	65	1625	89	16900	955													100				270	101			101		2000	
25	3	41	750	12	12	1395	70	15720	1000													100				910	68			68		2000	
26	1	23	475	6	17	368	19	3000	247													158				158	15			15		2000	

## Marine and Fisheries.

27	Tangier	1	39	1750	12	38	817	40	8580	570								493	26						
28	Pope's Harbour and Gerrard's Island	6	173	3300	30	50	857	41	2520	413								556	27						
29	Spry Bay, Taylor's Head & Mushaboon	2	53	850	10	61	1043	52	3220	575	500							559	340						
30	Sheet Harbour and Sober Island	1	10	200	3	42	504	64	1500	300	1	60						503	72						
31	Beaver Harbour and Salmon River					40	600	60	600	90								15	3						
32	Quoddy and Harrigan Cove					27	530	30	300	60	1	600						14	3						
33	Mosser River and Smith's Cove					32	620	40	800	80	1	400						22	3						
34	Mitchell's Bay and Ecuem Secum																		8						
Totals		78	2190	62070	549	2738	43963	2328	318230	38856	15	2900	418	41985	74210	856	2150	287	10	1125	17779	54150	4798	11000	
Value																				4742	225	80005	542	67172	1320



RETURN showing the Number, Tonnage and Value of Vessels and Boats, engaged in the Fisheries, Fishing Material, &c.—  
Nova Scotia—Continued.

Number.	LOBSTERS.		COD.		HAKE.		KINDS OF FISH.										FISH PRODUCTS.				VALUE.				
	Preserved in cans.	Live or fresh.	Dried.	Tongues and sounds	Dried.	Sounds.	Haddock.	Pollock.	Trout.	Halibut.	Smelts.	Alwives.	Clams.	Bels.	Squid.	Flounders.	Coarse and mixed fish.	Fish Oils.	Fish used as Bait.	Fish used as Manure.		Seal Skins.			
	Lbs.	Tons.	Cwt.	Brls	Cwt.	Lbs	Cwt.	Cwt	Lbs.	Lbs.	Lbs.	Brls	Brls	Brls	Brls	Lbs.	Brls	Brls	Brls	Brls	Brls	No.	\$	cts.	
201																									
1			90		30	15	50	30	800			10		2	2	1000	10	80	1				4281	50	
2			60		30	25	20	25	200			4		5	1	150	2	45	8				2653	00	
3			1300		1000	1700	250	200	250	600	150	40	14	8	3	800	30	1000	130				55407	50	
4			150		120	185	70	50	20	180	13	13	1	4	2	400	25	180	25				7422	00	
5			6000		1200	800	250	95	600	1500	200	25	2	3	2	300	12	500	120				19687	50	
6			1000		250	400	80	75		1000	48	13	2	4	2	15000	20	500	75				26048	50	
7			1050		600	900	50	200		1000	60	25	2	3	8	18000	50	800	80				22887	50	
8			9000		150	250	150	60	500	1200	200	50	2	3	3	5000	15	850	90				13304	50	
9			160000		700	80	160	50	200	300	100	12	1	2	13	3000	10	750	39				29876	00	
10			200		200	310	175	200		125	15				3	600	10	300	25				5939	50	
11			40		300	450	10	10		150000		15			3	150	2	560	180				21249	50	
12			10		45	75	10	45		3000					1	300	3	58	20				1699	00	
13			25		40	60	40	60		11455		1		4	100	1	20	1					801	00	
14			600		40	60	221	89		490	4000	4	20	4	1800	86	1800	86					4591	50	
15			1054		2		4	60	600	490	4000	60	19	8	530	70	530	70					9033	50	
16			1096		4066	2	100	10	275	108	10000	14	24	3	130	18	130	18					3715	00	
17			4066		219	59	219	59		2380	9000	94	287	10	2000	284	2000	284					7897	50	
18			575		629	1	20	40	500	1400	1000	34	48	7	410	46	410	46					30972	00	
19			629		56	192	50	1200		407	40	48	8	8	380	44	380	44					5273	50	
20			718		97	58	1000	3425	4600	12	35	18	14	2170	300	400	2170	300					7163	50	
21			4520		227	104	160	5068	1000	10	50	14	4	330	30	500	330	30					10505	00	
22			524		32	23	1000	2990		8	28	4		420	34	100	420	34					20491	00	
23			630		60	12	73	27	250	5550	200	164	17	4	250	16	250	16					11581	00	
24			330		160	400	53	18		2090		3	13		250	16	250	16					7372	50	
25																									
26																									

Halifax County.

## Marine and Fisheries.

27	Tangier.....	598	140	300	132	28	450	2000	1000	13	16	5	5	570	30	30	180	.....	7151	50
28	Pope's Harbour and Gerrard's Island.....	437	12	.....	64	17	.....	1920	.....	.....	3	2	5	410	30	180	.....	10847	00	
29	Spry Bay, Taylor's Head & Mushaboon.....	1100	235	340	128	22	.....	2255	.....	.....	4	4	10	860	86	700	.....	36201	00	
30	Sheet Harbour and Sober Island.....	665	70	65	74	5	.....	1225	30	30	5	4	6	320	34	400	.....	20807	00	
31	Beaver Harbour and Salmon River.....	112	7	.....	8	4	.....	650	.....	.....	.....	1	2	70	4	500	21	17622	00	
32	Quoddy and Harrigan Cove.....	75	.....	.....	12	.....	.....	.....	.....	.....	.....	4	.....	40	.....	350	9	11887	00	
33	Moser River and Smith's Cove.....	92	.....	.....	14	.....	.....	.....	.....	.....	.....	15	.....	55	.....	.....	.....	695	00	
34	Mitchell's Bay and Ecum Secum.....	254	.....	.....	40	.....	.....	2900	.....	.....	2	.....	.....	185	12	350	.....	12386	00	
Totals.....		26362	114	4987	2864	1959	7545	204803	31700	1131	661	146	524	17728	2005	3980	.....	30	485,333	00
Value .....		\$124294	9525	.....	10024	4897	755	20480	1585	4524	4630	1460	210	2250	7091	3006	1940	.....	30	.....

RETURN showing the Number, Tonnage and Value of Boats, engaged

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIALS.						Salmon, fresh in ice, lbs.	Herring, salted, brls.				
		Vessels.			Boats.			Gill Nets.		Smelt Nets.		Weirs.				Trawls.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.	Value.	Number.			Value.	Number.	Value.	
	<i>Hants County.</i>						¢		¢		¢		¢		¢				
1	Maitland to Shubenacadie .....					42	229	42	2480	345							15680		
2	Shubenacadie to Grand Lake .....					64	272	64	1285	320							2380		
3	Noel to Walton .....					9	260	11	2800	835							10040	10	
4	West Hants .....	1	8	200	2	21	685	24	2665	1000			8	250	235	3	65	4170	120
	Totals .....	1	8	200	2	136	1446	141	9230	2500			11	485	3	65	32270	130	
	Value .....	¢															6454	585	
	<i>Pictou County.</i>																		
1	West Pictou .....					135	2750	139	2659	1140	3	75			400	2100		50	
2	Pictou Island .....					58	1160	112	850	250								100	
3	Central Division .....																		
4	Southern Division .....					30	580	42	3190	1955	3	24			17	102	13880	50	
5	Merigomish Island .....					12	180	21	1200	2400							10500		
6	North Beach .....					4	60	4	800	1600	1	30					7200		
7	Ponds .....					17	255	30	1380	2760							7700		
8	Lismore .....					10	150	15	850	1700	1	30					4300		
	Totals .....					266	5135	363	10929	11805	8	159			417	2202	43580	200	
	Value .....	¢															8716	900	

## Marine and Fisheries.

in the Fisheries, Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.														FISH PRO-DUCTS.							
Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Haddock, cwt.	Trout, lbs.	Smelts, lbs.	Bass, lbs.	Alewives, brls.	Oysters, brls.	Clams, brls.	Eels, brls.	Shad, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Coarse and mixed fish, brls.	Fish used as bait, brls.	Fish used as manure, brls.	VALUE.	Number.	
																		\$			
									487									5,084	1		
				63				755	94					68				1,607	2		
				159	10	12270	4900	600	10					88				3,316	3		
	8500						4900	175	184					148	3700	6750	85	70	6,685	4	
	8500			222	10	12270	4900	1530	775					304	3700	6750	85	70	16,692		
	170			999	35	1227	245	153	3100					3040	185	337	127	35			
		20	402278	20		300	12000			25		6						955	1960	60,117	1
		6	264000	10														200	1300	38,519	2
						1000	16000	300	250	100	25	100								3,505	3
77400		18	39800	144			5300											60	200	10,702	4
			133000															90	600	21,155	5
							6000													1,940	6
			188906									20								80	7
												9								900	8
																				950	
77400		44	1027984	174		1300	39300	300	250	125	25	215						20	1415	4960	166290
774		616	143918	783		130	1965	30	1000	500	175	2150						30	2123	2480	

## RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, Nova Scotia, with Comparative Statement of the Increase or Decrease for the Years 1893 and 1894.

Articles.	Quantity in 1894.	Rate.	Totals.	Increase.	Decrease.
				Quantity.	Quantity.
		\$ cts.	\$		
Salmon, salted .....	Brls. 10	16 00	160		2
do fresh .....	Lbs. 251,634	0 20	50,326		8,385
do canned .....	"	0 15			1,112
do smoked .....	" 2,175	0 20	435	35	
Herring, salted .....	Brls. 39,462	4 50	177,579	9,124	
do fresh .....	Lbs. 428,950	0 01	4,290	332,450	
do smoked .....	" 19,900	0 02	398	6,900	
Mackerel, salted .....	Brls. 10,175	14 00	142,450		676
do canned .....	Lbs. 669,300	0 12	80,316		82,550
Lobsters, canned .....	" 3,824,512	0 14	535,433	192,669	
do fresh .....	Tons. 147	75 00	11,025	15 $\frac{1}{2}$	
Cod, dried .....	Cwt. 50,171	4 50	225,771		3,325 $\frac{1}{2}$
Cod tongues and sounds .....	Brls. 11 $\frac{1}{2}$	10 00	115		
Hake, dried .....	Cwt. 7,796	2 50	19,490	1,239	
do sounds .....	Lbs. 9,103	0 50	4,551		870
Haddock .....	Cwt. 10,777	3 50	37,719	1,759	
Pollock .....	" 4,578	2 50	11,444	1,678	
Trout .....	Lbs. 63,390	0 10	6,339		1,240
Halibut .....	" 325,717	0 10	32,571	80,626	
Smelts .....	" 207,360	0 05	10,368	27,119	
Bass .....	" 3,130	0 10	313		2,343
Alewives .....	Brls. 5,230	4 00	20,920	1,109	
Oysters .....	" 800	4 00	3,200	46	
Clams .....	" 1,300 $\frac{1}{2}$	7 00	9,103	76	
Eels .....	" 1,189	10 00	11,890	210	
Shad .....	" 981	10 00	9,810		365
Squid .....	" 6,800 $\frac{1}{2}$	4 00	27,202		1,145 $\frac{1}{2}$
Flounders .....	Lbs. 53,750	0 05	2,687	11,300	
Tom cod .....	" 11,650	0 05	582	8,300	
Coarse fish .....	Brls. 5,318	1 50	7,977	2,441	
Fish oils .....	Galls. 69,307	0 40	27,722	22,993	
Seal skins .....	No. 30	1 00	30		21
Fish used as bait .....	Brls. 20,000	1 50	30,000	4,196	
do products used as manure .....	" 17,427	0 50	8,714	13,245	
Total .....			1,510,900		

COMPARATIVE STATEMENT of the Value of Fisheries in each County of District No. 2, Nova Scotia, for the Years 1893 and 1894.

County.	Value in 1893.	Value in 1894.	Increase.	Decrease.
	\$	\$	\$	\$
Antigonish .....	71,936	69,454		2,482
Colchester .....	22,448	26,506	4,058	
Cumberland .....	86,374	92,792	6,418	
Guysborough .....	593,143	653,837	60,694	
Halifax .....	498,883	485,333		13,550
Hants .....	13,014	16,692	3,678	
Pictou .....	141,807	166,290	24,483	
Total .....	1,427,605	1,510,904	99,331	16,032
		1,427,605	16,032	
Increase .....		83,299	83,299	

## Marine and Fisheries.

**STATEMENT of Lobster Plant and other fixtures used in the Fishing Industry of District No. 2, for the season of 1894.**

COUNTIES.	LOBSTER PLANT.				No. of hands employed.	OTHER FIXTURES USED IN FISHING.							
	Traps.		Canneries.			Freezers and Ice houses.		Smoke and Fish houses.		Piers and Wharves.		Steamers and Smacks.	
	No.	Value.	No.	Value.		No.	Value.	No.	Value.	No.	Value.	No.	Value.
	No.	Value.	No.	Value.		No.	Value.	No.	Value.	No.	Value.	No.	Value.
Antigonish.....	13204	9060	6	5580	129			68	1164	3	800	3	140
Colchester.....	2300	1500	2	500	20			20		1	100		
Cumberland.....	26256	14075	25	24757	439			11	110				
Guysborough.....	77750	42025	28	29500	523	22	14730	508	13281	234	7028	30	12075
Halifax.....	46360	14112	29	15775	336	9	700	959	26059	711	15780	3	1700
Hants.....								8	90	1	30		
Pictou.....	36500	17330	23	29880	434			11	795	14	1912		
<b>Totals.....</b>	<b>202370</b>	<b>98102</b>	<b>113</b>	<b>105992</b>	<b>1881</b>	<b>31</b>	<b>15430</b>	<b>1565</b>	<b>41499</b>	<b>964</b>	<b>25650</b>	<b>36</b>	<b>13915</b>

**TABLE showing the value of Vessels, Boats, Nets, &c., engaged in the Fisheries of District No. 2, Nova Scotia with an Approximate Value of other Fishing Material for the year 1894; also showing the number of hands employed therein.**

Articles.	Values.
	\$
102 vessels, 2,859 tons.....	72,719
5,839 boats.....	119,632
760,367 fathoms gill nets.....	145,950
86 trap nets.....	14,700
497 seines, 47,350 fathoms.....	77,610
35 weirs.....	5,738
103 smelt nets.....	2,284
2,148 trawls, &c.....	8,979
	447,612
202,370 lobster traps.....	\$98,102
113 canneries.....	105,992
	204,094
36 steamers and smacks.....	\$13,915
31 freezers and ice houses.....	15,430
1,565 smoke and fish houses.....	41,499
964 piers and wharves.....	25,650
	96,494
<b>Total.....</b>	<b>748,200</b>

Number of hands engaged on vessels.....	657
do boats.....	6,888
do packing, cleaning and curing fish.....	900
do employed in lobster canneries.....	1,881
	10,326

NOVA SCOTIA,

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in and the Total Number of Men employed, &c., in

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.				Salmon, fresh in ice, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.		
		Vessels.			Boats.			Gill-Nets.		Weirs.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.							Value.	
	<i>Annapolis County.</i>			\$					\$		\$								
1	Margaretsville .....	4	98	2940	22	12	240	21	1200	600									
2	Port George .....					19	380	35	2000	1000	1	300	3000				5	688	
3	Port Lorne .....	1	22	660	4	19	380	39	3000	1500							6	380	
4	Hampton .....	1	25	750	6	17	340	26	1400	700							6	486	
5	Phinny's and Young's Coves .....					16	320	28	1700	850								7	700
6	Parker's Cove .....					16	320	29	1500	750								12	900
7	Hillsboro' and De-lap's Coves .....					28	560	40	2800	1400								12	270
8	Victoria Beach and Lower Granville .....	7	268	8040	80	30	600	52	3000	1500								15	440
9	Thorn's Cove to Ferry .....	1	22	660	4	10	200	20	900	450	4	600						7	6113
10	Clementsport and Bear River .....	2	26	780	10	25	500	40	600	300	10	2000						50	50
11	Annapolis East to County Line .....								3500	1700	7	350	6500						
12	Lequille River .....										1	50	3050						
13	Round Hill River and Inland Waters .....												1000						
	Totals .....	16	461	13830	126	192	3840	330	21600	10750	23	3300	13550	3700	234000	3800	72	10476	
	Value .....	\$											2710	16650	4680	190	5400	47142	

## Marine and Fisheries.

### DISTRICT No. 3.

the Fisheries, Quantity and Value of Fishing Material, Kinds and Quantities of Fish District No. 3 of Nova Scotia, for the Year 1894.

	KINDS OF FISH.												FISH PRODUCTS.				TOTAL VALUE.	Number.		
	Cod, tongues & sounds, brls.	Hake, dried, cwt.	Hake, sounds, lbs.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Bass, lbs.	Alewives, brls.	Clams, brls.	Eels, brls.	Shad, brls.	Tom-cod or frost fish, lbs.	Fish oils, galls.	Fish used as bait, brls.			Fish used as manure, brls.	Fish guano, tons.
4	125	75	2500	1850	.....	4600	.....	.....	.....	.....	.....	.....	.....	.....	205	355	75	12	21,218 00	1
2	275	100	275	190	.....	5000	.....	.....	.....	.....	.....	.....	.....	.....	220	310	50	10	8,138 00	2
6	500	250	240	200	.....	5800	.....	.....	.....	.....	.....	.....	.....	.....	250	425	60	22	9,571 00	3
4	570	250	540	420	.....	5000	.....	.....	.....	.....	.....	.....	.....	.....	300	400	40	15	11,638 50	4
3	155	300	1000	340	.....	4500	.....	.....	.....	.....	.....	.....	.....	.....	300	410	80	10	12,282 50	5
3	300	150	400	310	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	205	300	.....	30	7,677 00	6
2	481	350	400	400	.....	3500	.....	.....	.....	.....	.....	.....	.....	.....	380	400	.....	25	10,884 50	7
10	4200	2100	5000	2750	.....	77380	.....	.....	.....	200	.....	.....	.....	.....	1000	1200	.....	40	76,096 50	8
.....	150	.....	200	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	25	.....	2,035 00	9
.....	800	.....	850	220	.....	2300	.....	.....	.....	500	.....	.....	.....	.....	250	200	40	30	17,000 50	10
.....	.....	.....	.....	1000	.....	.....	2000	2000	150	.....	20	180	1000	.....	.....	.....	.....	30	5,100 00	11
.....	.....	.....	.....	600	.....	.....	.....	.....	300	.....	12	.....	.....	.....	.....	.....	.....	.....	1,990 00	12
.....	.....	.....	.....	9000	.....	.....	.....	200	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,220 00	13
34	7556	3575	11405	6695	10600	110080	2000	2200	475	700	32	180	1000	3110	4040	370	224	184,851 50		
340	18890	1787	39918	16737	1060	11008	100	220	1900	4900	320	1800	50	1244	2020	185	5600			



RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Con.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.											FISHING MATERIAL.								KINDS OF FISH.				Number.															
	Vessels.		Boats.		No.	Value.	Men.	No.	Value.	Men.	Gill-Nets.	Fathoms.	Value.	No.	Value.	No.	Value.	Weirs.	No.	Value.	No.	Fathoms.	Seines.	Value.	Salmon, fresh in ice, lbs.	Salted, brls.	Herring.		Mackerel, salted, brls.														
	No.	Tonnage.	No.	Value.																							No.			Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.
	Digby County.																																										
1	20	950	26500	231	5	145	9	375	152	2	150	4	750	1800	160	5000	2000	1	1000	2350	200	5	840	2350	200	50	1000	800	1	1													
2						270	19	240	99	1	1000	5	840	2350	50	1000	800																										
3						240	16	470	200																																		
4						300	20	550	200																																		
5						200	13	260	100																																		
6						1020	68	2000	844																																		
7						480	30	960	405																																		
8						990	70	1980	836																																		
9						200	11	300	115																																		
10						360	24	360	115																																		
11						120	7	240	98																																		
12						240	16	500	200																																		
13						150	10	220	88																																		
14						700	48	390	140																																		
15						360	24	420	150																																		
16						600	12	600	1844																																		
17						250	12	360	24																																		
18						240	16	500	200																																		
19						240	16	500	200																																		
20						200	3	300	125																																		
21						19500	176	40	3400																																		
22						7200	91	58	1940																																		
23						5200	59	36	2060																																		
Total	67	1986	60200	581	398	15545	861	46605	20616	4	6200	27	3390	8400	4425	2985	86500	58925	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25			
Value																																											

## Marine and Fisheries.

RETURN showing the Number and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Con.

Number.	DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.				TOTAL VALUE.	Number.											
		Lobsters.		Cod.		Hake.		Halibut, lbs.		Haddock, shipped fresh, lbs.		Clams, brls.		Shad, brls.				Squid, brls.		Fish oils, Galls.	Pinnan Haddies, cases.	Fish used as bait, brls.	Fish used as manure, brls.	Pinnan Haddies, (canned), lbs.				
		Preserved in cans, lbs.	Alive or fresh, tons.	Dried, cwt.	Tongues & brls.	Dried, cwt.	Sounds, lbs.	Haddock, cwt.	Pollock, cwt.	Halibut, lbs.	Haddock, shipped fresh, lbs.	Clams, brls.	Shad, brls.	Squid, brls.														
<i>Digby County.</i>																												
1	Digby	15168	31	3500	10	1000	7800	9600	400	51200	75								6000	1600	3400	400			98,593	52	1	
2	Bayview			80	3	250	280	80	50	1000	10								280		40	20			2,568	00	2	
3	Broad Cove			35	3	250	320	120	18	500									350		50	40			1,672	50	3	
4	Rossey			120	4	500	820	150	16										800		100	50			3,335	00	4	
5	Waterford			25	2	120	175	40	10										100		15	10			1,187	50	5	
6	Centerville			10	300	2000	4500	680	40	750									2400	550	300	80	70000		23,840	00	6	
7	Sandy Cove			6	70	2	240	275	50	40	1000								225		30	10			2,007	50	7	
8	Mink Cove			4	100	4	800	1200	120	10	1000								800		80	50			4,320	00	8	
9	Little River			5	250	3	1750	2750	1100	40	500								1750	500	180	25			13,232	50	9	
10	White Cove			80	1	450	700	40	10	500									450		60	20			2,280	00	10	
11	Long Beach & Whale Cove			10	300	2	1200	1800	200	25									1100		130	10			7,292	50	11	
12	East Ferry			10	180	3	560	725	80	25									550		60	10			3,815	00	12	
13	St. Mary's Bay						100	125	25	300									250		30				3,127	50	13	
14	Weymouth			5	50	2	360	500	25	10											4				489	50	14	
15	White's Cove			5	125	5	80	100	80	150	40										25	15			2,945	00	15	
16	Church Point			5	400	3	100	125	130	400											8				1,591	50	16	
17	Metegan			3	150	2		40	125	400											30				4,520	00	17	
18	Cheticamp			5	360	4		120		125											60				1,567	50	18	
19	St. Mary's			80		1	160	200	10	16											100				2,440	00	19	
20	Smith's Cove			375	21000	15	8500	20000	17000	22000	56000	180000							28000		600	150			6,167	50	20	
21	Westport			80	9500	12	6000	1750	4800	12000	22000										4200	300			289,327	00	21	
22	Freepoint			9500	110	3800	10	2100	2700	8000									5000		1800	150			141,120	00	22	
23	Tiverton																									75,354	50	23
Totals		24668	674	40445	93	35620	27045	42340	43375	142950	189000	185	32	81	61555	2650	13377	1688	139500	691,794	02							
Value		3454	50550	182002	930	89050	13522	148190	108937	142	5	3600	1295	320	842	16740	6888											

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.							
		Vessels.				Boats.		Gill Nets.		Weirs.		Seines.			
		No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	No.	Fathoms.	Value.	
				£			£		£		£			£	
	<i>King's County.</i>			£		£		£		£			£		
1	Avonport.....				25	400	25	2000	750			1	500	300	
2	Bout Island.....											1	750	400	
3	Long Island.....											2	1000	500	
4	Starr's Flats.....											3	2000	1000	
5	Kingsport.....				1	25	2	600	300			2	900	500	
6	Medford.....									3	300				
7	Blomidon.....	1	19	300	4	2	50	4		2	200				
8	Baxter's Harbour.....				19	500	36	1200	600			2	600	300	
9	Hall's Harbour.....	4	70	1000	11	25	625	50	1800	900		9	1750	2000	
10	Hunting Point.....											1	500	250	
11	Chipman's Brook.....				3	60	6	600	300			1	400	200	
12	Black Rock.....				5	100	10	800	400	2	200	2	500	250	
13	Harbourville.....				3	60	6	1000	500			6	1200	600	
14	Morden.....				3	60	6	200	100			2	400	200	
15	Scott's Bay.....				3	60	6	100	50			3	900	450	
16	Ogilvie's Wharf.....	1	15	400	2	4	80	8	100	50					
17	Aylesford.....														
18	Gaspereaux.....														
	Totals.....	6	104	1700	17	93	2020	159	8400	3950	7	700	35	11400	6950
	Value.....	£													

## Marine and Fisheries.

the Quantity, and Value of all Fishing Material, &c.—Nova Scotia—Continued.

KINDS OF FISH.											FISH PRODUCTS.			TOTAL VALUE.	Number.			
Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Bass, lbs.	Alewives, brls.	Shad, brls.	Fish oils, galls.			Fish used as bait, brls.	Fish used as manure, brls.	\$
.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	1400	8	.....	.....	.....	5,770	00	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....	250	00	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	.....	.....	.....	220	00	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80	.....	.....	.....	800	00	4
.....	8	.....	.....	25	.....	.....	.....	.....	1000	500	.....	12	.....	40	90	483	50	5
.....	40	.....	.....	12	.....	.....	.....	.....	300	300	.....	9	.....	.....	30	399	00	6
.....	30	12000	.....	.....	.....	.....	.....	.....	300	.....	.....	5	300	.....	60	605	00	7
9000	570	8000	.....	240	.....	160	160	.....	.....	.....	.....	10	500	150	290	6,985	00	8
18000	900	85000	2	300	.....	180	150	.....	.....	.....	.....	75	250	400	.....	12,310	00	9
2000	45	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	200	30	75	.....	944	50	10
2500	200	.....	.....	80	.....	20	12	.....	.....	.....	.....	220	40	90	.....	2,013	00	11
1000	500	55000	.....	150	.....	40	60	.....	.....	.....	.....	300	75	95	.....	4,795	00	12
8000	600	60000	1	60	.....	30	30	.....	.....	.....	.....	60	50	100	.....	6,049	00	13
1800	50	.....	.....	50	.....	16	12	.....	.....	.....	.....	20	40	50	.....	949	00	14
500	60	10000	2	40	.....	40	20	.....	.....	.....	.....	100	70	20	160	2,208	00	15
.....	200	.....	.....	70	10	25	18	.....	.....	.....	.....	.....	35	40	125	1,469	00	16
1400	.....	.....	.....	.....	.....	.....	.....	700	.....	.....	.....	.....	.....	.....	.....	350	00	17
2000	.....	.....	.....	.....	.....	.....	.....	1500	.....	.....	1000	.....	.....	.....	.....	4,560	00	18
46200	3203	230000	5	1072	10	528	477	2200	1600	800	2400	271	1780	735	1565	51,150	00	.....
9240	14414	4600	375	4824	25	1848	1193	220	160	80	9600	2710	712	367	782	.....	.....	.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

Number.	DISTRICTS.			FISHING VESSELS AND BOATS.						FISHING MATERIAL.							KINDS OF FISH.							
	No.	Tonnage.	Value.	Vessels.		Boats.		Gill-nets.	Trap-nets.	Seines.		Salmon.		Herring.		Mackerel, salted, lbs.		Lobsters.						
				No.	Men.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Fathoms.	Value.	Fresh in ice, lbs.	Smoked, lbs.	Salted, lbs.	Fresh or frozen, lbs.	Smoked, lbs.	Fresh, lbs.	Preserved in cans, lbs.	Alive or fresh, tons.	Number.	
<i>Lennox County.</i>																								
1	30	500	8	150	3000	140	25000	4000	33	12000	12	9000	3200	8000	600	2000	1000	110	50000				1	
2	1500	58000	265	200	3000	95	16500	2400	14	5500	10	6000	1800	3100			800	150000			50		2	
3	39	750	10	85	1450	118	34000	2600	14	6000	17	12500	6500	950			700	1000	200		200		3	
4				75	1350	75	26000	1750	9	4000	15	10000	4200	600			100		150		150		4	
5				23	750	30	20000	1200	4	1500	12	7000	3800	200			100		50		50		5	
6				62	1600	60	25000	1600			20	12000	6500	600			563		175		100	38400	6	
7	14	150	3	25	700	35	15000	1250	2	800	10	6000	3000	850			320		100		100		7	
8				95	2300	95	65000	4000			12	7000	3000	230			300		375		70		8	
9				45	2000	40	40000	2000			10	5000	3000	75			2500		70		70		9	
10				175	6000	200	130000	10000	10	4000	32	25000	10000	450			10000		300		300	19200	10	
11				25	400	30	15000	800	3	800	8	5000	900	650			175		40		40		11	
12																							12	
13	6000	450000	1200	200	9000	184	29453	17464	38	10600	4	470	750	1800	1200	3560	35600	500	211320	1000		230	13	
14				254	10450	186	36000	18000	30	12000	5	550	950	850	210	4240	20000	5000	223				237	14
15				187	3610	150	24800	12400	5	2100	4	350	800	1500	420	10000		75					175	15
Totals	172	12553	923400	2480	1645	46610	1490	526753	81064	180	65800	187	116870	53400	20205	2605	31580	247000	16000	24983	318920	702		
Value.																								\$
																								520550

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—Nova Scotia—Continued.

Number.	Districts.	KINDS OF FISH.												FISH PRODUCTS.				TOTAL VALUE. \$ cts.	Number.		
		Cod.		Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Clams, brls.	Eels, brls.	Squid, brls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Whitefish, brls.	Fish oils, galls.			Fish used as bait, brls.	Fish used as manure, brls.
<i> Lunenburg County.</i>																					
1	Chester	15000	3	75	60	250	1000	1200	4000	125	20	35	100	7600	750	630	130	125		90,029 50	1
2	Mahone Bay & Martin's Point	43800	100	300	70	50	250	30000	2800	15	12	15	30	4000	350	9000	2000	50		219,861 50	2
3	Fox Point	1300	5	125	50	250	625	1500	525	5	6	40	4500	125	650	175	45			13,482 50	3
4	Mill Cove	300		75	50	125	125		175	3	4	15	1500		120	30	40			4,824 25	4
5	Lodge	275		65	30	25		300		3	3	10	850		150	40	10			2,738 50	5
6	North-west Cove	320	1	80	65	70		340		4	3	10	850		160	42	18			6,699 00	6
7	Aspotogan	175		30	45	30		250		3	5	8	950		135	28	12			9,219 50	7
8	Beeches	220		30		75		400		3	4				160	23	10			3,668 50	8
9	Blandford	890		75	325		2500			9	6	12	20	1250	150	1050	70	60		21,033 00	9
10	Little Tancook	500	2	20	150	55		650		4	4				240	40	30			12,959 00	10
11	Big Tancook	625		400	150		725			15	4	20	15	1250	175	375	175	300		55,944 75	11
12	Deep Cove	40				50		200							175	8	15			2,483 75	12
13	Lunenburg to Cross Island	87000	125	2320	4793	520	120	215000		25	80	4	100		120	45000	425	125	125	535,848 30	13
14	La Have River, Riteeys Cove and Dublin	72373	80	435	1932	225		25000		25	45	10			725	55	27000	100	225	394,631 25	14
15	Petite Riviere to County Line	7250	10		325	25	180	8000		80	30	50	20		400	30	20000	160	155	80,019 50	15
Totals		230038	326	3525	8045	2225	2300	286065	7500	309	207	168	368	24900	3620	165	104765	8456	1220	1,453,462 80	450
Value		1035171	3260	8812	28158	5562	230	28607	375	1236	1449	1680	1472	1245	151	990	41906	1728	610	11250	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.									
		Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Seines.		Salmon.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.	Value.	Number.	Fathoms.	Value.	Salted, barrels.	Fresh, in ice, lbs.
	<i>Queen's County.</i>			¢		¢			¢		¢		¢				
1	Liverpool and Gull Island .....	6	290	9600	55	81	1544	118	6958	2623	5	1800	6	657	1815	2	3296
2	Western Head and Black Point .....					59	941	66	6160	2352	2	1000	2	230	600		
3	White Point and Summerside .....					39	657	46	3160	1050							
4	Port Joli and LeHerbert .....					42	1207	41	1320	508							
5	Port Mouton .....	4	77	2600	20	112	2339	118	6840	2483			3	310	800		
6	Eagle Head .....					33	652	32	1780	712							
7	West and East Berlin .....					39	613	48	2529	1008							
8	Port Medway .....	2	148	6500	26	50	1064	53	2880	997	3	1100					
9	Milton .....					10	100	12	150	60							6700
10	Mill Village .....					34	340	38	690	230							3000
11	Greenfield .....					10	100	16									4400
	Totals .....	12	515	18700	101	509	9557	588	32467	12023	10	3900	11	1197	3215	2	20420
	Value .....	§														32	4084

## Marine and Fisheries.

the Quantity and Value of all Fishing Material, &c.—Nova Scotia.—Con.

KINDS OF FISH.														FISH PRODUCTS.		TOTAL VALUE.		Number.	
Smoked, lbs.	Herring, salted, brls.	Mackerel, salted, brls.	Lobsters.		Cod, dried, cwt.	Hake, dried, cwt.	Haddock, cwt.	Pollock, cwt.	Halibut, lbs.	Alewives, barrels.	Clams, barrels.	Fels, barrels.	Shad, barrels.	White fish, coarse and mixed fish, barrels.	Fish oils, gallons.				Fish used as bait, brls.
...	1808	47	...	...	3257	15	88	16	4319	25	...	9	...	57	686	39	25,597	00	1
...	1150	32	...	...	390	...	20	19	505	1	...	...	...	59	292	21	7,903	30	2
...	992	39	32640	...	308	...	20	3	...	10	...	...	...	23	107	16	11,145	90	3
...	802	...	6480	...	134	...	34	3	...	25	...	...	...	40	98	10	5,761	90	4
...	5473	10	36000	178	1510	8	36	10	280	...	...	...	...	8	248	60	50,289	70	5
...	454	8	58320	9	105	3	9	2	...	...	...	...	...	9	99	9	11,759	40	6
...	855	14	29376	...	124	...	15	...	...	7	...	...	...	4	207	11	8,850	94	7
...	1084	6	...	...	2206	...	22	...	150	200	...	...	...	...	959	15	17,488	10	8
...	500	...	...	...	...	...	...	...	...	50	...	...	...	...	...	...	800	00	9
...	260	...	...	...	...	...	...	...	...	290	...	...	...	...	...	...	2,400	00	10
...	...	...	...	...	...	...	...	...	...	250	...	...	...	...	...	...	1,656	80	11
760	12618	156	162816	187	8034	26	244	53	5254	848	42	38	6	200	2696	181	143,653	04	
152	56781	1560	22794	14025	36153	65	854	133	525	3392	294	380	60	1200	1078	91			



RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
Nova Scotia.—Continued.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.			
	Shelburne County.				Vessels.		Boats.		Gill-Nets.		Trap-Nets.		Seines.		Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Mackerel.		Number.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Fathoms.	Value.			Salted, brls.	Fresh, lbs.		
1	Barrington	2	110	5500	22	1500	62	13000	1200					350	300			1		
2	Wood's Harbour	3	79	3500	31	2500	130	19000	1800	1	2000	1	1600		1500			2		
3	Shag Harbour	2	31	1050	16	1100	45	15000	1250						600			3		
4	Bear Point	2	28	600	12	1000	23	9000	850						175			4		
5	Cape Island	27	525	30000	270	7200	460	38500	5400	6	11000				7000			5		
6	Port la Tour and Baccaro	2	100	3000	19	3500	130	50000	6000						1650			6		
7	Upper Port la Tour	3	50	1200	18	350	34	14500	550						400			7		
8	Cape Negro and Blanche					1000	42	12500	900						1100	30	2000	8		
9	Cape Negro Island					1300	60	16500	1100	1	1500				2200	40	2000	9		
10	Fort Clyde					60	6	650	30									10		
11	North-east Harbour	1	17	1000	5	1200	28	6400	1050						284			11		
12	Black Point and Round Bay	2	35	1300	11	2850	75	16000	2600						1610	15		12		
13	Roseway and McNutt's Island					3600	86	15000	2500						2746			13		
14	Gunning Cove, Churchover and Birchton					1700	76	8300	1385									14		
15	Shelburne and Sandy Point.	8	462	14500	88	1300	74	18900	3150						2459			15		
16	Jordan	1	95	3500	22	1500	67	12500	2080						2420			16		
17	Lockeport	18	1060	62000	204	7500	240	24000	5200	2	600	2	600		7100	100		17		
	Totals	71	2592	127150	718	39160	1640	310650	37045	8	14500	3	2200	1000	9250	33544	185	386000		
	Value													1850	150948	1850		19300		

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.		TOTAL VALUE.	Number.			
		Lobsters, pre-served in cans, lbs.	Lobsters, Alive or Fresh, tons.	Cod, dried, cwt.	Hake, dried, cwt.	Hadlock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Clams, brls.	Beals, brls.			Fish oils, galls.	Fish used as bait, brls.	
<i>Shelburne County.</i>																		
1	Barrington		90	3000		2000	250	350	1700	350		700	25	25	1300	1900	34,232 50	1
2	Wood's Harbour	70176	650	900		150	90	1000							250	4500	74,574 64	2
3	Shear Harbour	163200	80	1050		500	200	5000			30				200	650	19,113 80	3
4	Beag Point	34000	45	300		100	75	950							60	575	11,216 50	4
5	Cape Island	56000	750	10000		4000	350	120000				50	50		6000	7000	191,215 00	5
6	Port la Tour and Baccaro.		225	2250		750	1900	2500				200			4000	1300	43,100 00	6
7	Upper Port la Tour		60	400		175	275	1400							350	450	9,905 00	7
8	Cape Negro and Blanche		300	500		650	150	1000							200	475	83,167 50	8
9	Cape Negro Island		200	450		300	200	2750							1800	850	80,395 00	9
10	Port Clyde	7680						600									3,435 20	10
11	North-east Harbour	20628	50	495	3	135	35	850				25	7		250		11,407 92	11
12	Black Point and Round Bay		750	750	17	586	63	1000				30			400	500	13,651 00	12
13	Roseway and McNutt's Island		16	625	20	871	256					15	12		650		20,653 00	13
14	Gunning Cove, Churchover and Birchtown		1	382		333	533					40			300	200	15,807 50	14
15	Shelburne and Sandy Point.	34608	70	7856	168	728	188	6000	4000			80	5		1600	800	62,285 12	15
16	Jordan.			2358		398	17	2500				45			700		22,761 00	16
17	Lockeport.	8544	185	19200	1680	2676	1390	2500	12500			50	425		3000	600	157,757 16	17
	Totals	248256	2722	50497	1888	14352	6014	12350	154650	106390	1640	500	99		21060	19800	750,677 84	
	Value	34756	204150	227237	4720	50232	15035	1235	15465	626	6560	5000	990		8424	9300		

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
Nova Scotia—Continued.

Number.	DISTRICTS.		FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.						
			Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Weirs.		Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Number.
			No.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.							
<i>Yarmouth County.</i>																					
1	Yarmouth	16	622	18000	191	41	800	82	4000	1500	3	10000	1	80	3000	3076	120000	344544	960	31600	1
2	Tusket	5	360	10000	92	175	1400	175	14000	4000	1	1000	2	300	6000	1686	12300	30000	5600	5600	2
3	Tusket Wedge	11	794	18000	204	27	1350	60	2000	800	1	1000	2	600	750	750	3000	30000	140	9600	3
4	West Pubnico	1	96	2000	22	15	560	30	560	140	1	2000	1	2000	250	250	12000	40000	50	1300	4
5	East Pubnico	1	20	500	4	26	550	46	550	2350	1	3000	1	3000	5000	3850	5000	5000	70	550	5
6	Sandford	1	12	300	2	26	800	52	3000	1000	1	1000	1	1000	500	1530	2250	500	70	2480	6
7	Fort Matland	3	72	2000	22	20	250	40	1500	500	1	1500	2	1000	100	100	15000	500	70	440	7
8	Argyle	1	13	800	5	25	200	40	1500	600	1	1000	2	1000	7055	1800	115	230	70	230	8
9	Pel Brook	1	40	800	10	30	500	60	1000	400	1	400	1	400	500	500	500	500	200	200	9
10	Arcadia and Little River	1	10	250	5	20	400	40	2000	500	1	500	1	500	14500	19297	171350	421144	1405	52670	10
11	Salmon River	1	10	250	5	20	400	40	2000	500	1	500	1	500	14500	19297	171350	421144	1405	52670	11
12	Slince Point	1	10	250	5	20	400	40	2000	500	1	500	1	500	14500	19297	171350	421144	1405	52670	12
Totals																					
Value																					
\$ 2939 52650 557 7550 695 38385 12590 8 16900 5 1380 14500 86836 8568 58960 105375 234315																					

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Materials, &c.—  
Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.		TOTAL VALUE.	Number.		
		Cod, tongues and sounds, brs.	Hake, dried, cwt.	Haddock, cwt.	Pollack, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brs.	Eels, brs.	Shad, brs.	Squid, brs.	Finman Haddies, cases.	Tom Cod or Frost Fish, lbs.	Alewives, smoked, M.			Fish Oils, galls.	Fish used as bait, brs.
<i>Yarmouth County.</i>																			
1	Yarmouth	5	1635	2310	1336	6000	38550	4000	3500	20	70	40	650	25000	20	2300	800	305,885 66	1
2	Tusket Wedge		200	520	705	5000	5000	70000		5	25					2000	600	21,680 00	2
3	West Pubnico		1320	750	300	10000										1795	600	30,134 50	3
4	East Pubnico		200	300		5000										250	75	70,880 00	4
5	Sandford		100			1900											100	19,096 50	5
6	Port Maitland		486	1272												1200	115	26,800 00	6
7	Argyle		170	55	1000	15000		15000	300	40					8	300	120	29,925 20	7
8	Eel Brook		30	16	17	600	1000	4000	200	175								9,156 50	8
9	Arcadia and Little River		40	80	50			3000	50	50						100		4,598 50	9
10	Salmon River					800		2000	500	20				15000				42,892 50	10
11	Sluice Point			50			500	2000	200	10						50		3,230 00	11
12	Sluice Point																	4,395 00	12
	Totals	5	1965	5252	4485	8400	76950	100000	4750	390	25	40	983	40600	28	8175	2470	577,444 36	
	Value	50	4913	18382	11212	840	7695	5000	19000	3900	250	160	2359	2000	224	3270	1235		

## RECAPITULATION

Of the Yield of the Fisheries of District No. 3, Nova Scotia, 1894.

Kinds of Products.	Quantities.	Rate.		Value.	
		\$	cts.	\$	cts.
Salmon, pickled .....	Brls.	2	16 00	32	00
do fresh, in ice .....	Lbs.	128,550	0 20	25,710	00
do smoked .....	"	3,365	0 20	673	00
Herrings, salted .....	Brls.	106,927	4 50	481,171	50
do fresh or frozen .....	Lbs.	293,500	0 05	14,675	00
do smoked .....	"	538,925	0 02	10,778	50
Mackerel, salted .....	Brls.	2,859	10 00	28,590	00
do fresh, shipped in ice .....	Lbs.	561,150	0 05	28,057	50
Lobsters, preserved in cans .....	"	1,175,804	0 14	164,612	56
do shipped alive .....	Tons	5,767	75 00	432,525	00
Cod, dried .....	Cwt.	392,632	4 50	1,766,844	00
do tongues and sounds .....	Brls.	458	10 00	4,580	00
Hake, dried .....	Cwt.	50,590	2 50	126,475	00
do sounds .....	Lbs.	30,620	0 50	15,310	00
Haddock, dried .....	Cwt.	82,166	3 50	287,581	00
do preserved in cans .....	Lbs.	139,500	0 12	16,740	00
do shipped fresh .....	"	180,000	0 02	3,600	00
do smoked (finan haddies) .....	Cases	3,633	2 40	8,719	20
Pollock, dried .....	Cwt.	63,524	2 50	158,810	00
Trout .....	Lbs.	35,850	0 10	3,585	00
Halibut .....	"	777,549	0 10	77,754	90
Smelts .....	"	120,030	0 05	6,001	50
Bass .....	"	3,000	0 10	300	00
Alewives, pickled .....	Brls.	10,422	4 00	41,688	00
do smoked .....	M.	28	8 00	224	00
Clams .....	Brls.	1,634	7 00	11,438	00
Eels .....	"	727	10 00	7,270	00
Shad .....	"	514	10 00	5,140	00
Squid .....	"	489	4 00	1,956	00
Flounders .....	Lbs.	24,900	0 05	1,245	00
Tom-cods .....	"	44,020	0 05	2,201	00
White-fish .....	Brls.	365	6 00	2,190	00
Fish oil .....	Galls.	203,141	0 40	81,256	40
do used as bait .....	Brls.	44,059	0 50	22,029	50
do do manure .....	"	4,840	0 50	2,420	00
do guano .....	Tons	674	25 00	16,850	00
Total for 1894 .....				3,859,033	56
Total for 1893 .....				3,907,259	60
Decrease .....				48,226	04

## Marine and Fisheries.

**TABLE showing the Number and Value of Vessels, Boats, Nets and Weirs engaged in the Fisheries of District No. 3, of Nova Scotia, and Estimate of other Material not included in the Returns.**

Material.	Value.	Total.
	\$    cts.	\$    cts.
385 vessels, tonnage 20,260 .....	1,197,630 00	
4,709 boats .....	124,282 00	
984,860 fathom gill-nets .....	178,338 00	
210 trap-nets .....	107,000 00	
266 seines, 135,057 fathoms .....	72,965 00	
5 smelt-nets .....	270 00	
62 weirs .....	8,770 00	
180,699 lobster traps, at 80c .....	144,559 20	1,689,255 00
39 lobster canneries .....	31,800 00	
103 freezers and ice-houses .....	12,630 00	
1,527 smoke and fish-houses .....	85,249 00	176,359 20
484 piers and wharfs .....	64,345 00	
31 sailing and steam smacks .....	40,630 00	
Trawl gear .....	49,504 00	
		252,358 00
		2,117,972 20

### NUMBER of Men employed in the Fisheries of District No. 3, Nova Scotia.

In steam and sailing vessels .....	4,580
In boats .....	5,703
In factories .....	587
<b>Total .....</b>	<b>10,870</b>

## RECAPITU

RETURN showing the Number and Value of Vessels and Boats engaged in the  
Number of Men employed in the Fishery Industry of

Number.	COUNTIES.	FISHING VESSELS AND BOATS.						FISHING MA-							
		Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Weirs.		Semes	
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.	No.
				%		%			%		%		%		
1	Cape Breton.	11	182	3,225	55	818	21,579	1,498	68,875	30,184	1	450		1	
2	Inverness . . .	17	422	11,670	95	808	20,287	2,119	72,238	28,385	1	800	68	580	3
3	Richmond . . .	75	2,285	35,365	504	1,305	25,185	1,930	193,680	50,501					
4	Victoria . . . .	4	56	950	16	845	14,934	1,433	57,366	21,121	2	800		3	
5	Antigonish . . .					200	3,233	278	115,415	7,276					
6	Colchester . . .					117	2,034	190	15,540	3,710			16	5,100	
7	Cumberland . . .	2	110	400	8	197	6,940	616	3,792	1,388			3	85	
8	Guysborough . .	21	551	10,049	98	2,155	56,876	2,372	287,231	80,415	71	11,800	5	68	79
9	Halifax . . . . .	78	2,190	62,070	549	2,768	43,968	2,928	318,230	38,856	15	2,900		418	
10	Hants . . . . .	1	8	200	2	136	1,446	141	9,230	2,500			11	485	
11	Pictou . . . . .					266	5,135	363	10,929	11,805					
12	Annapolis . . . .	16	461	13,830	126	192	3,840	330	21,600	10,750			23	3,300	
13	Digby . . . . .	67	1,996	60,200	581	398	15,545	801	46,605	20,916	4	6,200	27	3,390	30
14	King's . . . . .	6	104	1,700	17	93	2,020	159	8,400	3,950			7	700	35
15	Lunenburg . . . .	172	12,553	923,400	2,480	1,645	46,610	1,490	526,753	81,064	180	65,800		187	
16	Queen's . . . . .	12	515	18,700	101	509	9,557	588	32,467	12,023	10	3,900		11	
17	Shelburne . . . .	71	2,592	127,150	718	1,417	39,160	1,640	310,650	37,045	8	14,500		3	
18	Yarmouth . . . .	41	2,039	52,650	557	455	7,550	695	38,385	12,590	8	16,600	5	1,380	
	Totals . . . . .	594	26,064	1,321,559	5,907	14,324	325,899	19,571	2,137,386	454,479	300	123,750	165	15,088	770

## Marine and Fisheries.

### LATION.

Fisheries, Fishing Materials and the Kinds and Quantities of Fish, as well as the the whole Province of Nova Scotia, for the Year 1894.

TERIAL		KINDS OF FISH.											Number.
Fathoms.	Value.	Salmon, salted, brls.	Salmon, fresh, in ice, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh or frozen lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Mackerel, fresh or preserved in cans, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, alive or fresh, tons.	
160	800	42	16,055		400	3,668	92,000	2,000	2,171	9,600	276,234	41	1
525	600	18	65,007	500		8,788	95,000		4,385	560	271,993		2
		17	5,500			11,542			5,767		415,068		3
250	150	259	750	1,022		2,672			2,296		92,500		4
			37,900			1,691			347	42,000	199,200		5
			74,535					10,800			29,600		6
			5,615			494	4,200	600	5		519,602		7
5,365	3,400	10	34,024		1,050	19,168	293,200		4,981	616,300	1,160,322		8
41,985	74,210		23,710		1,125	17,779	54,150		4,798	11,000	887,804	127	9
			32,270			130		8,500					10
			43,580			200	77,400		44		1,027,984		11
			13,550			3,700		234,000		3,800			72
3,390	8,400		4,425			2,985	86,500	58,925	25		24,668	674	13
11,400	6,950		46,200			3,203		230,000					5
116,870	53,400		20,205		2,605	31,580	207,000	16,000	2,493		318,920	702	15
1,197	3,215	2	20,420		760	12,618			156		162,816	187	16
2,200	1,000		9,250			33,544			185	386,000	248,256	2,722	17
			14,500			19,297				171,350	421,144	1,405	18
183,342	152,125	348	467,496	1,522	5,940	173,059	909,450	560,825	27,653	1,240,610	6,056,111	5,956	



## RECAPITU

RETURN showing the Number and Value of Vessels and Boats engaged in the Number of Men employed in the Fishery Industry of the

Number.	COUNTIES.	KINDS OF FISH.											
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Hake, dried, cwt.	Hake, sounds, lbs.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Bass, lbs.	Alewives, brls.	Oysters, brls.
1	Cape Breton.	21,116	...	79	...	3,785	143	5,340	74,730	21,275	...	668	39'
2	Inverness ...	22,970	51	2,085	890	2,043	...	34,130	3,395	38,800	700	2,098	895
3	Richmond ...	37,908	25	...	...	7,906	1,728	...	27,868	29,552	...	2,021	...
4	Victoria ...	19,723	5	338	...	1,836	70	6,100	9,700	13,330	...	180	778
5	Antigonish ...	905	...	1,399	2,458	182	...	3,200	...	13,700	...	254	146
6	Colchester ...	86	...	...	...	...	...	3,900	...	12,000	300	143	30
7	Cumberland ...	270	...	...	...	78	77	1,500	2,050	77,700	...	890	499
8	Guysborough ...	22,152	...	1,510	...	7,643	2,542	33,675	118,864	28,060	1,000	1,787	...
9	Halifax ...	26,362	11½	4,887	6,645	2,864	1,959	7,545	204,803	31,700	...	1,131	...
10	Hants ...	222	...	...	...	10	...	12,270	...	4,900	1,530	775	...
11	Pictou ...	174	...	...	...	...	...	1,300	...	39,300	300	250	125
12	Annapolis ...	10,476	34	7,556	3,575	11,405	6,695	10,600	110,080	2,000	2,200	475	...
13	Digby ...	40,445	93	35,620	27,045	+42,340	43,575	...	142,950	...	...	...	...
14	King's ...	1,072	...	10	...	528	477	2,200	1,600	...	800	2,400	...
15	Lunenburg ...	230,038	326	3,525	...	8,045	2,225	2,300	286,065	7,500	...	309	...
16	Queen's ...	8,034	...	26	...	244	53	...	5,254	...	...	848	...
17	Shelburne ...	50,497	...	1,888	...	14,352	6,014	12,350	154,650	10,530	...	1,640	...
18	Yarmouth ...	52,070	5	1,965	...	+5,252	4,485	8,400	76,950	100,000	...	*4,750	...
	Totals ...	544,520	550½	60,888	40,613	108,513	70,043	144,810	1,218,959	430,347	6,830	20,619	2,512

† Haddock, fresh, etc., valued at \$29,059.20.

\* Alewives, smoked, valued at \$224.

## Marine and Fisheries.

LATION.

Fisheries, Fishing Materials and the Kinds and Quantities of Fish, as well as the whole Province of Nova Scotia, for the Year 1894—*Concluded.*

KINDS OF FISH.								FISH PRODUCTS.					TOTAL VALUE.	Number.		
Clams, brls.	Eels, brls.	Shad, brls.	Squid, brls.	Dogfish, lbs.	Whitefish.	Flounders, lbs.	Tom-cod or Frost Fish, lbs.	Coarse and Mixed Fish, brls.	Fish Oils, galls.	Seal Skins, No.	Fish used as Bait, brls.	Fish used as Manure, brls.			Fish Guano, tons.	
\$      cts.																
21	259	14	338				400		9,804	450	3,149	20	73	230,946	61	1
108	877		2,628	53,300				26	11,698	27	7,958	60		325,272	57	2
613	441		738			81,870		665	16,156		1,045			432,492	32	3
	176		2,070	204,800				1,193	12,115	57	2,793			185,742	05	4
	205								2,570		904			69,453	00	5
	2	500									30	150		26,506	00	6
	19	177							50		1,246	2,500		92,789	00	7
614	602		6,748			5,050	4,300	5,018	48,959		14,400	5,767		653,837	00	8
661½	146		52½			45,000		195	17,728	30	2,005	3,980		486,333	00	9
		304				3,700	6,750	85				70		16,692	00	10
	25	215						20			1,415	4,960		166,290	00	11
700	32	180					1,000		3,110		4,040	370	224	184,851	50	12
185		32	81						61,555		13,377	1,685		691,794	02	13
		271							1,780		735	1,565		51,150	00	14
207	168		368		165	24,900	3,020		104,765		3,456	1,220	450	1,453,462	80	15
42	38	6			200				2,696		181			143,653	04	16
500	99								21,060		19,800			756,677	84	17
	390	25	40				40,000		8,175		2,470			577,444	36	18
3676½	3,669	1,509	13,063½	258,100	365	160,520	55,470	7,202	322,221	564	79,004	22,347	747	6,547,387	11	

## RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of Nova Scotia  
for the year 1894.

Kinds of Fish.		Prices.		Quantity.	Value.		Total Value.	
		\$	cts.		\$	cts.	\$	cts.
Salmon, pickled.....	Brls.	16	00	348	5,568	00		
do fresh.....	Lbs.	0	20	467,496	93,498	40		
do in cans.....	"	0	15	1,522	228	30		
do smoked.....	"	0	20	5,940	1,188	00		
								100,482 70
Herring, pickled.....	Brls.	4	50	173,059	778,765	50		
do fresh.....	Lbs.			909,450	21,302	50		
do smoked.....	"	0	02	560,825	11,216	50		
								811,284 50
Mackerel, pickled.....	Brls.			27,653	375,706	00		
do fresh.....	Lbs.			1,240,610	109,592	70		
								485,298 70
Lobsters, preserved.....	"	0	14	6,056,111	847,856	86		
do fresh and alive.....	Tons.	75	00	5,956	446,700	00		
								1,294,556 86
Cod, dried.....	Cwt.	4	50	544,520	2,450,341	50		
do tongues and sounds.....	Brls.	10	00	550½	5,505	00		
								2,455,846 50
Hake, dried.....	Cwt.	2	50	60,888	152,220	00		
do sounds.....	Lbs.	0	50	40,613	20,306	00		
								172,526 00
Haddock, dried.....	Cwt.	3	50	108,513	379,795	00		
do preserved in cans.....	Lbs.	0	12	139,500	16,740	00		
do smoked (finnan haddies).....	Cases.	2	40	3,633	8,719	20		
do fresh.....	Lbs.	0	02	180,000	3,600	00		
								408,854 20
Pollock, dried.....	Cwt.	2	50	70,043				175,106 50
Trout.....	Lbs.	0	10	144,810				14,481 00
Halibut.....	"	0	10	1,218,959				121,895 20
Smelts.....	"	0	05	430,347				21,517 35
Bass.....	"	0	10	6,830				683 00
Alewives, pickled.....	Brls.	4	00	20,619	82,476	00		
do smoked.....	No. per M.	8	00	28	224	00		
								82,700 00
Oysters.....	Brls.	4	00	2,512				10,048 00
Clams.....	"			3,676½				24,993 00
Eels.....	"	10	00	3,669				36,690 00
Shad.....	"	10	00	1,509				15,090 00
Squid.....	"	4	00	13,063½				52,254 00
Whitefish.....	"	6	00	365				2,190 00
Flounders.....	Lbs.	0	05	160,520				8,025 50
Frost fish.....	"	0	05	55,470				2,773 00
Coarse and mixed fish.....	Brls.			8,493				16,210 00
Fish oil.....	Galls.	0	40	322,221				128,887 60
do bait.....	Brls.			79,004				74,447 00
do manure.....	"	0	50	22,347				11,174 00
do guano.....	Tons.	25	00	747				18,675 00
Seal skins.....	No.			564				697 50
Total for 1894.....								6,547,387 11
do 1893.....								6,407,279 49
Increase.....								140,107 62

# Marine and Fisheries.

## RECAPITULATION

**SHOWING the Number and Value of Vessels, Boats, Nets, &c., engaged in the Fisheries of Nova Scotia, with an Approximate value of other Fishing Material for the Year, 1894.**

Articles.	Value.	Total.
	\$    cts.	\$    cts.
594 vessels, 26,064 tons .....	1,321,559 00	
14,324 boats .....	325,899 00	
2,137,386 fathoms of gill-nets .....	454,479 00	
770 seines, 183,342 fathoms .....	152,125 00	
300 trap-nets .....	123,750 00	
165 weirs .....	15,088 00	
	324,161 20	2,392,900 00
474,581 lobster traps .....	174,112 00	
199 canneries .....		498,273 20
141 smelt bag-nets .....	6,463 00	
Hand-lines, trawls, &c .....	75,649 00	
134 freezers and ice-houses .....	28,060 00	
3,092 smoke and fish houses .....	126,748 00	
Steamers, smacks, dories, &c .....	64,495 00	
Fishing piers and wharves .....	169,384 00	
	470,799 00	3,361,972 20
		3,361,972 20

## APPENDIX No. 7.

## NEW BRUNSWICK.

District No. 1, comprises the county of Charlotte.—Inspector J. H. Pratt, Andrew's.

District No. 2, comprising the counties of Restigouche, Gloucester, Northumberland, Kent and Westmoreland.—Inspector R. A. Chapman, Moncton.

District No. 3, comprising the counties of Albert, St. John, King's, Queen's, Sunbury, York, Carleton and Victoria.—Inspector H. S. Miles, Oromocto.

## DISTRICT No. 1.

REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK,  
COMPRISING THE COUNTY OF CHARLOTTE, FOR THE YEAR 1894,  
BY INSPECTOR JOHN H. PRATT.

St. ANDREW'S, N.B., 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my sixth annual report on the fisheries of District No. 1, New Brunswick, comprising the mainland and islands of the county of Charlotte, also, the fisheries of the Chiputneticook Lakes, extending from Vanceboro northward along the international boundary line between the state of Maine and New Brunswick.

I also inclose tabulated statements showing the quantities and values of each kind of fish caught, with synopsis of each fishery officer's report. The amount of capital employed in the various fisheries is also given.

I feel much pleasure in stating that the returns show an increase in value over the preceding year of over one quarter of a million dollars. The figures are as follows:—

Total value of fisheries for 1893.....	\$ 771,182 35
“ “ “ 1894.....	1,101,077 29
Increase in 1894.....	<u>\$329,894 94</u>

Nearly all kinds of fish show a large increase over the previous year, in fact, this season's catch is the best since 1887.

The largest increase occurs in the herring fishery, which more than doubled the catch for 1893. It should also be pointed out that the catch of all kinds of fish is greatly in excess of what appears in the returns, for the reason that numbers of vessels come from other posts to fish in this district and take their catches for disposal to other places. These vessels may possibly make returns of their catch at their several home ports. It is estimated that \$100,000.00 would hardly represent the value of the catch of such vessels in this district.

## Marine and Fisheries.

During the season several cruises were made in my vessel to the Nova Scotia coast, as far as Lunenburg, but these duties only occupied my attention for a very short time.

The new system of employing special guardians, introduced by the department, has proved beneficial to the fisheries service.

### SALMON.

A couple of rivers only in this district are frequented by salmon, and the St. Croix River is the principal one. Owing to the determination of poachers, who infest both sides of the international boundary line at Calais and St. Stephen, several guardians were employed to check attempts at poaching at various favourable spots along the St. Croix River during the season, with the result that little or no poaching was carried on. An increase in the number of salmon was noticed, far exceeding that of any previous season. A great many were taken at St. Stephen by sportsmen with the fly. The services rendered by the guardians on this river, acting under the immediate supervision of Overseer Todd, were very satisfactory; they spared no pains, both day and night, to discharge their duties faithfully.

### LOBSTERS.

There is an increase in the catch of lobsters, due not only to better fishing, but to a more vigorous prosecution of the fishery with an increased number of hands. The lobster fishery is yearly becoming more valuable to the Bay of Fundy fishermen, and the prices have a constant tendency to rise.

The remunerative prices obtained induces a number of lawless fishermen to begin fishing before the expiration of the close season. However, owing to the vigilance of the several officers, the traps with some few exceptions were discovered and destroyed, and the guilty parties punished. A strong effort is being made in this district, by the aid of petitions, to have the present limit of nine inches changed to a ten and a half inch limit. Petitions are being largely signed, showing that the feeling of the large majority of the lobster fishermen of this district is in favour of a change in the present law.

### HERRING.

The large increase in the herring catch, almost doubling the catch of 1893, will be hailed with pleasure. In several districts the fishermen unhesitatingly assert that there were more herring in the schools which visited the coast than for a great many years. These reports are very encouraging in view of the fact that there are so many seemingly intelligent fishermen who are constantly claiming that "our herring fishery is fast becoming a thing of the past," and in other ways striving to convince the public that our various fishing and other industries are fast becoming involved in ruin. The evidence furnished by the large increase in the catch of herring this season points indisputably to the fact that herring are still with us and that they have come to stay. It requires only slight efforts on the part of the fishermen to secure all that is required for the markets.

Small herring for sardine canning purposes were very abundant, and the catch far exceeded the demand.

An exceedingly brisk competition to secure desirable herring weir locations was in progress during the season, and, seemingly to the ordinary observer, about every desirable spot on which a weir can be built in this country is now secured under license. A better idea will be had of the locations secured when it is stated that during the year just closed 374 weir licenses were issued. Several weirs paid remarkably good dividends to their owners.

The prices for all kinds of herring were somewhat better than during the previous season.

## COD, POLLOCK AND HADDOCK.

The catch of these fish shows a large increase over 1893. This is not only due to more attention being paid to this fishery, but to the fact that larger schools of fish visited the grounds. Cod especially shows a large increase over 1893, when the catch was 6,338 cwt., while this season's returns show the catch to have been 30,533 cwt.

## HAKE.

The catch of this fish has been about the same as the previous year. The presence of dogfish in such immense numbers in the Bay of Fundy during the fishing season undoubtedly impeded the fishermen's operations to a great extent; otherwise much larger returns would be shown.

## MACKEREL.

Only fifty barrels of mackerel were caught in this district this season. This is to be regretted as the weir owners among the outer islands look forward with great expectations to the coming of the fishing season, fondly hoping that some of the mackerel schools will visit their weirs as they frequently did in years gone by. However, knowing full well the erratic movements of these fish they take their disappointment cheerfully.

## FISH-WAYS.

Such of the officers in this district who have charge of fish-ways, strictly attended to keeping them in working order during the season. With the exception of the new dam required at St. George and some slight repairs to a few other fish-ways on the Magaguadavic River, all are in good working order. The Linton stream fish-way may require some alteration next season, but until the new dam is built below the "notch" at St. George, no extensive repairs need be made to it. Full reports have already been sent to the department with reference to the construction of a new dam and fishway below this "notch." It is, therefore, unnecessary to dwell further on the matter, the construction of this dam seems to be absolutely necessary.

## ILLEGAL FISHING.

It is to be regretted that there are still in the district quite a number of persons who embrace every favourable opportunity of fishing illegally. However, they are becoming better known, and no doubt their operations in future will be confined to much smaller limits than in the past. The addition of a steam launch to the equipment of the "Curlew" will be the principal factor in reducing the poachers operations to a very small area. Most of this poaching consists in seining herring, and is all done during the night.

## CAMPOBELLO FISH FAIR.

Before closing this report it should be stated that the Campobello Fishery Society again held their fish fair this fall which eclipsed all previous efforts of the energetic officials of this society. Numerous exhibits of all kinds of fish were pronounced by competent judges to be of a quality which could not be excelled anywhere. Liberal prizes were awarded to successful exhibitors. Hundreds of fishermen who visited this fair were highly pleased and went away convinced that these annual exhibitions of fish and gathering of fishermen have a decided tendency to benefit all parties concerned. These meetings of fishermen should be encouraged in the same manner as they are among agricultural and other communities.

## Marine and Fisheries.

### SYNOPSIS OF FISHERY OFFICERS' REPORTS.

*Overseer Campbell*, of St. Andrew's, reports fishing on the whole, good, and very little trouble experienced. The close seasons were generally well observed; although some illegal seining for herring was attempted, but the presence of the cruiser "Curlew" promptly stopped it. The presence of this vessel on the coast is a great help to the local officers, and has prevented much trouble. There were no large herring during the past season, but larger schools of sardine herring came into St. Andrew's Bay than ever before. The waters were teeming with these fish for a great part of the summer. Sardines being so plenty prices were correspondingly low, and although the weirs caught more fish than in other years, the profits were below the average. Some trouble was experienced in preventing the taking and using of small herring for manure. Lobster fishing was not very good and fewer traps were set. There should be a close season for lobsters in St. Andrew's Bay for a couple of years, as they are annually becoming scarcer. Females are often killed in January and this has a tendency to decrease the number of breeding lobsters. Line fishing was better than last year. Hake and haddock were the fish mostly caught. Small pollock were numerous, and this along with the squid probably kept the schools of herring up in the bay. No mackerel were seen this year, except a few small ones late in the fall. Smelts were unusually plenty but there was no fishing for them. The opening of a fish curing establishment at St. Andrew's is of immense benefit to the fishermen. It supplies them with a good market where they can readily dispose of their catch at remunerative prices.

For some unknown reason, the catch of land locked salmon in the Chamcook lakes was small. These fish are very gamey and feed largely on small fresh water smelts which seek deep water at the time of the best fishing.

The fish-ways at St. George are generally in good order, with the exception of a few small repairs which are required. The roll dam at the lower falls should be rebuilt, as it is almost impossible for salmon to ascend this river. Salmon undoubtedly ascended while the old dam was standing. The estimated amount for building a new one is quite small.

The catch in St. Andrew's district was marketed in Canada, with the exception of lobsters and sardine herring, which nearly all went to the United States. Line fish are becoming more abundant in St. Andrew's Bay and St. Croix River. The sardine industry does not seem to decrease the quantity of small herring in this district, as they have never before been more abundant than last year.

*Special Guardian Cross*, at Beaver Harbour, reports that the fisheries of his district are in about the same condition as last year. The catch was up to the average. Prices for sardine herring were low, and on this account a larger quantity of herring were smoked. Line fishing was better inshore, but very few cod were taken. More men engaged in lobster fishing than formerly, but the catch has not increased.

All the fish caught in this division found a market in Canada, with the exception of lobsters and sardine herring, which went to the States. No abuses occurred and little, if any, illegal fishing is reported.

*Special Guardian Dick*, of Mascarene, reports an increase in the catch of sardine herring over last year, and the catch of other fish about the same.

*Special Guardian Frawley*, of St. George, reports no abuses during the year in his division. The close seasons were well observed and little, if any, illegal fishing was done, or even attempted.

There are six fish-ways in this division, which this guardian visited on numerous occasions, keeping them clean, and in good condition for the passage of fish. A good deal of money has been expended in the construction of several fish-ways on this river, but they are useless on account of the absence of the roll dam which should be rebuilt below the "notch" and a fish-way inserted in it. The past season has shown this to be absolutely necessary, as before its removal salmon were seen up river but now the fish cannot get through the "notch" unless with a high run of water. No doubt salmon were killed attempting to pass this "notch," as several dead ones weighing from twelve to fifteen pounds lay in the gully below.



*Observer Todd*, of St. Stephen, reports an increase of salmon in the St. Croix River, but as these fish are all killed with the rod, and are fished only at the head of the tide below all the saw-mills, the number of pounds shown in the returns is no indication of the numbers of fish passing up the river. No fish except about one-third of the alwive catch are exported; the balance being used for local consumption. The principal violations of the law consist in drifting with nets, and spearing salmon on the spawning beds, but the efficient services of the Canadian guardians, with the co-operation of the United States officers, put a stop to these abuses. Close seasons have been well observed. Two swing nets were seized and destroyed. There are three fish-ways in this division on the Canadian side of the river and on Dennis stream. There are four more on the United States side of the river. The chief want of the St. Croix River, now that it is well protected, is a generous supply of sea salmon, planted annually in its head waters.

*Special Guardian Haney*, of West Isles, reports the catch of all kinds of fish about the same as last year, with the exception of sardine herring, which shows a decrease. Very little illegal fishing was attempted, owing to the fact that frequent visits were made, day and night, to the locality where it would be attempted, and also to the frequent visits of the "Curlew" to the same place.

*Overseer Brown*, of Campobello, reports an increase in the catch of all kinds of fish. Dogfish were very numerous in the Bay of Fundy during the summer, remaining there all the season. Pollock shows a large increase over all previous years. These fish were very large and of good quality. The close seasons were well observed with the exception of some lobster fishermen who persist in fishing before the beginning of the legal season. All the traps that could be found were destroyed. The smoked herring and sardine herring are all exported to the States. The same with lobsters and one-half the quantity of pickled herring. The remainder of the catch is marketed in Canada.

*Overseer Martin*, of Grand Manan, reports a very large increase in the herring fishery of the island, which he attributes to the large schools of dogfish and silver hake, which have inhabited the off-shore schools of herring during the entire season. There were more weirs built and more men engaged in the fishery than last year, but this would not effect the large increase in the herring catch. There is an increase in the haddock catch of about one hundred per cent, due to a larger number of boats and vessels engaged in this fishery. Haddock is rapidly growing in favour especially fresh and smoked. Prices are annually increasing on this account, as well as owing to the fact, that the cost of catching this class of fish is less than for other kinds, and as there is no expenses in curing, this fish is fast becoming highly prized by the fishermen.

The catch of pollock has increased owing also, it is believed, to dogfish keeping them inshore, and to the pollock following the herring. There is a large decrease in the hake catch, although it is believed these fish were as numerous as ever in the waters adjacent to North Head, where this industry is principally pursued. The dogfish striking inshore very early in summer, a large proportion of the fishermen who generally fish for hake were compelled to seek employment at the pollock and herring fishery. A slight increase is noticed in the lobster catch owing to a greater number of men being employed at it and fishing longer than in previous years. The Dark Harbour fishery was, as usual, very successful. The only existing abuse is the leaving of nets in the water during daytime, especially with herring in them, which it is considered, has a tendency to scare the herring and drive them off-shore. This practice is carried on very largely at North Head. The close seasons were well observed, not one violation of the law having come to this officers notice during the whole season. There were several reports of Sunday fishing at North Head, but when the place was visited it was found that these reports were incorrect.

I have the honour to be, sir,

Your obedient servant,

JOHN H. PRATT,  
*Inspector of Fisheries.*

## Marine and Fisheries.

### DISTRICT No. 2.

REPORT ON THE FISHERIES OF DISTRICT No. 2, COMPRISING THE COUNTIES OF RESTIGOUCHE, GLOUCESTER, NORTHUMBERLAND, KENT AND WESTMORELAND FOR THE YEAR 1894, BY INSPECTOR R. A. CHAPMAN.

MONCTON, 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report on the fisheries of District No. 2, comprising the counties of Westmoreland, Kent, Northumberland, Gloucester and Restigouche, in the province of New Brunswick, with extracts from the reports of local fishery officers; also tabulated statements giving the product and value by districts and counties, together with a return of the capital employed in the prosecution of the fisheries. The returns show an increase in the aggregate over last year of \$147,215.80, and over that of 1890 of \$1,494,980.18, or upwards of one hundred per cent, the figures being:—

For 1890 .....	\$1,445,194 82
“ 1893 .....	2,792,969 20
“ 1894 .....	2,940,185 00

The catch of the principal kinds of fish taken in the first and last of these years were:—

	1890.	1894.
Salmon, lbs. ....	1,016,197	2,011,480
Smelts “ .....	3,778,952	6,723,500
Lobsters (cans), lbs.....	2,365,256	2,932,500
Bass, lbs.....	4,000	404,000
Mackerel, lbs.....	45,520	541,700
Herring, brls.....	57,110	159,900
Mackerel “ .....	2,200	6,170
Cod, cwt. ....	57,400	78,650

While the catch in other parts of the Maritime Provinces has been nearly stationary the remarkable increase in this district is due largely, I believe, to a better understanding of their respective duties by fishery officers and fishermen, as while, with the hundreds and hundreds of miles of rivers and coasts teeming with fish, at their respective seasons, it is impossible to prevent or detect every violation of the fishery laws and regulations without a much larger force of men than the appropriations will allow. To the increased vigilance of the officers employed coupled with the feeling yearly gaining ground, especially amongst the more law-abiding of the inhabitants, that protection of the fisheries is necessary, these very satisfactory results are mostly due.

SHAD.

While a large increase is again reported from the Gulf of St. Lawrence districts, no improvement can be expected in the catch of these valuable fish in the Bay of Fundy until a close time during the spawning season is established.

## SALMON.

While there is a falling off in the Miramichi River districts from the phenomenal catch of last year, the increase on the Restigouche River and parts of the coast leading thereto has brought the aggregate almost to last year's big figures. The streams were also everywhere full of salmon and grilse this fall; the abundance of the latter promising a good catch of salmon next year.

## HERRING.

Not only were herring taken in unusually large quantities last spring (so that in many places the shores were winrowed with spawn), but more fish were found on the Caraquet and Miscou banks in September than for thirty years, and these were of excellent quality.

## SMELTS.

Owing to the heavy fall of snow immediately after the first ice had formed in December, 1893, these fish left the rivers earlier than usual. However, nearly as many were taken on the whole coast as during the year before, yet for two years past, notwithstanding this enormous catch, larger numbers have come into the streams to spawn in the spring than for many years past. It should here be remarked that before this fishery, which is now one of the most important in the district, was put under regulations, immense quantities of smelts were used for manure, feeding hogs, &c. This has now been entirely stopped.

## BASS.

There has been a large increase in the catch of these fine fish during the past two years. Each season the fish grow of larger size being evidently the outcome of the three years prohibition on the Miramichi River.

## COD.

A much larger catch of these staple fish is reported this year. They were extremely abundant up to a late date this fall directly on the coasts so that boats could go out and secure full fares in a few hours.

## MACKEREL.

These fish were abundant on most parts of our coasts, in some places only for a short time, but there were of excellent size and quality. Young fish (tinkers) were scarcely ever before known to appear in such large numbers everywhere along the shores and in the estuaries of rivers.

## LOBSTERS.

These fish were scarcely up to last year's pack; the decrease occurring mostly at places where the factories have multiplied fastest and over-fishing has been most manifest.

## OYSTERS

An increase is reported notwithstanding that no fishing is allowed in winter. There appears to be no limit to what might be taken at Bay du Vin and elsewhere in the estuary of the Miramichi River. The bottom being favourable for spat, the areas there are increasing yearly.

## Marine and Fisheries.

### SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

#### RESTIGOUCHE COUNTY.

*Overseer J. A. Verge* reports a large increase in the catch of salmon in his district and that the take of smelts (nearly a new industry) has increased tenfold over that of last year. The close seasons and regulations were generally well observed.

*Overseer Donald McLean*, of Charlo, reports a larger catch of salmon than for many years past. Larger numbers of these fish and grilse have been seen in all the streams this fall which assures a future supply. Lobsters were below the average of other years. Smelts are almost a new industry in this district. Large preparations being made for the coming season. The close time and other regulations were well observed.

#### GLOUCESTER COUNTY.

*Overseer Wm. Sweeney* reports an increased catch of salmon and a very abundant run of spring herring which with lobsters (slightly under last year) are the principal fish in his district. The regulations were well carried out.

*Overseer James Hickson* says that salmon is about equal to last year. Herring exceedingly abundant everywhere on the coast. Mackerel abundant, but would not take bait. Young fish (tinkers) swarming everywhere. Cod abundant during the whole season. Smelts hardly up to the average.

*Overseer James D. Theriault* reports cod abundant up to time ice formed. Mackerel struck in but only for a short time. Other fish scarcely up to the average, but lobsters of larger size than usual.

*Overseer X. D. Albert* reports a large increase in the catch of cod, which is the staple fish of his division, also in spring and fall herring. The latter were of fine quality and more abundant on the Caraquet banks than for several years past.

*Overseer Arcade Landry* reports a very large catch of cod and herring. Mackerel were also abundant and large numbers of very fine fish were taken.

*Overseer Adolphe Ache* reports an increased catch of cod, the principal fish in his division. Spring and fall herring were also very plentiful.

*Overseer Wm. Walsh* reports fair fishing in his division. The regulations have been well enforced. Strongly urges a close time for alewives, commencing 20th June, instead of 1st July, as after first named date, fish are of little use and trout are caught in the nets.

*Overseer Oliver Robicheaud* reports a large catch of cod and smelts. Mackerel abundant, but would not take the bait.

#### NORTHUMBERLAND COUNTY.

*Acting Overseer F. Robicheaud* reports a falling off in catch of salmon owing to the winds. These fish were, however, very abundant at and after the close of the season. Herring very abundant; cod also, everywhere on the coast. Smelts, a good catch and good prices realized.

*Overseer J. G. Williston* reports a falling off in salmon from last year's enormous catch, but says that the rivers and streams were teeming with fish this fall. Mackerel abundant and of fine size and quality. Rivers and bays swarming with young fish (tinkers) all the fall. Cod unusually abundant. Oysters a fine catch and good prices realized. The fisheries of his division are in a healthy condition.

*Overseer Patrick Hogan* reports salmon fishing fair. The catch of shad and alewives was very large, as well as that of bass. Large numbers of salmon and grilse reached the spawning beds.

*Acting Overseer Robt. C. Boyes* reports a fair fishing season, and that an immense number of salmon and grilse went up the south-west Miramichi River this fall. Complaint is made that the boom company blocks the river with logs every spring.

## KENT COUNTY.

*Overseer W. F. Hannah* reports fair fishing in his division, but a large falling off from the enormous catch of smelts during the previous year. Believes that the exemptions of saw-mills in his division have been of great injury to the fisheries.

## WESTMORELAND COUNTY.

*Overseer Robert Goodwin* states that there has been a large increase in the catch of smelts, trout and salmon. He attributes this to the fact that our streams are now kept open and the fish have a clear way to and from the spawning grounds. No sawdust or rubbish is going into the streams as formerly. The regulations are well observed.

*Overseer Dennis T. Cormier* reports a small catch of shad, and again urges a close time for these fish to the 20th or 25th June, which, he claims, is the only way to restore this fishery.

I have the honour to be,

Your obedient servant,

R. A. CHAPMAN,

*Inspector of Fisheries.*

# Marine and Fisheries.

## DISTRICT No. 3.

REPORT ON THE FISHERIES OF DISTRICT No. 3, OF NEW BRUNSWICK, COMPRISING THE COUNTIES OF VICTORIA, CARLETON, YORK, SUNBURY, QUEEN'S, KING'S, ST. JOHN AND ALBERT, FOR THE YEAR 1894, BY INSPECTOR H. S. MILES.

OROMOCTO, 18th December, 1894.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my second annual report and statistics, showing in tabular form the kinds, quantities and values of the fishery products for the year just closed; the kind and value of material used in the prosecution of this industry, together with synopsis of reports from overseers and wardens. These returns show a very large increase over the returns of last year, which were incomplete owing to the dismissal and suspension of three overseers. This year full returns have been obtained, and the figures are:

1893 .....	\$181,969 85
1894 .....	292,886 40
Increase .....	<u>\$110,916 55</u>

This increase is largely due to the fact that the aggregate worth of fish taken in St. John County was more than double the catch of last year; the gain being in salmon, lobsters, hake, haddock, pollock, halibut, alewives, shad and sardines. Salmon especially were so abundant that they were retailed as low as 12 cents per pound in the local markets. The catch of alewives was immense. These fish were sold to the Nova Scotia fishermen for bait during the months of April, May and June. They were also largely shipped to the West Indies. Alewives are becoming more important every year. The Nova Scotia fishermen say that its failure would be most disastrous to them, as they would be unable to get a sufficient quantity of bait, herring having failed. The increase in alewives was 20,066 barrels over the catch of the previous year.

### SALMON.

The causes assigned for an increase in the catch of salmon are as follows:—

The department is affording the various rivers excellent protection; the planting of fry is most beneficial, a larger number of men were engaged in the salmon fishery than usual.

### LOBSTERS

This fishery was vigorously prosecuted from the beginning of the season; a larger number of fish than usual were therefore taken. The fishermen having now gained a better understanding of the habits of the lobster, fish in deep water during the winter and nearer shore as the weather gets fine and the water warmer.

### HERRING.

These fish were below the average, owing to the great abundance of dogfish which in several cases destroyed all the nets of the fishermen. Some vessels engaged in this fishery but returned with only small fares.

## TROUT.

The trout caught in this district are almost exclusively used for home consumption. It is, therefore, exceedingly difficult to estimate the catch. These beautiful fish are found in great abundance in many lakes, streams and brooks, and the strict enforcement of the close season alone prevents their being overfished.

## LINE FISH.

These fish were unusually abundant and the prices obtained remunerative. More men than usual were engaged in fishing for hake, cod, halibut, haddock, &c.

## SARDINES.

Sardines were abundant, but as there are no canning factories in this district, they were only taken in sufficient quantities to supply bait to lobster and line fishermen.

## SYNOPSIS OF FISHERY OVERSEERS' REPORTS.

*Overseer Sutherland Stewart*, of Alma, Albert County, reports a scarcity of herring, mackerel, and of all kinds of line fish which were so abundant in this vicinity years ago. He attributes this great falling off to the wholesale destruction caused by brush and other weirs with which this coast was lined before steps were taken to prevent overfishing. The total catch for this county is valued at \$6,620, the fish being used entirely for home consumption. The several close seasons were well observed and no illegal fishing was attempted. The fish-way is in good working condition and salmon and other fish pass freely through it.

*Warden K. T. Wilbur*, of Midway, Harvey, Albert County, reports an increase of salmon and alewives in Beaver Brook, and other streams. During the fishing season, trout were overfished and a considerable decrease in the catch is noted. No illegal fishing was done and the close seasons were well observed.

*Warden Wallace Taylor*, of Coverdale, Albert County, reports a decrease in the catch of salmon, owing to so many being caught in weirs and nets in the bay. There is only one fish-way in this division and it is in good condition. The Sawdust Act has been well observed, also the close seasons.

*Overseer O'Brien*, of Carleton, St. John County, reports an increase in the catch of the most important kinds of fish, and states that the past season has been most remunerative to the fish owners who found ready markets in St. John and the United States. This officer is of the opinion that this increase is largely due to the enforcement of the protection laws, and to a strict observance of the weekly and other close seasons. He expects that in the near future our rivers will again be teeming with fish as of old.

*Overseer W. H. Heine*, of Norton Station, King's County, reports the catch of alewives below that of last year, owing to the prevalence of cold easterly winds during the fishing season, but in Darling's Lake and over the overflowed marshes of the Kennebecasis River, during the months of May and June, alewives swarmed in great numbers. Although vigorously prosecuted, the shad fishery was a failure, owing to the fact that in the Kennebecasis River there was no freshet last spring and the water was filled with a green slimy substance, which attached itself to the nets and made fishing difficult. The shad that were caught were either used at home or shipped fresh to the towns along the Intercolonial Railway. Salmon were not caught to any extent, but few fish having ascended the river until after the close season began. Pickerel were taken in large numbers in Darling's Lake during the fall and winter season and shipped to the United States, where remunerative prices are obtained. This industry is becoming more important every year. The close seasons were well observed. The greatest difficulty lies in confining the fishermen to no more than one-fourth of the stream under section 19, subsection 1 of the Fishery Regulations. Nine seizures were made for violations of this section. Three parties were prosecuted and fined, and five nets were destroyed.

## Marine and Fisheries.

*Overseer J. W. Nowlan*, of Smith's Creek, King's County, reports a strict observance of the laws and regulations through his section of King's County.

*Warden Pearson*, of English Settlement, King's County, reports a strict observance of the fishery laws and regulations in his division. For the last few years portable steam-mills, burning all their refuse, have been running in this section, and no violations of the Sawdust Act have been observed. The principal fish are trout, which are used for home consumption only.

*Mayes Case*, of Wickham, Queen's County, had charge of the St. John River in King's County this season, as no overseer was appointed to look after that district since the dismissal of Overseer Belyea. He reports a good catch of fish and says that no violations came under his notice, and the close seasons were well observed.

*Overseer J. H. Gray*, of Springfield, King's County, reports a larger catch of salmon than usual due to a larger number of men engaged in fishing. Pickerel were more abundant and taken in larger quantities than during the previous year. Alewives came with the freshet and were eagerly sought after until the close season set in. Shad were far below the average owing to the scarcity of fish. About fifty per cent of the fish caught were used at home and the balance exported. The close seasons were strictly observed. The Sawdust Act was not enforced; the mills here are small and only run about two months each year.

*Overseer Mayes Case*, of Wickham, Queen's County, reports the catch of alewives much below the average owing to low freshet in the early spring, and again when the later run came the price was so reduced by the St. John fishermen having caught such quantities of them that the Queen's County fishermen did not engage very actively in this branch of fishing, and few, if any, more than sufficient to supply the local demand were taken. There was an increase in the catch of salmon owing to more men engaging in the prosecution of this fishing. Eels are a great source of annoyance to salmon fishermen, as very often when a salmon is caught it is attacked by eels which enter through the mouth. Sometimes, an otherwise empty salmon skin contains from one to seven eels which have devoured everything except the skin and bones. In some cases eel pots are used beside nets. Fishermen are anxiously awaiting the time when bass fishing will be allowed. The protection which the department is affording this fish will no doubt prove most beneficial as bass were being overfished on account of the high price paid for them in the United States market where quantities of pickerel are now shipped. Several violations of the weekly close time were committed and prosecutions are to follow.

*Overseer Hoben*, of Swan Creek, Sunbury County, reports the aggregate catch in his division slightly in excess of last year's valuation. Fewer salmon were taken, but there was an increase in alewives, shad and pickerel. Salmon and shad were used for home consumption; pickerel shipped to the United States. Alewives were all sold to fish merchants in St. John, except about five per cent which were used fresh or smoked. The close seasons were strictly observed and the Sawdust Act fairly well enforced. The two "Hockin fish-ways" in this division are of no use, as fish cannot get through them on account of the velocity of the water.

*Overseer Robert Orr*, of Fredericton, York County, reports the catch of salmon, pickerel and trout on the St. John River about the same as last year. Shad and alewives not so abundant. On the south-west Miramichi River full grown salmon were scarce, but grilse were very numerous. There was a great increase in the catch of alewives on this stream, seventy-five barrels being taken against six last year. This increase is due to the protection which of late years has been given to Lake Brook, the great spawning ground of these fish. Trout and pickerel were about the same, all these fish were consumed in Canada or sent to the United States. Drifting is carried on to some extent on the St. John River and above tidal-waters. This can only be stopped by the appointment of more guardians, and it would be a source of considerable expense to the department. On the St. John River both in York and Carleton Counties, violations have been reported and there are several prosecutions to be entered in a short time. On the south-west Miramichi in addition to the Government guardians, the anglers' club employed several men, and the result is that efficient protection has been afforded this river. There are no fish-ways in this division.



*Guardian Lindsay*, of Highlands, Carleton County, reports a decrease in the catch of this year from that of last. The law prohibiting net fishing for salmon on the St. John River is also in force on the Miramichi River in this county. As salmon do not rise to the fly on the St. John, and no fly fishing for salmon is permitted upon the Miramichi by the lessee of the riparian owners, there must be a falling off in the catch of salmon. In fact were I only to report the number of pounds of fish caught legally, five hundred pounds would be in excess of the amount. There was no scarcity of fish; the less vigorous prosecution of the fishing is due to the fact that the law forbids it. All fish caught are used for home consumption.

*Overseer Thomas D. Ryan*, of Grand Falls, Victoria County, reports a fine run of salmon in the Tobique River this year; however, a lesser number were taken than last year on account of dull times in the States, which cause fewer American sportsmen to come here than usual. The Tobique Salmon Club give this river efficient protection until 1st October. There was an abundance of salmon in the St. John River, in fact, they were never known to have been so numerous. In Madawaska River there was an unusually large number of trout caught with the fly. Guardians Griffith and Raymond patrolled this river, and no illegal fishing was reported. The other waters in this division are frequented by trout, whitefish, perch and suckers, which are all used for home consumption. The catch, &c., in this division is valued at \$10,955.00.

I have the honour to be, sir,

Your obedient servant,

H. S. MILES.

#### REPORT ON THE PROTECTION OF SALMON IN THE SOUTH-WEST MIRAMICHI RIVER BY THE SECRETARY OF THE CLUB.

FREDERICTON, N.B., Dec. 1, 1894.

I now beg leave to submit my annual report of the protection of the south-west Miramichi for the season just passed, and in doing so have much pleasure in congratulating the owners of these fishing waters with the results obtained. Following up the work of the previous year, I was enabled to take advantage of the weak points which could only be learned by experience and observation. Protection began about the same time as last year, 19th June, and the guardians were kept on till 15th November, although it was not contemplated they should remain later than 1st November, but on account of a very mild and open season I thought it advisable to run no risks in encouraging poachers to clean out the pools which we had taken so much pains and expense to protect. The same number of guardians were placed on the river as last season, and every encouragement was extended us by the Fisheries Department at Ottawa. To Inspector Miles the anglers of the south-west will always owe a debt of gratitude. He not only encouraged the work as an officer of the department, but was ever ready to further any steps taken by myself for the welfare of the river. His overseer, Robert Orr, spent a large part of his time on the river, and to him and head guardian McDonald a large part of the success depends. Our men were all sworn in and appointed special Dominion guardians and worked in consort with departmental officers. The following are the stretches from Boiestown to the forks of the south-west, a distance of 47 miles, and names of guardians:—

1. Boiestown to Tug Pond, 9 miles—\*Joseph Norrad, Wm. Palmer.
2. Tug Pond to Burnt Hill, 14 miles—\*Robert McKay, \*Edward Munn.
3. Burnt Hill to McKeel Brook, 9½ miles—Silas Standish, \*Wm. Green and Robert Munn.
4. McKeel Brook to Forks, 14½ miles, and up North Branch—\*Donald McKay, \*Harvey Scott.

Those marked with an \* (excepting the latter, who was in our employ until 1st August) were maintained under the expense of the anglers; the remainder being officers under the pay of the Dominion Government.

Of these guardians, two were paid by the Burnt Hill and Clearwater Clubs through the management of A. T. Wood, of Boston, an angler who has always had the welfare of the river at heart. One guardian was in the employ of the Rocky

## Marine and Fisheries.

Bend Club; one paid by Messrs. Harry and Charles Beckwith and J. H. Phair, and the remaining two by F. Stancliffe of Montreal. The total amount paid guardians was \$754.28.

Little, if any, poaching was reported during the season, which speaks well for the vigilance of the officers. The guardians stationed at the forks were subjected to considerable annoyance from settlers in that section, and it was the intention of the club to prosecute these offenders, but from a lack of magistrates in that vicinity we were prevented at the time from laying the necessary information. Steps should yet be taken to punish these people who openly defy the law.

Through arrangements with the Dominion Government I applied and placed 100,000 salmon fry in the river. These fish which were planted in the river in front of the settlement, were obtained from the Newcastle hatchery; but the opinion is expressed by experienced anglers like Messrs. Phair and Hanson that as this spawn is got from fall fish the results will be that as they propagate and grow they will only return to the river late in the year and long after the angling season has passed. Be this as it may, I am of the opinion some good results will follow from the planting of this spawn. Application will be made to the government for another lot of fry from the Rapides Femmes hatchery, as, from what we can learn, these fish are secured in the summer months, and any objection such as noted above will be removed.

The protection of the river from Boiestown down to tide head, a distance of 68 miles was, on the whole, better than last season, but there is great room for improved service here. The guardians, six in number, are wholly in the pay of the government. There is a great lack of systematic protection, but now that a new overseer has been appointed, we are in hopes of a better state of things in the future. Overseer Boyce since his appointment to office has shown good work and from what I can learn from him there will be a fearless and systematic protection over the district in his charge in the future.

On the 25th July last I thought it advisable to send Guardian Joseph Norrad over these waters and make a full report on the state of the river. I had previously heard that illegal fishing was being carried on in the open day, which was only too fully verified after our guardian's inspection. Several seizures were made by him and evidence of spearing and sweeping were plainly to be seen on several of the stretches. These reports were conveyed by me by telegram to Ottawa at once and followed up by an explanatory letter that if a change was not effected in the mode of protection, the anglers would feel justified in throwing up what had already cost so much, and withdrawing our men from the angling waters. I am glad to report that, by the prompt action of the government, we saw fit to allow our men to remain. During Guardian Norrad's inspection of the river, he was subjected to the insults of a mob of poachers at Blackville, and steps are now being taken to prosecute these open violators of the law. I have every confidence that under the new arrangement effected there will be good work done here during the coming year.

One great obstacle to the fish ascending the river is the narrow pass (not more than twelve feet wide) at the booms below Tide Head. This narrow way is the space left between the booms and the outer sets of the settlers' nets, which is very often closed, under the cover of darkness. When the booms are filled, the logs are often jammed to the bottom, and one can hardly be surprised how any large fish, under those circumstances, can ascend the river at all, and those that get through are principally grilse. There is strong evidence of this being the case, as about four out of every five caught bore net marks. It is a crying shame the space is not widened to at least two rods (38 feet), and if the reports of the officers are taken, the Government will order this additional width to be observed in future.

Daily reports were kept by our guardians during the season and forwarded weekly by the head guardian to my office. As usual, there was a large amount of correspondence.

In conclusion, I give it as my opinion, that if protection is carried on under the conditions named, I feel fully convinced that our river will soon become, as it was of old, not one of the best, but *the* best angling stream in New Brunswick.

Yours obediently,

T. G. LOGGIE.

**NEW BRUNSWICK—DISTRICT NO. 1.**

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries; Quantity and Value of Fishing Material; Kinds and Quantities of Fish, and the Total Number of Men employed, &c, in District No. 1, of the Province of New Brunswick, for the Year 1894.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.							
	Vessels.		Boats.		Gill-Nets.		Weirs.		Seinees.		Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Mackerel, fresh or preserved (in cans), lbs.	Lobsters, preserved (in cans) lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Number.				
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.											Number.	Fathoms.	Value.	Number.
<i>Charlotte County.</i>																								
1	245	3800	59	109	1805	150	4380	2190	30	3900	30	870	1740	400	18000	3000	284	290 1						
2	54	1025	20	144	4190	147	66	16625	65	1769	65	1769	2616		500		69	1000 2						
3				74	1640	79	43	11825	40	1310	40	1310	1365		15000		13	25 3						
4																								
5	8	143	31	505	10591	292	4606	1013	110	36362	110	3050	4125		42000		127	897 6						
6	13	319	64	138	7444	156	4807	1469	16	6400	20	700	1063		542255		257	22620 7						
7	21	355	65	369	30303	478	12247	3289	41	48900	36	1426	5905		6815000		574	5701 8						
8																								
Totals																								
	59	1116	239	1139	55973	1304	26040	7961	306	124012	301	9125	16751	40	7432755	40	2000	3000	1324	30533				

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Bouts engaged in the Fisheries, &c.—New Brunswick—Con.

Number.	DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.				TOTAL VALUE.	Number.						
		Hake, dried, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Pollock, cwt.	Trout, lbs.	Habibut, lbs.	Smelts, lbs.	Pinen Haddies, smoked, lbs.	Alewives, brls.	Sardines, canned, lbs.	Clams, brls.	Clams, shelled, lbs.	Squid, brls.	Sardines, brls.	Pickrel, lbs.	Rounders, lbs.	Tom Cod or Frost Fish, lbs.			Fish Oils, galls.	Fish used as Bait, brls.	Fish used as Manure, brls.	Fish (tunas, tons.		
	<i>Charlotte County.</i>																									
1	Lepreaux to L'Etang....	3575	3575	1000	150	10000																				95,239 25 1
2	L'Etang to St. George....	1102	1000	1157	1509						180000	2930	5935	15	17950											157,326 00 2
3	St. George to St. Stephen	45		70	45							150	15600	25	63977											64,843 00 3
4	St. George (inland)																									640 00 4
5	St. Stephen (inland)																									1,400 00 5
6	West Isles	1961	847	3945	5891	277						50		10	17278											88,606 54 6
7	Campo Bello	11463	9862	10800	4846	30000																				219,550 50 7
8	Grand Manan	4050	6075	2170	6019	500																				490,812 00 8
	Totals	22196	18359	19152	18460	61277	4500	75000	135	229000	3130	21535	349	131978	3000	8390	500	51384	5596	4745	86					*1,118,477 29

\* Including : Clams, canned, 15,200 lbs., value \$760 ; also, 800 lbs. Periwinkles, value \$80.

## RECAPITULATION

OF the Yield and Value of the Fisheries, District No. 1, New Brunswick, for the Year 1894.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, fresh.....	lbs. 500	0	20	100	00
Herring, salt.....	brls. 9,514	4	50	42,813	00
do fresh or frozen.....	lbs. 8,957,757	0	02	179,155	14
do smoked.....	" 7,432,755	0	02	148,655	10
Mackerel, fresh.....	" 2,000	0	12	240	00
do salted.....	brls. 40	14	00	560	00
Cod.....	cwt. 30,533	4	50	137,398	50
Alewives.....	brls. 135	4	00	540	00
Hake.....	cwt. 22,196	2	50	55,490	00
do sounds.....	lbs. 18,359	0	50	9,179	50
Lobsters, alive or fresh.....	tons. 1,324	75	00	99,300	00
do canned.....	lbs. 3,000	0	14	420	00
Haddock.....	cwt. 19,152	3	50	67,032	00
Pollock.....	" 18,460	2	50	46,150	00
Trout.....	lbs. 13,500	0	10	1,350	00
Halibut.....	" 61,277	0	10	6,127	70
Finnan Haddies, smoked.....	" 75,000	0	10	7,500	00
Sardines.....	brls. 131,978	2	00	263,956	00
do canned.....	lbs. 220,000	0	05	11,000	00
Smelts.....	" 4,500	0	05	225	00
Clams.....	brls. 3,130	1	25	3,912	50
do canned.....	lbs. 15,200	0	05	766	00
do shelled.....	" 21,535	0	05	1,076	75
Periwinkles.....	" 800	0	10	80	00
Squid.....	brls. 349	4	00	1,396	00
Flounders.....	lbs. 8,300	0	05	415	00
Frost fish.....	" 500	0	05	25	00
Pickarel.....	" 3,000	0	05	150	00
Fish oil.....	galls. 51,384	0	40	20,553	60
do used as bait.....	brls. 5,596	1	50	8,394	00
do do manure.....	" 4,745	0	50	2,372	50
do guano.....	tons. 86	25	00	2,150	00
Total.....				1,118,477	29
Value of catch for 1893.....				771,182	35
Increase during 1894.....				347,294	94

## Marine and Fisheries.

NUMBER and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of  
District No. 1, New Brunswick, for the Year 1894.

Materials.	Value.
	\$ cts.
59 vessels, 1,116 tons.....	22,700 00
1,139 boats.....	55,973 00
26,040 fathoms of gill-nets.....	7,961 00
306 weirs.....	124,012 00
16,876 lobster traps.....	13,026 00
2 do canneries.....	800 00
4 fish presses.....	400 00
301 weir seines, 9,125 fathoms.....	16,751 00
2,000 hand-lines.....	2,000 00
500 dip-nets.....	2,500 00
716 trawls.....	8,463 00
3 icehouses.....	1,000 00
571 smoke and fish houses with fixtures.....	132,877 00
11 steamers and smacks.....	4,200 00
246 wharfs and piers.....	43,286 00
3 sardine canneries.....	8,700 00
1 fish curing factory.....	1,200 00
Total.....	445,849 00

## NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in Fish, and the Total Number of Men employed, &c., in District

Number.	DISTRICTS.	VESSELS AND BOATS.						FISHING		
		Vessels.				Boats.			Gill-Nets.	
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.
	<i>Restigouche County.</i>			\$		\$			\$	
1	Above Dalhousie .....					30	600	30	7090	7090
2	Dalhousie to Belledune.....					180	2000	350	18000	15000
	Totals.....					210	2600	380	25090	22090
	<i>Gloucester County.</i>									
1	Petit Rocher.....					280	5000	540	23000	15000
2	Bathurst, &c.....					340	10000	780	20050	26500
3	Grand Anse.....	1	24	400	3	210	3800	416	7560	6000
4	Upper Caraquet.....	6	74	3400	20	49	6700	82	1900	1650
5	Caraquet.....	66	753	26900	215	46	11500	150	22400	6480
6	Shippegan (Mainland).....	21	246	9550	69	48	3500	108	3500	1500
7	Shippegan Island.....	41	482	24600	131	121	8600	260	8700	3500
8	Miscou and Little Shippegan.....	2	26	700	6	82	1820	178	1200	500
9	Pokemouche (Parish of Inkerman).....	2	25	1500	6	180	3600	280	16500	10500
10	Tracadie (Parishes of Saumuriez and St. Isidore).....	7	78	2800	22	121	2500	254	28000	12500
	Totals.....	146	1708	69850	472	1477	57020	3048	132810	84130
	<i>Northumberland County.</i>									
1	Neguac, &c.....					175	3500	250	41000	60000
2	Bay du Vin, &c.....	3	65	1000	6	200	8000	500	65000	77500
3	Chatham, &c.....	4	94	2800	20	150	3000	150	9300	9300
4	North-west Branch Miramichi River.....					60	500	60	2500	2500
5	South-west Branch Miramichi River.....					70	600	70	3000	2500
	Totals.....	7	159	3800	26	655	15600	1030	120800	151800
	<i>Kent County.</i>									
1	Harcourt, &c.....					5	100	8		
2	Carleton.....					58	2500	86	8500	2500
3	St. Louis.....					150	4500	200	10500	7500
4	Richibucto, &c.....	2	46	850	10	180	6500	300	10000	4500
5	Buctouche, &c.....					300	10000	700	20000	6000
6	Cocagne (Parish of Dundas).....					150	350	300	10000	3000
	Totals.....	2	46	850	10	843	23950	1594	59000	23500
	<i>Westmoreland County.</i>									
1	Shediac, Botsford, Moncton and Salisbury.....					750	20000	1500	25000	10000
2	Westmoreland and Sackville.....					37	1700	70	6500	2000
3	Dorchester.....					38	2300	76	9500	2500
	Totals.....					825	24000	1646	41000	14500
	Grand totals.....	155	1913	74500	508	4010	123170	7698	378700	296020

## Marine and Fisheries.

### District No. 2.

the Fisheries; Quantity and Value of Fishing Material; Kinds and Quantities of No. 2; Province of New Brunswick, for the year 1894.

MATERIAL.				KINDS OF FISH.										Number.
Smelt-Nets.		Lobster Traps.		Salmon, fresh, in ice, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Mackerel, brls.	Mackerel, frozen in ice, lbs.	Herrings, brls.	Herrings, frozen, per 100.	Herrings, smoked, in boxes.	Alewives, brls.	Cod, cwt.	
No.	Value.	No.	Value.											
	\$		\$											
160	9600	20	15	90000										1
26	1500	4000	3000	175000	1000	5000	100		3000		5000		120	2
186	11100	4020	3015	265000	1000	5000	100		3000		5000		120	
15	750	17500	10500	130000		5000	150	7000	19000	40000			1470	1
3	100	7900	7900	964180		3400	120	30500	17000				10100	2
15	400			47000		2000	400	15000	4000				3000	3
12	480	10800	10800				250	10000	2500				6200	4
21	550	3650	3650				400	4000	25000				29000	5
10	300	13250	13250	7500			520	74000	3500	150000			5180	6
13	400	13600	13600				1250	22000	4450				12400	7
75	2100	400	400	8000		800	300	25000	3700				4000	8
68	2000	3660	3660	35000			500	52000	3000	10000		810	1250	9
						2000	120	80000	8700		30000	800	2700	10
232	7080	76160	66660	1211680		13200	4010	319500	90850	200000	30000	1610	75300	
170	3500	2550	2550	89600			200	5000	4500		20000	250	400	1
165	5000	7700	7700	100300			100	40000	4000		14000	500	300	2
305	18000			150000			150	15000	150	15000		500	200	3
				55000								900		4
				50000	10000							1800		5
640	26500	10250	10250	444900	10000		450	60000	8650	15000	34000	3950	900	
22	520	7000	7000	36200			100	56200	2000			400	200	1
100	3000	5500	5500	14000			100	2000	6300			800	300	2
240	9600	13500	11000	16500			500	84000	8500	20000	20000	2200	1380	3
200	6000	13000	12000				500	6000	6000		20000	2000	100	4
60	1200	4000	4000				200	5000	4000		10000	800	150	5
														6
622	20320	43000	39500	66700	1000		1400	147200	26800	20000	50000	6200	2130	
120	4000	4000	40000	4000			200	15000	28000	25000	20000	1600	200	1
30	750	100	100	4000			10		2500	40000	30000	200		2
				15200					100					3
150	4750	40100	40100	23200			210	15000	30600	65000	50000	1800	200	
1830	69750	173530	159525	2011480	12000	18200	6170	541700	159900	300000	169000	13560	78650	



NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels

Number.	DISTRICTS.	KINDS OF									
		Cod, Tongues and Scounds, brls.	Hake, cwt.	Hake Scounds, lbs.	Haddock, cwt.	Halibut, lbs.	Clams, brls.	Shad, brls.	Bass, lbs.	Trout, lbs.	Frost-fish, lbs.
<i>Restigouche County.</i>											
1	Above Dalhousie.....								8000		
2	Dalhousie to Belledune.....						10		4000	1000	
	Totals.....						10		12000	1000	
<i>Gloucester County.</i>											
1	Petit Rocher.....		300	300				10	500	2500	1000
2	Bathurst, &c.....	10					400		5000	5000	6000
3	Grand Anse.....	5	300	500			300	40		1500	
4	Upper Caraquet.....	4	200	200		2500	300			1500	5000
5	Caraquet.....	25	300	400	300	140000	2600		2000	1500	23000
6	Shippegan (Mainland).....	5	1500	2800	100	5000	350	600			3000
7	Shippegan Island.....	10	530	300	350	14000	1800				
8	Miscou and Little Shippegan.....		200	200		4000	50		5000		3000
9	Pokemouche (Parish of Inkerman).....	5	200	300	100	1500	125	25	2500	3000	5000
10	Tracadie (Parishes of Saumuriez and St. Isidore).....	4	250	300	150	1500	100		1000	2000	6000
	Totals.....	68	3780	5300	1000	168500	6025	675	16000	17000	52000
<i>Northumberland County.</i>											
1	Neguac, &c.....		200	300	100	1000	70	40	10000	3000	20000
2	Bay du Vin, &c.....		250	300		4000		500	55000	2500	150000
3	Chatham, &c.....							400	25000	4000	1200000
4	North-west Branch Miramichi River.....							600	270000	20000	
5	South-west Branch Miramichi River.....								5000	10000	
	Totals.....		450	600	100	5000	70	1540	365000	39500	1370000
<i>Kent County.</i>											
1	Harcourt, &c.....								2000	6000	
2	Carleton.....		200	200				40	2000	5000	10000
3	St. Louis.....		400	400			100	100	4000	4000	30000
4	Richibucto, &c.....	5	600	1200			130	80	2000	4000	80000
5	Buctouche, &c.....		500	1200	50	1400	500		5000	3000	50000
6	Cocagne (Parish of Dundas).....		100	200			250	50	2000	3000	20000
	Totals.....	5	1800	3200	50	1400	980	270	17000	25000	190000
<i>Westmoreland County.</i>											
1	Shediac, Botsford, Moncton and Salisbury.....		100	100			350		4000	12000	30000
2	Westmoreland and Sackville.....						20	300	2000	1500	4000
3	Dorchester.....							600		2000	2000
	Totals.....		100	100			370	900	6000	15500	36000
	Grand totals.....	73	6130	9200	1150	174900	7445	3395	404000	109000	164900

## Marine and Fisheries.

District No. 2—Concluded.

and Boats engaged in the Fisheries, &c.—Concluded.

FISH.								FISH PRODUCTS.					TOTAL VALUE.	Number.
Squid, brls.	Flounders, lbs.	Smelts, lbs.	Eels, brls.	Coarse Fish, lbs.	Oysters, brls.	Lobsters, tons.	Lobsters, cans.	Fish Oil, galls.	Seal-skins, No.	Fish Guano, tons.	Fish used as bait, brls.	Fish used as manure, brls.		
		460000	100			3							\$	
		50000	50			4	35000	100			500	1000	43,025	1
		510000	150			7	35000	100			500	1000	61,530	2
													104,555	
	5000	5000	10			2	51000	600			1000	1000	134,085	1
		150000	100			4	125000	500			1450	14500	358,761	2
	30	18000				4	87000	500			2500	1200	69,142	3
	20	25000	50		1000			2200			1500	1500	53,500	4
	300	50000	100		200	4	100000	17500			2800	7000	306,230	5
	50	18000		100		2	65800	2800			3030	2000	93,355	6
	100	14500	50			2	194000	3500			3400	5200	141,800	7
		270000	50			2	288000	1200			5000	500	108,120	8
		152000	50			2	7200	450	10		460	2000	50,518	9
	10	10000	180			3	60000	1200			1200	1000	93,715	10
510	37500	892500	590	100	1200	25	978000	30450	10		22340	35900	1,417,226	
	10000	560000	80	100	400	2	52000	400	5		2000	2500	91,655	1
	10000	337000	45		11000	2	136000	250		500	5000	2000	169,405	2
	150000	1000000	150		400							600	165,575	3
			150										51,100	4
													20,700	5
	170000	1897000	425	100	11800	4	188000	650	5	500	7000	5100	498,435	
			400										5,000	1
		180000	50			2	126500	250			2800		60,744	2
		280000	100	1200	150	2	90000	400			9000	500	86,700	3
	15000	892000	250		310	4	240000	1500			2600		170,155	4
	10000	800000	150	100	2200	4	240000	1000			2700		138,350	5
	10000	230000	300		1000	2	105000	400			2000		65,235	6
	35000	2382000	1250	1300	3660	14	801500	3550			19100	500	526,184	
	5000	890000	200		300	80	930000	500			13000	5000	350,050	1
		152000	300	35		3		100			3000	300	33,565	2
			30					200					10,170	3
	5000	1042000	530	35	300	83	930000	800			16000	5300	393,785	
510	247500	6723500	2945	1535	16960	133	2932500	35550	15	500	64940	47800	2,940,185	

## RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, New Brunswick, for the Year 1894.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, fresh .....	Lbs.	2,011,480	0 20	402,296	00
do in cans .....	"	18,200	0 15	2,730	00
do smoked .....	"	12,000	0 20	2,400	00
Herring .....	Brls.	159,900	4 50	719,550	00
do fresh .....	Lbs.	300,000	0 02	6,000	00
do smoked .....	"	169,000	0 02	3,380	00
Mackerel .....	Brls.	6,170	14 00	86,380	00
do fresh .....	Lbs.	541,700	0 12	65,004	00
Lobsters .....	Cans.	2,932,500	0 14	410,550	00
do .....	Tons.	133	75 00	9,975	00
Cod .....	Cwt.	78,650	4 50	353,925	00
do tongues and sounds .....	Brls.	73	10 00	730	00
Hake .....	Cwt.	6,130	2 50	15,325	00
do sounds .....	Lbs.	9,200	0 50	4,600	00
Haddock .....	Cwt.	1,150	3 50	4,025	00
Trout .....	Lbs.	109,000	0 10	10,900	00
Halibut .....	"	174,900	0 10	17,490	00
Snelts .....	"	6,723,500	0 05	336,175	00
Bass .....	"	404,000	0 10	40,400	00
Alewives .....	Brls.	13,560	4 00	54,240	00
Oysters .....	"	16,960	4 00	67,840	00
Clams .....	"	7,445	2 00	14,890	00
Eels .....	"	2,945	10 00	29,450	00
Shad .....	"	3,395	10 00	33,950	00
Squid .....	"	510	4 00	2,040	00
Flounders .....	Lbs.	247,500	0 05	12,375	00
Frost-fish .....	"	1,649,000	0 05	82,450	00
Coarse fish .....	"	1,535	2 00	3,070	00
Fish oil .....	Galls.	35,550	0 40	14,220	00
Seal skins .....	No.	15	1 00	15	00
Fish, as bait .....	Brls.	64,940	1 50	97,410	00
do manure .....	"	47,800	0 50	23,900	00
do guano .....	Tons.	500	25 00	12,500	00
Total .....				2,940,185	00

## Marine and Fisheries

**NUMBER and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries in District No. 2, New Brunswick, for the Year 1894.**

Material.	Value.	Total.
	\$    cts.	\$    cts.
155 vessels (aggregate tonnage, 1,913) .....	74,500 00	
4,010 boats.....	123,170 00	
378,700 fathoms of net.....	296,020 00	
1,830 smelt-nets .....	69,750 00	
327 bass-nets .....	1,635 00	
2 mackerel-nets.....	5,000 00	
		570,075 00
173,530 lobster traps.....	159,525 00	
210 lobster factories.....	167,500 00	
		327,025 00
10 general canneries.....	10,000 00	
120 freezers and ice houses.....	55,000 00	
390 fish and smoke houses.....	23,500 00	
25 piers and wharfs.....	5,000 00	
48 steamers and smacks.....	16,500 00	
300 trawls .....	6,000 00	
800 smelt shanties.....	9,500 00	
		125,500 00
Total.....		1,022,600 00

4,488 hands employed in the lobster industry.

NEW BRUNSWICK, DISTRICT NO. 3.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries; Quantity and Value of Fishing Materials; Kinds and Quantities of Fish, and the Total Number of Men Employed, &c., in District No. 3, Province of New Brunswick, for the year 1894.

Number.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.					
	Vessels.			Boats.			Gill-Nets.		Weirs.		Seines.		Salmon, salted, brls.	Salmon, fresh in ice, lbs.	Salmon, smoked, lbs.	Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.						Fathoms.
<i>St. John County.</i>																		
1	2	40	800	8	175	5250	350	35000	26250	26	7800	4	160	320	8400	1000	476800	
2	160	3200	32	44	1320	88	24000	18000	18000	4	1200	5	200	400	24000	800	100000	
3	60	1200	12	40	1200	80	20000	15000	15000						96000	200	300000	
4	80	1600	16	10	300	20	4000	3000	3000	16	4800	6	240	480	48000	100	2000	
5				16	480	32	9000	6750	6750						3200	100	2000	
6				25	750	50	2800	2100	2100									
	17	340	6800	68	310	9300	620	94800	71100	46	13800	15	600	1200	179600	2200	875800	
<i>Totals.</i>																		
<i>Other Counties.</i>																		
7				16	320	320	32	970	727	5	800				10400		800	
8				126	2520	259	4136	3102	3102						18792		7600	
9	1	12	240	4	270	5400	360	10060	14295						3840			
10				68	1360	119	4600	3450	3450						600			
11				185	2700	170	5600	4200	4200						17710			
12				32	640	49	910	682	682						2000			
13				145	2900	220	2700	2025	2025						1300			
	1	12	240	4	792	15840	1209	37976	28482	5	800	10	1000	2000	54842	1840	800	
	18	352	7040	72	1102	25140	1829	132776	99582	51	14600	25	1600	3200	234442	1840	7600 879600	
	<i>Grand Totals.</i>																	

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Con.

Number.	DISTRICTS.	KINDS OF FISH.														TOTAL VALUE.			
		Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Hake, dried, cwt.	Haddock, cwt.	Pollack, cwt.	Trout, lbs.	Halibut, lbs.	Alwives, brls.	Clams, brls.	Beef, brls.	Shad, brls.	Sardines, brls.	Pickarel, lbs.		Flounders, lbs.	Coarse and mixed fish, brls.	Fish Oils, galls.
	<i>St. John County.</i>																		
1	St. John Harbour					4050													
2	Dipper Harbour	65	125	8	2000	700	125							90	2000	500			
3	Pisarsno	10	75	4	1500	400	80			200								55	
4	Musquash	20						1800										30	
5	St. Martin's and Martin's Head	55	53	2	950	258	50			500						2000			
6	St. John River																		
	Totals	150	253	14	4450	5408	255	1800	22500					90	2080	2500		105	222,367 00
	<i>Other Counties.</i>																		
7	Albert	1																	
8	King's		7																
9	Queen's																		
10	Sunbury																		
11	York																		
12	Carleton																		
13	Victoria																		
	Totals	1	7																
	Grand Totals	151	260	14	4450	5408	255	62970	1800	28276	5	198	3740	2500	151200	4000	229	105	292,886 40

## RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 3, New Brunswick, for the Year 1894.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, salted.....	Brls. 10	10	00	100	00
Salmon, fresh, in ice.....	Lbs. 234,442	0	20	46,888	40
do smoked.....	" 1,840	0	25	460	00
Herring, salted.....	Brls. 2,200	4	50	9,900	00
do frozen.....	Lbs. 7,600	0	02	152	00
do smoked.....	" 879,600	0	02	17,592	00
Lobsters.....	Tons 151	75	00	11,325	00
Cod, dried.....	Cwt. 260	4	50	1,170	00
do tongues and sounds.....	Brls. 14	10	00	140	00
Hake, dried.....	Cwt. 4,450	2	50	11,125	00
Haddock.....	" 5,408	3	50	18,928	00
Pollock.....	" 255	2	50	637	50
Halibut.....	Lbs. 1,800	0	10	180	00
Trout.....	" 62,970	0	15	9,445	50
Alewives.....	Brls. 28,276	4	00	113,104	00
Eels.....	" 198	10	00	1,980	00
Shad.....	" 3,740	10	00	37,400	00
Sardines.....	" 2,500	1	50	3,750	00
Pickrel.....	Lbs. 154,200	0	05	7,710	00
Coarse and mixed fish.....	Brls. 229	3	00	687	00
Flounders.....	Lbs. 8,000	0	02	160	00
Clams.....	Brls. 5	2	00	10	00
Fish oil.....	Galls. 105	0	40	42	00
<b>Total.....</b>				<b>292,886</b>	<b>40</b>

## Marine and Fisheries.

**NUMBER and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of District No. 3, New Brunswick.**

Material.	Value.	Total.
	\$   cts.	\$   cts.
18 vessels (352 tons).....	7,040 00	
1,102 boats.....	25,140 00	
132,776 fathoms of net.....	99,582 00	
51 weirs.....	14,600 00	
25 seines (1,600 fathoms).....	3,200 00	
		149,562 00
4,300 lobster traps.....	3,261 00	
17 ice houses.....	5,100 00	
58 smoke and fish houses and fixtures.....	34,800 00	
3 steamers and smacks.....	3,400 00	
82 trawls.....	1,640 00	
52 wharfs and piers.....	14,700 00	
		62,901 00
Total value of material.....		212,463 00



RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries; Quantity and Value of Fishing Materials; Kinds and Quantities of Fish, and the Total Number of Men Employed, &c., in the whole Province of New Brunswick, for the Year 1894.

Number.	COUNTRIES.				FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.									
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Boats.	No.	Value.	Men.	Gill-Nets.	Weirs.	No.	Value.	No.	Fathoms.	Seines.	No.	Value.	Salmon, salted, bris.	Salmon, fresh, in ice, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.		
1	146	1,708	69,850	472	210	2,600	380	25,090	23,090	5	800	15	600	1,200	265,000	5,000	1,000	10,600	179,600	18,792	3,840	600	17,710	2,400	1,300	1,000
2	7	159	3,800	26	1,477	57,020	3,048	132,810	84,130	46	13,800	15	600	1,200	1,211,680	13,200	10,000	179,600	18,792	3,840	600	17,710	2,400	1,300	1,000	
3	4	46	850	10	843	23,950	1,594	59,000	23,500	727	7,270	357	10,725	19,951	444,960	10,000	1,000	10,600	179,600	18,792	3,840	600	17,710	2,400	1,300	1,000
4	2	46	850	10	843	23,950	1,594	59,000	23,500	727	7,270	357	10,725	19,951	444,960	10,000	1,000	10,600	179,600	18,792	3,840	600	17,710	2,400	1,300	1,000
5	825	24,000	14,500	14,500	825	24,000	14,500	14,500	14,500	825	24,000	14,500	14,500	14,500	23,200	23,200	23,200	23,200	23,200	23,200	23,200	23,200	23,200	23,200	23,200	23,200
6	17	340	6,800	68	16	320	32	970	727	5	800	15	600	1,200	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600	10,600
7	1	12	240	4	310	9,300	620	94,800	71,100	46	13,800	15	600	1,200	179,600	179,600	179,600	179,600	179,600	179,600	179,600	179,600	179,600	179,600	179,600	179,600
8	1	12	240	4	126	2,520	259	4,136	3,102	126	2,520	259	4,136	3,102	18,792	18,792	18,792	18,792	18,792	18,792	18,792	18,792	18,792	18,792	18,792	18,792
9	1	12	240	4	270	5,400	360	19,060	14,295	360	19,060	14,295	14,295	14,295	3,840	3,840	3,840	3,840	3,840	3,840	3,840	3,840	3,840	3,840	3,840	3,840
10	68	1,360	119	4,600	68	1,360	119	4,600	3,450	119	4,600	3,450	3,450	3,450	600	600	600	600	600	600	600	600	600	600	600	600
11	135	2,700	170	5,600	135	2,700	170	5,600	4,200	170	5,600	4,200	4,200	4,200	17,710	17,710	17,710	17,710	17,710	17,710	17,710	17,710	17,710	17,710	17,710	17,710
12	32	640	49	910	32	640	49	910	688	49	910	688	688	688	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400
13	145	2,900	220	2,900	145	2,900	220	2,900	2,025	220	2,900	2,025	2,025	2,025	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300
14	59	1,116	22,700	239	1,139	55,973	1,304	26,040	7,961	306	124,012	301	9,125	16,751	500	500	500	500	500	500	500	500	500	500	500	500
Totals	232	3,381	104,240	819	6,251	204,283	10,831	537,516	403,563	357	138,612	326	10,725	19,951	2,246,422	18,200	13,840	179,600	18,792	3,840	600	17,710	2,400	1,300	1,000	

# Marine and Fisheries.

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Continued.

Number.	KINDS OF FISH.														Totals.				
	COUNTIES.	Herring, salted, brs.	Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brs.	Mackerel, fresh or preserved, in cans, lbs.	Lobsters, preserved, in cans, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Cod Tongues and Sounds, brs.	Hake, dried, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Pollock, cwt.		Trout, lbs.	Habit, lbs.	Smelts, lbs.	Bas, lbs.
1	Restigouche	3,000		5,000	100	319,500	35,000	7	120	68	3,780	5,300	1,000		12,000	168,500	510,000		
2	Gloucester	90,860	200,000	30,000	4,010	978,000	978,000	25	75,300	68	4,500	6,800	100		17,000	5,000	892,500		16,000
3	Northumberland	8,650	15,000	34,000	450	188,000	188,000	4	900	4	450	600	100		39,500	5,000	1,897,000		865,000
4	Kent	26,800	20,000	50,000	1,400	147,200	801,500	14	2,130	9	1,800	3,200	50		25,000	1,400	2,382,000		17,000
5	Westmoreland	30,600	65,000	50,000	210	151,000	930,000	83	200		100	100			15,500		1,042,000		9
6	Albert		7,600	800				1	7						3,200				
7	St. John	2,200		873,800				150	253	14	4,450		5,408	255		1,800			
8	King's														4,560				
9	Queen's														1,710				
10	Sunbury														4,100				
11	York														26,400				
12	Carleton																		
13	Victoria														18,000				
14	Charlotte	9,514	8,957,757	7,432,755	40	2,000	3,000	1,324	30,533		22,196	18,359	19,152	18,460	13,500	61,277	4,500		
	Totals	171,614	9,265,357	8,481,356	6,210	543,700	2,935,500	1,608	109,443	87	32,776	27,559	25,716	18,715	185,470	237,377	6,728,000		404,000

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries, &c.—New Brunswick—Concluded.

Number.	COUNTRIES.	KINDS OF FISH.												FISH PRODUCTS.					TOTAL VALUE.							
		Alewates, brls.	Oysters, brls.	Clams, brls.	Eels, brls.	Shad, brls.	Squid, brls.	Sardines, brls.	Pickarel, lbs.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Coarse and Mixed Fish, brls.	Fish Oils, galls.	Seal Skins, No.	Fish used as bait, brls.	Fish used as manure, brls.	Fish Guano, tons.									
1	Restigouche.....				150	10								100		500		1,000								104,555 00
2	Gloucester.....	1,610	1,200	6,025	590	675	510							37,500	1,000	22,340		35,900								1,417,226 00
3	Northumberland.....	3,950	11,800	70	425	1,540								170,000	1,370,000	100		5,100								498,435 00
4	Kent.....	6,200	3,660	990	1,250	270								35,000	190,000	1,300		500								526,184 00
5	Westmoreland.....	1,800	300	370	530	900								5,000	36,000	35		5,300								393,785 00
6	Albert.....				10	145								4,000												4,772 50
7	St. John.....	22,500		5	90	2,080						2,500		4,000												222,367 00
8	King's.....	1,680			46	463							54,400													19,086 40
9	Queen's.....	2,045			32	660							62,200													12,369 50
10	Sunbury.....	1,976			52	32							16,600													9,989 00
11	York.....	75			10	300							18,000													11,922 00
12	Carleton.....					20							3,000													1,350 00
13	Victoria.....				10	20																				4,030 00
14	Charlotte.....	135		*3,130						349	+131,978		3,000	8,300	500											1,118,477 29
	Totals.....	41,971	16,960	10,680	3,143	7,135	859	134,478	157,200	263,800	1,649,500	1,764	87,239	51,384	5,596	70,536	52,545	86	4,745	15	586	4,351,528 69				

\*\$1,836 value of clams, in cans or shelled. †\$11,000 value of canned sardines. \$7,500 value of finnan haddies.

# Marine and Fisheries.

## RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of **New Brunswick**,  
for the year 1894.

Kinds of Fish.	Quantity.	Prices.		Value.		Total Value.	
		\$	cts.	\$	cts.	\$	cts.
Salmon, salted .....	Brls.		10		100 00		
do fresh .....	Lbs.	2,246,422	0 20	449,284	40		
do canned .....	"	18,200	0 15	2,730	00		
do smoked .....	"	13,840	0 20	2,860	00		
							454,974 40
Herring, salted .....	Brls.	171,614	4 50	772,263	00		
do fresh .....	Lbs.	9,265,357	0 02	185,307	14		
do smoked .....	"	8,481,355	0 02	169,627	10		
							1,127,197 24
Mackerel, salted .....	Brls.	6,210	14 00	86,940	00		
do fresh .....	Lbs.	543,700	0 12	65,244	00		
							152,184 00
Lobsters, preserved in cans .....	"	2,935,500	0 14	410,970	00		
do alive or fresh .....	Tons.	1,608	75 00	120,600	00		
							531,570 00
Cod, dried .....	Cwt.	109,443	4 50	492,493	50		
do tongues and sounds .....	Brls.	87	10 00	870	00		
							493,363 50
Hake, dried .....	Cwt.	32,776	2 50	81,940	00		
do sounds .....	Lbs.	27,559	0 50	13,779	50		
							95,719 50
Haddock .....	Cwt.	25,710	3 50	89,985	00		
Finnan Haddies .....	Lbs.	75,000	0 10	7,500	00		
							97,485 00
Pollock .....	Cwt.	18,715	2 50				
Trout .....	Lbs.	185,470					46,787 50
Halibut .....	"	237,977	0 10				21,695 50
Smelts .....	"	6,728,000	0 05				23,797 70
Bass .....	"	404,000	0 10				336,400 00
Alewives .....	Brls.	41,971	4 00				40,400 00
Oysters .....	"	16,960	4 00				167,884 00
Clams .....	"	10,580		18,812	50		
do canned or shelled .....	Lbs.	36,735	0 50	1,836	75		
							20,649 25
Eels .....	Brls.	3,143	10 00				31,430 00
Shad .....	"	7,135	10 00				71,350 00
Squid .....	"	859	4 00				3,436 00
Sardines .....	"	134,478		267,706	00		
do preserved in cans .....	Lbs.	220,000	0 05	11,000	00		
							278,706 00
Pickarel .....	"	157,200	0 05				7,860 00
Flounders .....	"	263,800					12,950 00
Frost fish or tom-cod .....	"	1,649,500	0 05				82,475 00
Coarse or mixed fish .....	Brls.	1,804					3,837 00
Seal skins .....	No.	15	1 00				15 00
Fish oil .....	Galls.	86,989	0 40				34,795 60
do bait .....	Brls.	70,536	1 50				105,804 00
do manure .....	"	52,545	0 50				26,272 50
do guano .....	Tons.	586	25 00				14,650 00
							278,706 00
<b>Total for 1894 .....</b>							<b>4,351,528 69</b>
do 1893 .....							<b>3,746,121 40</b>
<b>Increase .....</b>							<b>605,407 29</b>

STATEMENT of the Number and Value of Vessels, Boats, Nets, &c., engaged in the Fisheries of New Brunswick, with approximate value of other material for 1894.

Articles.	Value.	Total Value.
	\$	\$
232 vessels, 3,381 tons .....	104,240	
6,251 boats.....	204,283	
537,516 fathoms of gill-nets .....	403,563	
326 seines, 10,725 fathoms.....	19,951	
357 weirs .....	138,612	870,649
194,706 lobster traps.....	175,812	
212 lobster canneries.....	168,300	
4,541 hands employed in canneries.		344,112
1,830 smelt-nets.....	69,770	
500 dip-nets .....	2,500	
327 bass-nets .....	1,635	
2 mackerel-nets .....	5,000	
2,000 hand-lines .....	2,000	
1,098 trawls.....	16,103	
13 general canneries.....	18,700	
4 fish presses.....	400	
140 freezers and ice houses .....	61,100	
1,019 smoke and fish houses .....	191,177	
1 fish curing factory.....	1,200	
800 smelt shanties.....	9,500	
62 steamers and smacks.....	24,100	
323 piers and wharfs.....	62,986	466,151
Total.....		1,680,912

## Marine and Fisheries.

### APPENDIX No. 8.

# PRINCE EDWARD ISLAND.

REPORT ON THE FISHERIES OF PRINCE EDWARD ISLAND FOR 1894, BY  
FISHERY OFFICER A. LORD.

CHARLOTTETOWN, P. E. I., 31st December, 1894.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report on the fisheries of this Province for the season just closed. The total value for the year shows a decrease, as compared with the previous season, of \$14,000. With the exception of mackerel and oysters, the fisheries have been fairly successful and show good results.

Herring struck inshore early and were taken in large quantities at all points. These fish, while of great importance to fishermen, affording an ample supply of bait, are not of any commercial value, as they are not prepared for export. Lobsters show a slight increase over last year, but this was due to the additional appliances used, and not to any improvement in the fishery. This fishery, however, is fairly well maintained, and while no improvement can be noted, it is satisfactory to know that for the last three years there has been no falling off in the quantity canned. Cod shows a considerable decrease. Fishing for cod is not actively pursued, fishermen preferring the mackerel fishery, which is supposed to be more lucrative. An abundance of cod may be found on the coasts of this province from early spring until late in the fall, and if fishermen could be induced to provide themselves with properly equipped boats and follow cod fishing energetically, this fishery would become one of our most valuable industries. Mackerel shows a large falling off, and the season, so far as this fishery is concerned, may be called a failure. Fish appeared abundant on the principal grounds in the vicinity of West Cape, Miminegash, Tignish, Rustico, &c., but were shy of the hook, and no good catches can be reported at any time during the season. Oysters show a decrease of 5,572 barrels as compared with last year. This fishery is in a most unsatisfactory condition, and year after year I am obliged to report a steady decline in the quantity exported. The beds in the bays and rivers of Queen's County show good results, but the fishery at Richmond Bay, in Prince County, which has hitherto yielded the largest part of the oysters sent from this Province, shows a great decrease, and it is feared that in a short time, unless intelligent and decisive measures of restriction and protection are adopted, the beds will be utterly depleted. Smelt fishing was energetically prosecuted, and as a result the catch shows a considerable increase. Smelts are abundant in the large rivers, and each year shows an increasing catch of this valuable little fish. Angling was carried on all through the season, and the catch of trout shows an increase of 6,880 pounds. The streams are in a fair condition, and although natural and artificial causes combine to create a scarcity of trout, it is believed that the present regulations, when properly enforced, afford sufficient protection.

Minor fisheries and other topics of interest will be dealt with under appropriate headings in the body of this report.

## SALMON.

Salmon shows an increase of 7,230 pounds over last year. The catch is made by setting nets near the mouths of harbours and in bays and estuaries. Clean salmon are not found in the rivers and streams of this province. In the months of September, October and November they, however, resort to the larger rivers to spawn. During this period it is found difficult to protect these rivers against poachers, who, with torch, spear and net, make repeated nightly raids in search of their prey. Those men go in organized bands, under bold leaders, and give great trouble to the guardians. The Dunk River, owing to the large number of salmon frequenting it, has been especially difficult to protect. Last season an extra force of guardians was employed on that stream, acting under Overseer McBride, and they succeeded in very efficiently protecting the river. The poachers were not so bold as on former occasions, knowing that they had a larger number of men to contend with, and it is believed that very few, if any, fish were taken. The Winter River was also better protected; an additional guardian being employed during the run of salmon, with very satisfactory results. No poaching or illegal fishing was reported. Guardian Dingwell, of the Morell River, was provided with a boat, in order that he might patrol the stream more frequently, and he states that, while salmon ascended the river in great numbers, no attempt at poaching was made. This increased protection to the breeding streams will result in stocking our waters, and I anticipate that before many years the salmon fishery in this province will become an important industry on many parts of the coast.

## HERRING.

The first sea fish to strike in shore in the spring is the herring. Immediately on the departure of the ice, herring are found in great abundance in the coastal waters of this province. Large schools resort to the bays, coves and estuaries to spawn, and are taken by means of gill-nets and traps. These fish are not cured for export but salted down to be used as bait in the lobster and mackerel fisheries. Owing to their great abundance last season, fishermen had no difficulty in securing an ample supply of bait and were, therefore, in a better position to prosecute their fishings.

## LOBSTERS.

Lobsters show a slight increase of 4,410 lbs. in the quantity canned. This is one of the most important fisheries carried on in this province, the product last season amounting to 30 per cent of the total value of island fisheries. Two hundred and twenty-nine factories were in operation against 217 the previous year, being an increase of 12 factories. The traps used also show a large increase, being 230,000 in 1894 against 215,000 in 1893. Notwithstanding this large additional plant, the fishery has remained about stationary during the last three years, as the following table will show:—

YEAR.	Quantity canned	Traps used.	Product per trap
	Lbs.	No.	Lbs.
1892.....	2,819,572	213,847	13 $\frac{1}{2}$
1893.....	3,168,674	215,000	14 $\frac{1}{2}$
1894.....	3,173,084	230,000	13 $\frac{1}{2}$

The shortened season has saved this fishery but it is evident that a large proportion of the factories are being operated at a loss, and unless an improvement

## Marine and Fisheries.

takes place shortly, many who are now engaged in this industry will be compelled to abandon it.

The licensing of factories, marking of cases and other regulations lately adopted will have a good effect in protecting this fishery, and if strictly enforced must bring about an improvement and corresponding benefit to all interested parties. On the south side of the island, several small packers, attempted to violate the regulations by packing during the close season, but they were promptly detected and fined. Two seizures were made and 17 fines imposed for illegal fishing and packing during the months of September and October. This, together with the vigilance of the local officers, had the effect of reducing fall fishing to a minimum, which must result in great benefit to the industry.

### MACKEREL.

This fishery was actively prosecuted, but did not prove satisfactory. The returns show a decrease of 4,072 barrels for the year. Fish entered the Gulf early, but were wary and difficult to catch. In King's and Queen's counties, fair takes were made early in the season and the fishermen entertained great hopes of a successful year. They were, however, doomed to disappointment as the fish kept moving along the coast, not remaining sufficiently long at any place to ensure a good catch. The greatest falling off occurred in Prince County, the export being 4,533 barrels in 1894 against 8,075 barrels in 1893; a decrease of 3,542 barrels. This shortage materially reduces the returns for the year, and is severely felt by the fishermen.

Mackerel are very unsteady and wavering in their habits. Years of great plenty are succeeded by periods of scarcity; and although the season of 1894 may be called a failure, it cannot be taken as a criterion for succeeding years.

### COD.

Codfish struck inshore early, but the fishery was not actively prosecuted; the catch showing a decrease of 9,680 cwt. The first run of fish are taken in the early part of June, about the time spring herring leave the coast. At this time fishermen are engaged in the lobster fishery, and pay no attention to cod fishing. Later in the season the men follow the mackerel, thus the cod fishery is neglected and appears to decline from year to year.

Fish, however, are abundant in the coastal waters of the province, and with large boats and proper equipment fishermen would find this fishery more profitable than any now prosecuted.

A considerable fleet of small vessels and large boats from Gloucester County, New Brunswick, fished off the coasts of this island, principally in the vicinity of North Cape during the season and loaded up with codfish and hake several times. Those crafts remained on the coast until late in October making very successful trips; thus proving the enterprise of the men and the abundance of fish.

### HAKE.

Hake shows an increase of 1,858 cwt. This fishery was not carried on vigorously and can scarcely be considered as distinct from the codfishery. On some parts of the coast men provide separate outfits, such as trawls, dories, &c., and have there established a successful fishery.

### OYSTERS.

The oyster fishery did not prove as successful as in former years; the catch showing a decrease of 5,572 barrels, as compared with 1893. The beds in Queen's



County show a considerable increase, but in Prince County the returns show a falling off of 8,530 barrels. This decrease may be attributed to the depleted condition of the beds at Richmond Bay. The beds in this bay, once so valuable, have of late become very unproductive, and fishermen with the best appliances are unable to take half the quantity in a season they could a few years ago. This decline is mainly due to overfishing caused by a long open season and the employment of an increased number of men, boats and tongs each year. Fishing in the spring is evidently injurious to the beds. Although it has not been definitely settled when spawning commences in our waters, I am of opinion that during the month of May no fishing should be allowed. During that month, the beds should rest; to disturb them at that period certainly retards, if it does not altogether prevent, spawning for the season. Considerable complaint is also made with regard to the use of the dredge lately introduced here. Fishermen assert that while using the tongs, a number of beds in the deepest water were left untouched, as they could not be reached with the longest handled tongs used. Those beds not being disturbed the oysters grew to a large size, and during the spawning season were most prolific in supplying spat to the heavily fished and depleted beds; thus maintaining the balance despite the efforts of the fishermen. The dredge, on the contrary, being used by a line attached to a moving boat, reaches the beds in any depth of water, and by raising and removing the seed oysters cuts off the source of supply, and will, it is claimed, eventually destroy the fishery.

#### TROUT.

Trout shows an increase of 6,880 pounds over the previous year. Angling is a favourite sport with all classes here and the trout streams are resorted to as a means of recreation through the season. In some of the streams sea trout are still quite abundant, but generally angling has not been satisfactory.

#### SMELTS.

This fishery has grown to considerable dimensions within the last few years and is now an important industry, providing employment for numbers of young men during the early winter months. The yield for this year shows an increase of 177,279 pounds over 1893. The rivers of the province abound with smelts of good size and the industry is capable of great expansion.

#### MINOR FISHERIES.

The minor fisheries such as haddock, halibut, eels, &c., exhibit no great change from year to year. Fishing for haddock and halibut is not prosecuted as a separate industry; the quantity appearing in the returns being taken accidentally on cod hooks. Eels are caught in all the rivers of this province and shipped fresh to the United States, a small quantity being used for home consumption.

#### RIVERS.

The regulations with regard to sawdust have been fairly well observed. The streams are now quite free of sawdust and the nuisance is abating. Sawdust falling into the rivers here does not affect navigation, as the mills are generally erected on small non-navigable streams.

## Marine and Fisheries.

### MARKETS.

The yield of the fisheries of this province is disposed of as follows:—

Salmon:	90	per cent	for home consumption.
	10	do	exported to the United States.
Herring—	All		used for home consumption either as bait or for food.
Mackerel:	95	per cent	exported to the United States.
	5	do	sold in Canada.
Lobsters:	30	do	exported to Europe.
	50	do	exported to the United States.
	20	do	sold in Canada.
Cod:	50	do	for home consumption.
	50	do	sold in Canada.
Hake:	50	do	for home consumption.
	50	do	sold in Canada.
Haddock—	All		for home consumption.
Smelts:	90	per cent	exported to the United States.
	10	do	for home consumption.
Oysters:	95	do	sold in Canada.
	5	do	for home consumption.

The season just closed had been an average one, but the great falling off in the mackerel and oyster fisheries materially reduces the returns for the year.

Mackerel, as previously stated, being unsteady and erratic in their habits, the catch is liable to fluctuate from year to year. The same, however, cannot be said of the oyster fishery; the decline there is gradual and steady. The oyster fishery is in a very unsatisfactory condition and requires prompt and intelligent action to preserve it.

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

A. LORD,  
*Fishery Officer.*

PRINCE EDWARD ISLAND.

RETURN showing the Number, Tonnage and Value of Vessels and Boats; Quantity and Value of all Fishing Material, and the Kinds and Quantities of Fish, &c., in the Province of Prince Edward Island, for the Year 1894.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.										FISHING MATERIAL.						KINDS OF FISH.									
					Vessels.		Boats.		Gill-Nets.		Seines.		Smelt-Nets.		Trawls.		Salmon, fresh in ice,		Salmon, preserved in cans, lbs.		Herring, salted, brls.		Mackerel, salted, brls.		Mackerel, fresh or preserved (in cans), lbs.		Number.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Fathoms.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
<i>King's County.</i>																														
1	26	600	3	113	3,390	169	6,780	2,383																					1	
2				59	1,770	92	5,000	1,750							60	900													2	
3				44	1,500	114	5,000	1,500							50	1,000													3	
4				60	1,500	180	4,000	1,200							1	140													4	
5				72	1,440	164	4,320	1,440																					5	
6				46	560	70	1,200	150							12	200													6	
7	9,248	4,900	56	130	2,340	300	2,600	1,000							30	150													7	
8	6,150	2,500	36	52	2,000	76	1,300	600							95	1,220													8	
9																													9	
				16	424	8,000	95	576	14,500	1,165	30,200	10,023	4	300	900	14	430													
				Totals		Value																								

## Marine and Fisheries.

Return showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
Prince Edward Island—Continued.

Number.	DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.					TOTAL VALUE.	Number.
		Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues & soundings, brls.	Hake, dried, cwt.	Hake soundings, lbs.	Haddock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Clams, brls.	Eels, brls.	Coarse and mixed fish, brls.	Fish oils, galls.	Fish used as bait, brls.	Fish used as manure, brls.	Fish guano, tons.		
<i>King's County.</i>																				
51	Souris.....	102,528	2,262		2,158	9,000	500													
52	Dundas.....	157,344	460		60		40	2,000	9,000	200	50	250	300	30	500	1,093	100			
53	St. Peter's.....	96,600	1,395	4	40				3,000	200					800	400	100			
4	Nausage.....	57,936	70									5			70	1,400				
5	North Lake.....	97,200	1,315							125					876	500				
6	Bay Fortune.....	42,286	1,500		1,000	5,000	300	4,000			100				400					
7	Murray Harbour, north & south.....	273,728	5,500		4,500	5,000	1,200	4,000							4,000	15,000	75			
8	Georgetown.....	33,400	385		500		1,000				10	30								
9	Bays and Rivers.....						2,500		8,000		40	25								
	Totals.....	866,032	12,887	4	8,258	10,000	1,540	13,650	6,000	20,000	325	400	610	30	8,971	19,793	100	185	30	
	Value.....	\$ 103,923	\$ 7,991	40	\$ 24,774	5,000	5,390	1,365	600	1,000	1,300	1,200	3,660	60	3,588	29,689	50	1,850	30	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
Prince Edward Island—Continued.

Number.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.										
	Vessel.			Boats.			Gill-Nets.		Sein-ss.		Smelt-Nets.		Trawls.		Salmon, fresh in ice, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Mackerel, salted, brls.	Mackerel, fresh or preserved (in cans), lbs.	Lobsters, preserved in cans, lbs.	Number.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Fathoms.	Value.	No.	Value.	No.	Value.								No.	Value.
<i>Queen's County.</i>																							
1	Tracadie.				44	1769	95	5900	1180	4	600	600	16	384	10	400	500	1175	20000	241	2000	86400	1
2	New London				35	1750	87	2760	1380	3	525	600	5	85	4	40	250	250	250	250	250	88320	2
3	Crapaud				37	1285	54	1060	840									205	60	7	60	110784	3
4	Point Prim				88	2200	120	1200	600	1	300	300	5	125	10	500		60	2000	20	20	153756	4
5	Rustico				2	950	9	4000	20	1000	5900	2	30	2	40			2500	10000	1500		74496	5
6	Charlottetown																						6
7	Wheatly River				2	260	8	225	50										75	12			7
8	Lot 65 and St. Peter's Island				70	1400	96												10				8
9	Pownal				16	320	27																9
10	Bays and rivers																						10
	Totals	2	27	950	9	12875	687	12145	9050	15	3525	3600	35	809	26	980	1000	4275	122000	2030	14563	808524	
	Value																200	19237	1220	28420	1747	97022	

## Marine and Fisheries.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
**Prince Edward Island—Continued.**

Number.	Districts.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE.	Number.	
		Cod, dried, cwt.	Cod tongues and sounds, brls.	Hake, dried, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alewives, brls.	Oysters, brls.	Clams, brls.	Kels, brls.	Squid, brls.	Tom-Cods or Frost Fish, lbs.	Fish Oils, Gall.	Fish used as bait, brls.			Fish Guano, tons.
<i>Queen's County.</i>																				
1	Tracadie.....	1623		100	10														34,723 90	1
2	New Lond n.....	950		100	50							87818	345	50	5	50			22,983 40	2
3	Crapaud.....						24000					24000	5	10	5	10			19,607 08	3
4	Point Prim.....	30	1	50	50	10	300					1000		80	3	4		1750	210	4
5	Rustico.....	350		40	100	100	400					5700		1550	130	125	20		51,663 92	5
6	Charlottetown.....																		50,809 52	6
7	Wheatly River.....	280									400			40	40	100			6,200 00	6
8	Lot 65 and St. Peter's Island.....						14400					14400		728					2,595 50	7
9	Pownal.....						200000					200000		100					30,142 08	8
10	Bays and rivers.....																		8,187 08	9
Totals.....		3233	1	190	60	160	800	332918	450	5198	178	394	20	1950	1370	5470	3330		249,212 48	48
Value .....		\$ 14548	10	570	30	560	80	16645	1800	20792	534	2364	80	97	548	8205	33300			

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Materials, &c.—  
Prince Edward Island—Continued.

Number.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.										KINDS OF FISH.		
	Vessels.			Boats.			Gill-Nets.	Trap-Nets.	Seines.	Smelt-Nets.		Trawls.		Salmon, fresh in ice, lbs.	Herring, salted, brls.	Mackerel, salted, brls.			
	No.	Tonnage.	Value.	Men.	No.	Value.				Men.	No.	Value.	No.				Value.	No.	Value.
<i>Prince County.</i>																			
1																			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
Totals	8	263	5450	47	622	22025	1326	29555	11968	4	3500	10	2500	2500	32	705	900	26482	4533
Value																	180	119169	63462

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—  
**Prince Edward Island—Continued.**

**Marine and Fisheries.**

Districts.	KINDS OF FISH.														FISH PRODUCTS.			TOTAL VALUE.			
	Mackerel, fresh or preserved (in cans) lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Hake, dried, cwt.	Hake sounds, lbs.	Haddock, cwt.	Trout, lbs.	Hallbut, lbs.	Smelts, lbs.	Alewaves, brls.	Oysters, brls.	Eels, brls.	Shad, brls.	Tom-Cod or Frost-Fish, lbs.	Coarse or mixed fish, brls.	Fish Oils, galls.	Fish used as bait, brls.		Fish guano, tons.		
Number.																				\$ cts.	Number.
<i>Prince County.</i>																					
1	1130	357552	10																	78,739 24	1
2		134424																		21,915 98	2
3		56640																		8,776 80	3
4		54000				1000			14000	15	346	5		2400			800			27,852 00	4
5		186376	600	400		500											400	2500		51,779 12	5
6	672	163908	769	185	555	15	1400	400		40		36				680	75	225		59,657 60	6
7		95760	1176																	31,293 20	7
8		89232	620			500			20000				1794							24,458 34	8
9		267840	2162	600	4000	800	1000	8200				20	10							94,506 80	9
10		11808	119					12000												22,736 66	10
11		7192																		42,863 04	11
12		74496	2250					36331												32,530 07	12
13			150					193200												14,037 00	13
Totals	1802	1498528	7856	1185	4955	15	17200	1400	320751	55	18857	162	10	2900	50	1858	5975	245			
Value.....	\$ 216	179823	35352	3655	24775	525	1720	140	16037	220	75428	972	100	146	100	743	8962	2450		511,305 85	



RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing Material, &c.—PRINCE EDWARD ISLAND.

Number.	FISHING VESSELS AND BOATS.							FISHING MATERIAL.							KINDS OF FISH.							
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Vessels.	Boats.	Gill-Nets.	Trap-Nets.	Saimes.	Smelt-Nets.	Trawl.	Salmon, fresh, in ice, lbs.	Salmon, preserved (in cans), lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Mackerel, salted, brls.	Mackerel, fresh (in cans), lbs.	Number.	
1	King's	424	8000	95	576	14500	1165	30200	10023	4	390	900	14	430	227	3470	8000	300	14285	3678	2490	1
2	Queen's	27	950	9	347	12975	687	12145	9050	15	3525	3600	35	809	26	890	1000	4275	123000	2030	14560	2
3	Prince	8	263	5450	47	622	23025	1326	23555	4	3500	2500	59	1495	32	705	900	26482	4533	18023	3	
	Grand totals	714	14406	151	1545	49500	3178	71900	31041	4	3500	29	6115	7000	285	5155	9900	45042	122000	10241	18752	

Number.	KINDS OF FISH.														TOTAL VALUE.										
	Lobsters, preserved (in cans), lbs.	Cod, dried, cwt.	Cod Tongues and Sounds, brls.	Hake, dried, cwt.	Hake Sounds, lbs.	Haddock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Alwives, brls.	Oysters, brls.	Clams, brls.	Bels, brls.	Shad, brls.	Squid, brls.	Tongod or Frost Fish, lbs.	Coarse and Mixed Fish, brls.	Fish Oils, galls.	Fish used as Bait, brls.	Fish used as Manure, brls.	Fish Yuano, tons.	Seal Skins, No.	\$ cts.		
1	King's	12887	4	8258	10000	1540	13650	6000	2000	325	5198	400	610	20	1040	30	871	19793	100	185	30	359	219	74	1
2	Queen's	3233	1	190	60	160	12000	800	32918	450	5198	178	394	20	1650	50	1370	5470	3390	245	3390	249	212	48	2
3	Prince	7856	1195	4955	15	17200	1400	320751	55	18857	102	102	102	10	2900	50	1858	5975	245	245	245	511	305	85	3
	Grand totals	23976	59630	15015	1715	42850	8200	655669	830	24055	578	1166	10	20	4850	80	12199	31238	100	3760	30	1	119	738	07

## Marine and Fisheries.

### RECAPITULATION

SHOWING Yield and Value of the different Fisheries in the Province of Prince Edward Island, during the year 1894.

Kinds of Fish.	Quantity.	Price.	Value.	Total Value.
		\$ cts.	\$ cts.	\$ cts.
Salmon, fresh.....	Lbs. 9,990	0 20	1,980 00	
do preserved.....	" 300	0 15	45 00	
Herring, salted.....	Brls. 45,042	4 50	202,689 00	
do fresh.....	Lbs. 122,000	0 01	1,220 00	
Mackerel, salted.....	Brls. 10,241	14 00	143,374 00	
do preserved, in cans.....	Lbs. 18,762	0 12	2,251 44	
Lobsters, canned.....	" 3,173,084	0 12	380,770 08	
Cod, dried.....	Cwt. 23,976	4 50	107,892 00	
do tongues and sounds.....	Brls. 5	10 00	50 00	
Hake, dried.....	Cwt. 9,633	3 00	28,899 00	
do sounds.....	Lbs. 15,015	0 50	7,507 50	
Haddock, dried.....	Cwt. 1,715	3 50	6,002 50	
Trout.....	Lbs. 42,850	0 10	4,285 00	
Halibut, fresh.....	" 8,200	0 10	820 00	
Smelts.....	" 673,669	0 05	33,683 45	
Alewives, salted.....	Brls. 830	4 00	3,320 00	
Oysters.....	" 24,055	4 00	96,220 00	
Clams.....	" 578	3 00	1,734 00	
Eels.....	" 1,166	6 00	6,996 00	
Shad.....	" 10	10 00	100 00	
Squid.....	" 20	4 00	80 00	
Frost fish.....	Lbs. 4,850	0 05	242 50	
Mixed fish.....	Brls. 80	2 00	160 00	
Fish oil.....	Galls. 12,199	0 40	4,879 60	
Fish used as bait.....	Brls. 31,238	1 50	46,857 00	
Fish used as manure.....	" 100	0 50	50 00	
Fish guano.....	Tons. 3,760	10 00	37,600 00	
Seal-skins.....	No. 30	1 00	30 00	
Total.....				1,119,738 07

### RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Lobster Canneries, Traps, &c., engaged in the Fisheries of the Province of Prince Edward Island, for 1894.

Number.	Article.	Value.	Total Value.
		\$	\$
26	Vessels, 714 tons.....	14,400	
1,545	Boats.....	49,500	
71,900	Fathoms, net.....	31,041	
4	Trap-nets.....	3,500	
29	Seines, 6,415 fathoms.....	7,000	
108	Smelt-nets.....	2,734	
285	Trawls.....	5,155	
230,323	Lobster-traps.....	114,996	
229	Canneries.....	219,475	
3	Ice houses.....	480	
105	Fish houses.....	13,175	
19	Piers.....	7,280	
	Total.....		468,736

DETAILED STATEMENT of Lobster plant, &c., in Prince Edward Island, for season 1894.

COUNTRIES.	LOBSTER PLANT.					OTHER FIXTURES USED IN FISHING.					
	Traps.		Canneries.		No. of hands employed.	Freezers and Ice houses.		Smoke and Fish houses.		Piers and Wharfs.	
	No.	Value.	No.	Value.		No.	Value.	No.	Value.	No.	Value.
		\$		\$			\$		\$		\$
King's.....	61,025	30,012	56	51,800	1,009	1	200	20	1,000	6	5,000
Queen's.....	53,715	26,995	58	53,475	634	1	80	75	10,175	12	780
Prince.....	115,583	57,989	115	114,200	1,518	1	200	10	2,000	1	1,500
Totals....	230,323	114,996	229	219,475	3,161	3	480	105	13,175	19	7,280

# Marine and Fisheries.

## APPENDIX No. 9.

### QUEBEC.

#### REPORT ON THE GULF OF ST. LAWRENCE FISHERIES FOR THE YEAR 1894 BY COMMANDER WM. WAKEHAM, INCLUDING SYNOPSIS OF THE LOCAL OVERSEERS' REPORTS.

GASPÉ, 31st December, 1894.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report and statistics of the fisheries of the Gulf division, province of Quebec, for the season of 1894. Synopsis of the reports of the local fishery officers are also attached.

The statistics show that on the whole the fishery has been a good one. In 1893, the total returns gave us a value of \$1,942,755.71, while for the season just closed our total value is \$1,971,199.77, an increase of \$28,444.06. As I pointed out last year these figures give us only the value of the fish, and fish products actually landed, and cured on shore in the Gulf division, and do not take into account the value of the fish taken within the strictly inshore waters of the division by the numerous vessels from the United States, Newfoundland and the Maritime Provinces. A very moderate computation would show that fish to the value of fully \$750,000.00 is taken by vessels not fishing outside the territorial limits, but actually within the harbours of the Gulf division, for which we receive no credit in the statistics as taken. The fishing season opened early and was good all through the summer, but owing to the extreme roughness of the weather after the 20th of September, there was practically no fall fishing.

#### SALMON.

Salmon net fishing began about the 16th May, and the returns show a greatly increased catch in the counties of Gaspé and Bonaventure, and in that part of the county of Saguenay west of Natashquan. From Natashquan east as far as the Straits of Belle Isle, the fishing was a failure, owing no doubt to the fact that the capelin kept off shore until the close of the ordinary salmon fishing season. The take of salmon in some places was almost phenomenal, and it was remarked by fishermen that besides being plenty the salmon caught were unusually large, some very heavy fish being taken.

#### HERRING.

The catch of herring was about the same as in 1893, that is to say, below the average. There is no doubt that the constant gales of wind during the fall kept the herring off shore, so that had we had the usual fall fishing the return of the herring catch would have been fully up to an average. Spring spawning herring were as abundant as ever. Large quantities of spring herring are now being put up in freezers at various parts of the coast. These fish are either used for bait during the cod fishing when other fish-bait is scarce, or are shipped fresh to market during the fall and winter.

## COD.

Cod fishing began early on the South Shore and on the upper North Shore. At Natashquan and below the fishing was late in beginning, owing to the capelin having kept off shore. When the capelin did strike in, the fishing was exceptionally good, but in many places, as at Natashquan, where usually a large fishery is made, the boats had been sent elsewhere before the fish did strike in. The fishery was made during what is known as the summer fishing,—that is, between the striking in of the fish in May and the end of August. After the end of August, there is usually a lull in the fishing; bait is scarce, and the fishermen have to assist those who regularly work on shore at the harvest, so that it is generally well into the end of September before the fishing is fairly on again. In ordinary seasons, especially in Gaspé and Bonaventure, fully one-third of the catch is made during the fall. This season, owing, as I have before pointed out, to the almost constant rough weather, there was practically no fall fishing. The failure of this fishery has been felt more or less severely by the fishermen, as, while at the summer fishing they are directly engaged to the large firms for whom they mostly fish by the draft or on shares, the fall catch is purely their own. They either sell it green, cure it themselves, or send it pickled, or partly made, to Quebec or Montreal, so that the return from the fall fishing is their own. Had it not been that they mostly did well by the draught in summer, and generally had considerable balances coming to them, and that the price of provisions was low, we would have had considerable distress on the coast. As it is, with the less provident fishermen, times are not quite as flush as they have been the past few years. On the lower North Shore, the fishery, owing to the keeping off shore of the capelin, was late in beginning. When they finally struck in shore, fish were very abundant. A large fleet of vessels from Nova Scotia and Newfoundland carried on fishing between Natashquan and Blancs Sablons. Most of these vessels did well. This fishery is made right in shore, mostly with trap-nets set from the shore, and seines. It is thus safe to say that over 150,000 cwt. of cod are taken by these vessels right in the coves, and leads, for which, in our returns, we get no credit whatever. The price of cod abroad keeps low. The uncertain and disturbed condition of things in Brazil (which is our principal market), together with the consequent low rate of exchange, has had a depressing effect on our fish exporters. Fortunately for the fishermen the price of the draft or green fish remains about the same, while flour and provisions generally are cheap.

## LOBSTERS.

The total catch of lobsters shows a decrease. This is due to a lessened catch in Bonaventure and Saguenay counties. In Gaspé the return shows a considerable increase, being 895,364 lbs. for 1894, as compared with 877,768 lbs. in 1893. This is not due to any improvement in the lobsters, but to the increased number of canneries. When we consider the greatly increased efforts being put forth to take the lobster, and the steadily decreasing yield, it must be evident that a crisis is at hand in this fishery.

## MACKEREL.

The take of mackerel shows a slight increase, the figures being for 1894, 8,983 brls., as compared with 8,215 brls. in 1893. This fishery is almost solely confined to the Magdalen Islands, there not being over 30 brls. taken along the mainland shores of Gaspé or Bonaventure, and none at all in Saguenay county. This is undoubtedly due in part to the fact that no distinct fishery is carried on for mackerel save at the Magdalen Islands. I believe there is no doubt that mackerel would be taken in Gaspé Bay and in the Bay Chaleurs if they were steadily baited, and a regular and persistent fishery made for them. A few schools of mackerel were noticed in the River St. Lawrence above Pointe des Monts.

## Marine and Fisheries.

### SEALS.

Though the returns show that 17,774 seals were taken in 1894, as against 10,629 in 1893, yet the catch is below the average. The only vessels we have engaging in the seal fishery are a few old schooners from Esquimaux Point and the Magdalen Islands. These sealing vessels are gradually being reduced in number; as they become unfit, or are lost, they are not replaced. The gradual decrease in the value of seal-oil has so lessened the gain to be made by this fishery, that new vessels will not be built to replace the old ones.

### BAIT.

Herring were fairly abundant and constant during the spring and summer fishing. Frozen herring are being more generally used, so that less time is lost hunting for fresh bait. With a constant supply of frozen herring less launce is used, and the bait-boat can be dispensed with. On the North Shore the capelin were late in striking in.

## SYNOPSIS OF REPORTS OF LOCAL OVERSEERS.

### BONAVENTURE COUNTY—RESTIGOUCHE SUBDIVISION.

*Overseer J. A. Verge* reports that the returns of the catches of salmon, smelt and tommy-cods are very satisfactory. The salmon catch on the Quebec side of the Restigouche shows an increase of 21,924 lbs., with one stand of nets less than last year. This improvement he ascribes to better guardianship in the river, good observance of the Sunday close time, and the better system of procuring parent fish for the hatchery. The spawning grounds all along the river are reported well stocked with breeding fish, of which there was a fine fall run. Smelt fishing was good, and though it may be considered that the fishery is being overdone, yet so far there has been no apparent decrease in the quantity of fish on the spawning grounds in the spring. A large quantity of tommy-cods are also taken in the smelt bag-nets. The Sunday close time was well observed, only one violation having occurred. The regulations as regards mill refuse were, with one exception, strictly carried out. In both of the above cases fines were imposed by Mr. Chapman, the inspector, the violations having taken place on the New Brunswick side of the estuary.

### CARLETON SUBDIVISION.

*Overseer Dayneau* reports the salmon net fishery as better than in 1893. The cod fishery was below an average. In this subdivision this fishery is only carried on in the fall, and, owing to rough weather, nothing was done. The various fishery regulations were well observed; only one violation occurred, an attempt to fish trout without a license. The offender was caught, the full fine imposed, and the net destroyed.

### BONAVENTURE SUBDIVISION.

*Overseer Smith* reports a decided improvement in the salmon fishery, the catch being far and away the best of recent years. Lobster fishing began on the 1st of May. Three canneries were operated, but they had to close down early owing to the scarcity of lobsters. Spring herring were an average catch. Cod fishing was fair in the summer, fishermen getting what fresh bait they required from the freezers. The fall fishery for cod was a failure, owing to stormy weather. The fishery regulations were everywhere well observed.

## PORT DANIEL SUBDIVISION.

*Overseer Ross* reports that the fishing season opened earlier than usual; that the salmon fishing was good, more salmon having been taken than for years past; but that owing to the low price paid for salmon, the nets were taken up before the close of the usual season. Herring were plentiful in the spring, but the summer and fall fishery was a failure. Nearly as many lobsters were taken as usual, but a yearly diminution in the size of this fish is observable. The cod-fishery began early, and the summer fishery was fully up to the average, but in September, October and November the weather was boisterous, and the fishing much below a usual catch. No abuse of the fishery regulations came to Mr. Ross's knowledge.

## COUNTY OF GASPÉ—GRAND RIVER SUBDIVISION.

*Overseer Jones* reports cod-fishing, which began early, as being very good during the summer season; but in the fall, owing to high winds, the fishery failed. Lobster fishing was good, and shows an increased return, which was partly due to the opening of two new canneries. Smelt fishing was good, and an increased number of licenses were taken out. Fall herring were not as abundant as usual, but herring were plenty in the spring and summer. The salmon fishery was the best of recent years. He has no violation of the regulations to report.

## GASPÉ SUBDIVISION.

*Overseer Annett* reports a considerable increase in the catch of salmon. He thinks this was largely due to favourable winds, which brought the bait into Gaspé Bay. The fishermen claim that a large number of the salmon caught were not the fish belonging to the Gaspé rivers. The herring fishery shows a falling-off. This was due to the failure of the fall fishing, in some places hardly any herring being taken. The mackerel fishery was quite a failure, very few being seen in the bay. Lobsters show a decrease of 23,828 lbs. The catch was very good up to the middle of June, when they suddenly failed all along the coast. The failure can hardly be attributed to over-fishing, as the striking-off was too sudden and general. The cod fishery was good. The fish struck in about the 15th of May, and were plentiful until August; but, owing to the very rough weather, the fall catch was much below the average, although fish were quite plentiful when the boats could venture out. Smelt fishing shows a falling off; the fish struck in late, and the season of navigation closed before the run was fairly on. All the fishery laws were strictly observed.

## FOX RIVER SUBDIVISION.

*Overseer Theriault* reports that in his subdivision the cod-fishery has been about the same as last season. Cod were always abundant, and particularly so in November and December; but the weather was so rough and stormy that after the close of summer fishing, very little was done. Lobsters were plentiful, but there are no canneries in the subdivision. The shore is too rough, and the water deepens too rapidly for trap fishing. Only one small salmon fishery is fished, as the same causes which prevent lobster fishing operate against salmon fishing. There is no salmon river in the subdivision. There are a few trout streams, up which the sea trout run to spawn.

## MAGDALEN RIVER SUBDIVISION.

*Overseer Lemieux* reports a good salmon fishery, and the salmon all of a larger size than usual. Cod-fishing was good up to the end of August, but the fall fishing failed almost entirely. The fishermen of the division attribute this failure to the presence in great numbers of the white porpoise, which is steadily increasing in the river. Herring were abundant all through the season. After the middle of October the weather was so rough that no fishing whatever was done.

## Marine and Fisheries.

### STE. ANNE DES MONTS SUBDIVISION.

*Overseer Letourneau* reports a fair cod fishery, though fewer boats were engaged than usual. The fishing was frequently interrupted by the advent of large schools of white porpoises, which drove the cod off the fishing grounds. After the porpoises disappeared in the fall the weather was too rough to fish. Very little salmon net fishing is now done in this subdivision; the salmon angling was good. Neither mackerel nor capelin were seen along the coast. Herring were abundant all season; those taken in July, August and September were fatter than usual. Fishery regulations were well observed.

### MAGDALEN ISLANDS.

*Overseer Chevrier* reports a general increase in the fisheries, due to fine summer weather (owing to their exposed position, the fall fishing at the islands never amounts to much). Herring were abundant in the spring, when they came into Pleasant Bay to spawn. Local fishermen took all they wanted for local consumption, bait, etc. Large quantities were also taken by fishing vessels from Nova Scotia and the United States. The local fishermen derive no revenue from the capture of herring by these vessels, and the quantities taken do not figure in our returns. Spring mackerel were taken in greater quantities than usual, due to the fact that owing to fine weather the nets were fished every day. Cod-fishing was also better at Amherst and Bryon Islands. This fishery began much earlier than usual. The few vessels which went to Labrador did badly, owing to scarcity of bait (capelin). The fall mackerel fishery was satisfactory in general, though it failed completely in Pleasant Bay, and about Entry Island. The failure here is held by the fishermen to be due to the constant use of seines by the Americans, and enormous fleets of gill-nets by the vessels from Nova Scotia. These nets either frighten or wall off the mackerel, so that they do not enter Pleasant Bay, where the fishery is carried on by local fishermen with the hook and line. Mr. Chevrier is convinced that from the 15th July to the 1st April nets for mackerel should not be used, but that the fishery should be carried on solely with hook and line. There was an increase in the quantity of lobsters taken, this was due to an increase in the number of canneries. The close season was well observed save at Grand Entry Bay, where a number of traps were destroyed during the late summer by the local guardian, but no illegal packing was done. The sealing vessels did well at the ice, but, except at Bryon Island, the usual shore seal fishery was a failure. Prices of fish ruled low all through the season.

### COUNTY OF SAGUENAY—GODBOUT SUBDIVISION.

*Overseer Comeau* reports the catch of salmon much above the average. These fish struck in fully ten days earlier than usual, and before the fishermen were prepared to set, so that the first run was really over before the nets were got out. The fishing was also interrupted by heavy weather in June causing loss of nets and gear. Fishermen claim that had they all had out their nets in time the fishery would have been an extraordinary one, as it was we have had nothing in recent years like it. Angling was fair, considering the fine dry season which did not suit for fly fishing. Cod were abundant all through the season, they came on the grounds early, and at the time of making this report, 26th November, they were still being taken plentifully when the weather was fine enough to get out. Bait was plenty all through the season. The weather was very rough in September and October. Herring were also abundant, but not regularly so, as the heavy gales seemed to have the effect of driving them off shore. They were fat, but not large. More attention was paid this season to this branch of fishing owing to an increased demand. Halibut are increasing in abundance, though they are not yet as plenty as they were formerly, before they were cleaned out by the United States trawlers. No mackerel were taken in the subdivision, though several large schools were seen off Godbout in July and August. Smelts were very abundant in Manicouagan and Outarde Rivers.



This branch of the fishery would develop into a paying one, were it possible to ship the smelts to market; it is, however, not now possible to do this, as the fishery only begins after the close of navigation. Seals were very plenty, and considerable numbers were netted. The season of 1894 has been a very prosperous one for the fishermen, owing to the great abundance of fish, and the good bait supply. An excessive rainfall occurred in October, the rivers rose to the level of the spring floods, and the soil not being frozen, as in the spring, many land slides took place. Mr. Comeau thinks this has seriously interfered with the salmon spawning beds. Many salmon were killed in the rivers, and a large quantity of ova must have been destroyed. The various fishery regulations were well observed.

## MOISIE SUBDIVISION.

*Overseer Migneault* reports salmon net fishing began on the 18th May. The fishery shows an increase of 55,943 pounds. Salmon were very abundant between the 28th May and the 22nd June. The white porpoises appeared in Ste. Marguerite Bay during the run of salmon and interfered seriously with the fishery. Fly fishing was poor, the fishermen arrived too late, as, owing to the fine day weather, the water was clear and low and the salmon went right up the river. The cod-fishery shows a slight decrease, this was entirely due to the failure in the capelin in the early season, and to bad weather in September and October. The cod were lean and the percentage of oil in livers small. Herring were plentiful, and were fat and large. In the absence of capelin clams were very largely used for bait.

## MINGAN SUBDIVISION.

*Overseer DuBerger* reports a considerable increase in the cod-fishery, the trade running up to 51,090 cwt. The quantity of cod oil made from the livers was much below the average, the fish being poor and thin. The salmon net fishery was good, being fully up to the average. Fly fishing was poor as the rivers were too low and the water too clear for good sport. Herring shows a slight increase over 1893, but the catch was below a fair average. The sealing vessels from Esquimaux Point did a little better than last year. The number of vessels carrying on this fishery is gradually getting smaller. The only violation of the fishery regulations to be noted was an attempt by Indians at Mingan to fish for trout; the nets were seized and confiscated.

## NATASHQUAN SUBDIVISION.

*Overseer Gaudin* reports seal fishing at the ice shows a decrease, three schooners only getting 700 seals between them. The salmon fishery was very poor, the poorest season for the past seven years. The cause of this decrease is attributed to the scarcity of bait, the capelin not making their appearance until the 20th July, when the salmon season was practically over. The catch of cod was also much smaller than the two previous years, owing also to the scarcity of bait up to the 20th July, but after the capelin struck in, cod was more plentiful than it had been for years. As the cod-fishery here is generally made in June and July, about sixty boats from the south shore and the north coast, west of Natashquan, had left and gone elsewhere before the cod struck in. The few local boats which had remained behind did wonderfully well. The herring fishery was the best of the past ten years. The small lobster cannery at Watsheeshoo shows an increase in its output. The laws were well observed, with one exception,—a fisherman at Agwanus who was fined for throwing fish offal in the river.

## STE. AUGUSTINE SUBDIVISION.

*Overseer Legouvie* reports fishing began late on his part of Labrador. The salmon fishing was a total failure. The cod-fishery, though late in beginning, owing

## Marine and Fisheries.

to the non-coming on shore of the capelin, was good, the return being about the same as last year. Mr. Legouvie attributes the failure in the salmon fishery to the great quantity of gurry thrown into the water from all the cod-fishing vessels; this keeps the salmon off shore until the cod-fishing is over. A large number, over 300, of vessels from Newfoundland carry on the cod-fishery in this subdivision. These vessels fish mostly with traps and seines. The use of the seine should be prohibited, as it drives the fish away, besides capturing too much small fish. The seine is only used by the Newfoundlanders. A large number of Nova Scotia vessels also fish on this coast; these vessels all use the trap. The fish taken by these vessels is not included in the returns.

### BONNE ESPERANCE SUBDIVISION.

*Overseer Whiteley* reports the season of 1894 as being remarkable for the failure of the salmon fishery at all points in his division, extending from Chicatica to Blancs Sablons, caused, he believes, by the failure of the capelin to land on the beaches as usual. The salmon kept with the capelin off shore, and only entered the rivers late in the season. The cod fishery opened well, but the capelin, keeping off shore, prevented the schools of cod from coming into shoal water as usual; yet a fair voyage was made, and the weather being favourable for making the fish, a fairly good season was had. Seal fishing with nets was not a success either in fall or spring, and the low prices ruling for both oil and skins has made the season a very unprofitable one for seal fishermen. When bait did strike in it was fairly plentiful. A great many vessels from Newfoundland visited the subdivision; they fished with cod traps and seines, and were fairly successful.

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

WM. WAKEHAM,  
*Officer in charge of the Gulf Division Fisheries.*

### SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF QUEBEC (EXCLUSIVE OF THE GULF DIVISION), FOR THE YEAR 1894.

#### SOUTH SHORE RIVER ST. LAWRENCE, FROM CAPE CHATTE TO POINT LEVIS.

*Overseer Johnny Joncas* reports a slight falling off in the yield of the fisheries of his division, especially salmon, the total catch of which hardly exceeded 10,000 lbs. This decline is due to the fact that four of the licensed fishermen had to discontinue fishing quite early in the season, their nets being so old, the salmon could easily go through them. Angling in the Matane River was as good as in the previous year, but the sportsmen came rather late as the best run of the fish seems to have been early in the season. Salmon were noticed in large numbers at the foot of dam till October. Cod struck in as usual about the beginning of July, but the appearance of white whales (marsouins) in large numbers dispersed them, and in the fall the strong gales proved another obstacle to the prosecution of this fishery. Herring seems the only kind of fish showing an improvement over last year in this district. Sawdust and rubbish will, in future, not be allowed to escape from Mr. Price's mill, as the manager has decided to make improvements which will obtain this desirable result. The total value of the fisheries in this division is computed at \$21,000, being \$2,500 less than in 1893.

*Overseer L. E. Grondin*, who has charge of the two divisions of Rimouski, reports the yield of salmon and sardines as inferior to that of 1893, but these are more than made up by the very large catch of herring, about 12,000 barrels more than last year. This increase swells the total value of both divisions to \$74,000, over three times the value of the previous year.

*Overseer Nap. Levesque* states that nearly every kind of fish shows an improvement over the catch of the preceding season. This is chiefly attributed to the favourable weather. With one exception of violation of the trout close season, where the transgressor was duly punished, the law seems to have been well observed. There are no fishways yet in his division. Little attention is paid to the sawdust regulations in his district, but all the mill owners were notified during this summer. The yield of this division is valued at \$13,000. About one-seventh is used for home consumption, the balance being exported.

*Overseer Xavier Pelletier* also reports an increased catch in the Kamouraska district, especially in eels, sturgeon and herring. Only 15 white whales (Marsouins) were captured this season against 96 last year. The total yield is valued at \$16,800, being nearly \$5,000 in excess of the previous season.

*Overseer Octave Beaubien* reports a large decrease in the fisheries of L'Islet and Montmagny, which he ascribes to the celebrated land slide of St. Alban, carrying so many thousand cubic yards of soil into the St. Lawrence, polluting its waters to such an extent that fish would not frequent the shores. Eels being the only fish not affected by these muddy waters, yielded a fair catch. Smelt fishing was not carried on to any extent. The close seasons were generally well observed. Most of the catch, valued at \$21,000, is disposed of on the market of Quebec city; the local consumption is estimated at about 10 per cent.

#### NORTH SHORE, RIVER ST. LAWRENCE FROM QUEBEC TO BERSIMIS.

*Overseer L. P. Huot* states that, with the exception of bar or whitefish, which shows a fair increase, all other kinds of fish have considerably fallen off, especially salmon and shad. No apparent cause is given for this general decline in value of nearly \$5,000, as compared with last year's returns. The whole catch, valued at \$13,500, is all disposed of on the local markets. No infractions of the fishery laws were reported.

*Overseer Ulysse Bhereur* reports a slightly improved catch of fish from last year, which was considered a very poor season. About 70,000 pounds of trout are returned from the neighbouring inland waters. Only two white whales were captured. The total catch is valued at \$8,280.

*Overseer L. N. Catellier* reports salmon fishing better than last year. Although many fishermen suffered heavy losses in June by a heavy north-east gale, their combined catch far exceeds that of 1893. All the salmon caught in this division are shipped fresh to Montreal and Quebec. The anglers have left their respective streams well satisfied with their sport; and the guardians report these rivers well stocked with parent salmon, especially the St. Marguerite and River à Mars, where schools of 500 fish were noticed. Parrs of from four to eight inches long were also seen in large numbers. Salmon fishermen are very particular about the regulations and consider their fishery license as a great property. The close seasons were well observed, no illegal fishing coming to this officer's notice. The other kinds of fish are considered of minor importance, and are chiefly used for home consumption. The number of brush fisheries is steadily decreasing. The two fishways in this district are in good repair, and insure the ascent of fish up the Saguenay about ten miles above Chicoutimi. An obstruction now exists opposite Sandy River, which, in Mr. Catellier's opinion, would be easily removed by dynamite, thus opening a small passage on one side of the fall which would enable salmon to reach Lake St. John without obstacle. The total value of the Saguenay district fisheries is made up at \$27,350, being an increase of nearly \$5,000, over the previous year. This does not include the anglers' catch in the famous tributaries of the Saguenay, which may be estimated at 10,000 pounds.

#### SHERBROOKE AND MÉGANTIC DIVISIONS.

*Overseer P. W. Nagle* states that fishing was better than last year in the inland waters of his division. He is not aware of any abuses existing there at present. The close seasons are reported to be well observed, and the fishways were all kept in efficient order. The whole catch is used for local consumption.

## Marine and Fisheries.

*Overseer John McCaw* states that, with the exception of a few Americans who ship their catch across the line, the balance of the catch is consumed at home. Owing to excessive winter fishing and to the want of efficient fishways, the supply of fish is on the decline. There are four or five dams on St. Francis River, between Richmond and the outlet of Lake Aylmer still unprovided with passes.

*Overseer Joel Shurtleff* reports fish as plentiful as ever and the catch larger than that of previous years. This he ascribes to protection during the close time. Mr. Shurtleff has confiscated several nets and the poachers were fined. The close seasons are fairly well observed, but little attention is paid to the sawdust regulations by the majority of mill-owners who persist in allowing the rubbish to escape in the streams. There are ten fishways in this district.

*Overseer Allan McLeod* reports the season's fishing as quite satisfactory. Sportsmen enjoyed good bass fishing. Although the general tendency of the people seems to be towards poaching, when an opportunity offers, the spawning beds were fairly well protected during the close time. One mill-owner was fined for allowing sawdust to escape from his mill. The dam on the Chaudière River should be provided with an efficient fish-pass, as fish now cannot ascend to the lakes. Fisheries are also injured by the lumber companies floating logs in Victoria and Arnold Rivers. Mr. McLeod adds that if fish are more plentiful now than ten years ago, it is due to the fry planted from the hatcheries.

### MAGOG AND BROME.

*Overseer N. A. Beach* states that the fisheries of Memphremagog Lake are steadily improving. He specially mentions lake trout and black bass as being plentiful on the spawning beds. The lesson taught by the several fines imposed during recent years has been productive of beneficial results, and still the better class of the community assist in checking the poachers. With the help of the few customs officers and the usual guardians, he hopes to completely stamp out the nefarious work of the law breakers. A net and some fish, with marks of having been gilled, were seized, and three persons were convicted and fined fifty dollars.

*Overseer Horace Greene*, who has charge of the western side of Memphremagog Lake, has also noticed lunge in large numbers on the spawning beds. A good many coarser fish are taken and used at home. With the diligent guardians now employed, it is next to impossible to indulge much in netting or any other illegal fishing. During this season four nets were confiscated and destroyed, and three persons were convicted and fined.

### MISSISQUOI BAY.

*Overseer P. E. Luke* says no netting was allowed in Missisquoi Bay, but angling and trawling were very good. The close seasons were well observed; no illegalities came to his notice. He seized and burned a seine found on the shore of the bay.

### RICHELIEU RIVER.

*Overseer James Finlay* says that owing to the low state of the water in the upper part of Richelieu River, fishing was inferior to that of other years. Some fishermen are complaining that pound-nets are set within a hundred feet on the other side of the boundary line. Most of the fish caught in this division are shipped to the United States markets. Mr. Finlay thinks that fall fishing alone should be permitted in the Richelieu River. During the summer he destroyed nine hoop-nets, four gill-nets and one seine confiscated for illegal use.

*Overseer J. O. Dion* states that the yield of fish especially eels slightly exceeds that of the previous year. The water became very low during the summer and unfavourable to fishing otherwise the catch would have been larger. Several night lines were seized by this officer being set without license. He recommends that these set lines should be marked with small buoys to facilitate the task of the officer in detecting the unlicensed ones. He is also in favour of limiting the time of fishing in the Richelieu River or even to prohibit it entirely for a few years.

## CHATEAUGUAY DIVISION.

*Overseer Arthur Matte*, recently appointed in charge of this division, states that fish are not decreasing, although the catch he returns is fifty per cent less than that of 1893. The fish caught in this division is all advantageously disposed of on the Montreal markets. Two dams on the Chateauguay River, one at Ste. Martine, the other at Howick are not yet provided with fishways. Complaints have been made that at the former mill, sawdust and rubbish are allowed to fall in the river. Mr. Matte states that a neighbour of his has suggested a new fishway which he would willingly submit to this department and which he thinks could be easily built; not costly and well adapted to such localities.

## BEAUHARNOIS DIVISION.

*Overseer John Kelly*, also returns a considerably decreased catch from last year. This decline is ascribed to low water and also to past netting in the early season. The close season was well observed, and the fishways were kept in very good order. Mr. Kelly still advocates the entire prohibition of fishing with both seines and gill-nets for the benefit of the anglers and trawlers. The guardians under his charge have succeeded in checking the killing of fish with dynamite, as well as other illegal fishing.

## LAPRAIRIE AND MONTREAL DIVISION.

*Overseer John Morris* returns the catch of fish as valued at \$5,000, being about \$1,000 in excess of that of 1893. The larger yield is specially noticed in eels and coarse fish. All the fish of this district are sold on the Montreal markets at remunerative prices.

## VERCHÈRES DIVISION.

*Overseer Gédéon Magnan* returns a small yield of mostly coarse fish valued at only \$1,500. He made no report.

## RICHELIEU COUNTY.

*Overseer Narcisse Lavallée* returns a small catch, mostly eels and coarse fish, but makes no report.

*Overseer J. F. Picotin*, who has charge of the St. Francis River, states that bass fishing was better than last year. With the exception of a couple of offenders fishing for doré, with minnows in May, the close season was well observed. There are no proper fish passes in this district, and the officer thinks that at least one should be placed in the dam at Richmond. Mr. Picotin would like to see the St. Francis receive a share of the fry planted in the spring from the government hatcheries.

## YAMASKA COUNTY.

*Overseer Denis Shooner* reports a slight increase in the yield of coarse fish. The close season was fairly well observed. He deplores the injurious practice of taking small fish. While the quantity of fish exported is of the larger size and better quality, it is regrettable that fishery officers of such large centres as Montreal, Quebec, and Three Rivers cannot prevent the exposition of these young fish for sale on the markets. If there was no sale for them, they would not be caught in this immature state.

*Overseer J. Charbonneau* states that fishing was better in Yamaska River than during the previous season. This he attributes to the high water in the early spring, facilitating the ascent of the larger fish to the upper waters. Two new fishways were constructed this season on the above named stream.

## NICOLET DIVISION.

*Overseer George Boisvert* states that he experiences great difficulty in obtaining reliable data of the fishermen's catch, as by underrating their yield they are in

## Marine and Fisheries.

hopes of seeing the license system entirely done away with. Eels and shad are the staple fish of this division, but perch, sturgeon and coarse fish are caught in fair quantities. The whole catch is less than in 1893. Mr. Boisvert is under the impression that seining with undersized mesh seines for minnows is still carried on, but he has never been able to detect any one in the act of seining. A few fishermen attempted to fish without licenses, but their implements were soon seized and destroyed, otherwise the law seems to have been respected.

### THREE RIVERS DIVISION.

*Overseer Chas. Vadeboncœur* ascribes the decline of tom-cods to the dredging of the mouth of St. Maurice River. Trout also shows a considerable decrease, as the law was strictly enforced. The other kinds of fish are about the same as last year. The whole catch is only valued at \$2,500.

### BERTHIER, MASKINONGÉ AND MONTCALM DIVISION.

*Overseers S. A. Grant and Daniel Mooney* both report a decreased yield of fish in their districts. The latter states that only trout and carp are caught in his district. The quantity was somewhat less last year as the dealers ran out of ice before the season was over.

### TERREBONNE DIVISION.

*Overseer Joseph Lauzon* states that fish is not decreasing in his division. The line fishermen especially were quite successful. There should be a fishway in Meniel's dam on River Jesus to allow the ascent of fish to the upper waters. On several occasions Mr. Lauzon has noticed catfish so jammed at the foot of this dam that boys were taking them by hand. The fishery regulations were well observed.

*Overseers T. Cloutier and Joseph and Damien Filiatreault* also report the inland waters in fair condition. The quantity of trout from the upper lakes was larger than in former years. No violations of the close season are reported.

### LAKE OF TWO MOUNTAINS DIVISION.

*Overseers Julien Monpetit and Theo. Sabourin* return a larger catch than last year, consisting chiefly of pickerel, pike, sturgeon and coarse fish, valued in all at \$4,000.

### RIVER BEAUDET DIVISION.

*Overseer Joseph Boivin* reports only an insignificant quantity of fish caught last year, only four regular fishermen being employed.

### LOWER OTTAWA DIVISION.

*Overseer R. W. Jones* returns about an average catch of fish, consisting chiefly of sturgeon, pike, pickerel and coarse fish, but made no report.

### UPPER OTTAWA—COUNTIES OF OTTAWA AND PONTIAC.

*Overseer M. D. Clairoux*, who has recently been appointed in charge of county of Ottawa division, reports that fishing on the Ottawa River was more vigorously prosecuted than during the previous years, about 100 men being engaged against 30 last year. The statements of catch were carefully prepared and show an increase in value of over 400 per cent. This increase is fairly distributed among all kinds of fish except whitefish, which is steadily decreasing. Though fishermen seem satisfied of this year's catch they deplore the want of a fishpass in the Carillon dam. They also complain of the mill rubbish and sawdust allowed to float in the river from the large mills dispersed on its banks, which seriously injure their nets every time strong winds prevail. The accumulation of such rubbish at the entrance of Black Bay has filled it to such an extent that the ice now forms a complete barrier to the passage of fish, which are thus smothered by tons during the early spring in their attempt to get to deep water. This channel could be deepened at a small outlay, which would be more than made up by the fish-life saved in a single year.

PROVINCE OF QUE

RETURN showing the Number and Value of Vessels and Boats engaged in the Fish of Men Employed in the Fishing Industry of the County of

RESTIGOUCHE SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						Salmon, fresh, in ice, lbs.	Herring, Salted, brls.		
		Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Seines.					
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.			Fathoms.	Value.
	<i>County of Bonaventure.</i>			¢		¢			¢	¢		¢					
1	Head of Tide to Maguasha					20	400	24	5050	5050	53	3180				64590	

CARLETON SUBDIVISION

1	Maguasha and Nouvelle				60	900	130	2500	1100			6	90	60	19000	200
2	Carleton				95	1140	190	3800	1900			25	750	250	9125	450
3	Maria				120	1800	240	5400	2160			20	600	200	50585	1200
	Totals				275	3840	560	11700	5160			51	1440	510	78710	1850

BONAVENTURE SUBDIVISION

1	New Richmond				18	180	18	1400	700							
2	Black Capes				20	160	20	2850	1730						12600	140
3	Capelin				120	1440	140	6500	2690			12	360	175		1000
4	Bonaventure				220	3200	290	10100	5050			55	1300	850	2000	1500
5	New Carlisle	1	10	100	3	35	330	35	1030	460		27	600	500	500	150
6	Paspebiac				100	2000	250	1500	750			22	550	500		450
	Totals	1	10	100	3	513	7310	753	23380	11380		116	2810	2025	15100	3350

PORT DANIEL SUBDIVISION

1	Hope				60	1350	152	2920	1745			10	245	289	1000	210
2	Nouvelle				60	1700	92	730	683			9	239	105		60
3	Shigawake				75	740	77	920	410			2	48	60		87
4	Port Daniel				186	3450	250	3029	1845			16	422	500	31125	122
5	L'Anse aux Gascons				178	5199	203	3650	1428			20	568	754	5500	309
	Totals				559	12439	774	11249	6111			57	1522	1708	37625	788

TOTAL FOR THE COUNTY

1	Restigouche Subdivision				20	400	24	5050	5050	53	3180				64590		
2	Carleton do				275	3840	560	11700	5160			51	1440	510	78710	1850	
3	Bonaventure do	1	10	100	3	513	7310	753	23380	11380		116	2810	2025	15100	3350	
4	Port Daniel do				559	12439	774	11249	6111			57	1522	1708	37625	788	
	Totals	1	10	100	3	1367	23989	2111	51379	27701	53	3180	224	5772	4243	196025	5988

## Marine and Fisheries.

### BEC—Gulf Division.

eries, Fishing Materials, and the kinds and Quantities of Fish, as well as the Number Bonaventure, Province of Quebec, for the Year 1894.

(Head of Tide in Restigouche to Maguasha).

KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE.	Number.		
Herring, fresh or frozen, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, alive or fresh tons.	Cod, dried, cwt.	Cod tongues and so inds, brls.	Haddock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Clams, brls.	Bels, brls.	Tom-Cod or Frost Fish, lbs.	Fish Oils, galls.	Fish used as bait, brls.			Fish used as manure, brls.	\$
				1						106083			69600				21,777	15	1

(Maguasha to Big Cascapedia River).

	600				40						20	8	1500	20	20	1500	5,935	00	1
	8000	15	6720		25			300			10	15	3000	12	10	2335	6,840	60	2
	15000	10			35						20	20	2400	17	15	1090	17,008	80	3
	23600	25	6720		100			300			30	43	6900	49	45	4925	29,784	40	

(Big Cascapedia to Paspebiac Point).

											4			25	6	800	934	00	1
	1600										2			15	4	600	3,504	00	2
	4000	14804			1300						15			975	300	6200	16,517	56	3
	6500	1080			2000	4	10	650			130			1500	500	7300	22,221	20	4
	2000				350						10			280	125	3000	4,239	50	5
60000	3000				3500	6	140				300			2625	875	400	23,047	50	6
60000	17100		15884		7150	10	150		650		461			5420	1810	18300	70,463	76	

(Paspebiac Point to Point Maquereau).

					1480									74	405	60	8,738	50	1
			28800		500									250	205	230	7,074	50	2
			16800		713									356	520	97	6,922	90	3
			45280		3630					39432				1815	1122	305	33,981	30	4
			1420		2066									1033	1300	250	14,474	50	5
			92300		8389					39432				4194	3552	942	71,191	70	

### OF BONAVENTURE.

				1						106083			69600				21,777	15	1
	23600	25	6720		100			300			30	43	6900	49	45	4925	29,784	40	2
60000	17100		15884		7150	10	150		650		461			5420	1810	18300	70,463	76	3
			92300		8389					39432				4194	3552	942	71,191	70	4
60000	40700	25	114904	1	15639	10	150	300	650	145515	491	43	76500	9663	5407	24167	193,217	01	



RETURN showing the Number and Value of Vessels, Boats and

County

GRAND RIVER SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.					
		Vessels.			Boats.			Gill-Nets.		Seines.			
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Fathoms.	Value.
	<i>Gaspé County.</i>			\$		\$			\$			\$	
1	Newport.....					122	5750	325	2200	1870	3	122	80
2	Pabos, Grand and Little.....					60	2100	115	660	700	1	50	25
3	Little River, west.....					20	1325	44	700	300	5	195	150
4	Grand River.....					87	4000	194	3010	1572	6	180	160
5	Little River, east.....					55	550	48	800	350	2	40	60
6	Cape Cove and L'Anse à Beaufils.....					96	4400	198	5044	1600	7	240	140
7	Bonnventure Island and Percé.....	2	100	1200	9	138	9250	260	4980	1500	4	90	90
8	Corner of Beach.....	1	80	2000	5	10	130	20	1000	750	1	25	30
	Totals.....	3	180	3200	14	588	27505	1204	18394	8642	29	942	735

GASPÉ SUBDIVISION

1	Barachois.....					157	6990	179	1730	1630	10	350	350
2	Malbaie.....					55	1750	68	1210	610	3	84	125
3	Point St. Peter.....					67	1660	92	2220	745	4	112	140
4	Chien Blanc.....					95	2550	102	1260	650	3	75	80
5	Seal Cove.....					33	550	31	650	420			
6	Douglastown.....					90	2950	140	1780	1180	8	240	150
7	Sandy Beach.....					30	760	38	2100	2000			
8	Gaspé, North and South.....					39	410	43	3264	2300	15	440	800
9	Peninsula.....					18	300	29	1960	1650			
10	Cape Ozo.....					28	360	38	1300	1100	1	20	8
11	Little Gaspé.....					16	270	16	394	290			
12	Grande Grève and Ship Head.....					69	1510	72	1720	1130	7	280	230
13	Cap des Rosiers.....					62	1200	84	900	250	3	60	60
	Totals.....					759	21260	932	20488	13955	54	1661	1943

FOX RIVER SUBDIVISION

1	Jersey Cove.....					127	2300	124	2650	1250	1	40	20
2	Anse à Grisfonds.....					120	2100	116	2600	1600	2	100	100
3	Fox River.....					222	6000	222	5500	3200	3	125	100
4	Little Cape.....					50	900	46	1100	600			
5	Echourie and Big Cove.....					30	550	28	628	320			
6	Pointe Jaune and Anse à Valeau.....					52	1040	51	1223	547			
	Totals.....					601	13190	587	13701	7517	6	265	220

## Marine and Fisheries.

Fishing Materials, &c., in the Province of Quebec—*Continued.*

of Gaspé.

(Point Maquereau to Barachois, Malbaie).

KINDS OF FISH.											FISH PRODUCTS.			TOTAL VALUE.		Number.		
Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, cwt.	Halibut, lbs.	Smelts, lbs.	Eels, brls.	Squid, brls.	Coarse and mixed fish, brls.	Fish Oils, galls.	Fish used as bait, brls.	Fish used as manure, brls.		\$	cts.
4400	350	50000		30644	8000	10	100	3000			50		2600	1600	500	47,885	16	1
18000	300			3360	3000	3	50	1000	3000		30		1000	500		20,645	40	2
	60			46200	3000	2		1000			30		1000	500	200	21,728	00	3
2000	150			7296	12350	10	50	1000	3000		50		4100	2060	500	63,376	44	4
	100				6000	2		250			30		2000	1000		29,915	00	5
	200			40514	10000	10	40	800			60		3300	1800	200	56,251	96	6
	300	29000		34350	18000	5	50	1000			75		5000	3000	250	94,609	00	7
15000	30			9600	1500	2	10	200			20		500	250	100	12,009	00	8
39400	1490	70000		171964	61850	44	300	8250	6000		345		19500	10710	1750	346,419	96	

(Barachois of Malbaie to Cap des Rosiers).

2000	250			28320	6700				3000				3300	2400		40,709	80	1
563	150				7900								2200	1100		38,867	60	2
650	110				3300								2000	1200		18,075	00	3
	115			16800	2900								1500	880		17,839	50	4
1324	50			3360	450								220	210		3,388	20	5
3350	400				3800								1800	1250		22,165	00	6
12370	100		2		200								100	50		3,967	00	7
30396	11							39148	35							8,436	10	8
17092	50				200								100	60		4,673	40	9
3800	80			8160	550								270	260		5,235	40	10
1466	50				250								150	130		1,898	20	11
3054	280				2700								1350	880		15,880	80	12
	250				1700								860	450		9,794	00	13
76065	1896		2	56640	30650				42148	35			13850	8870		190,930	00	

(Cap des Rosiers to Fame Point).

	175				3900	25	30	4400			110	150	2800	3000	500	25,892	50	1
425	500				3600	12	15	3000			100	160	2500	1400	400	25,187	50	2
	750				9450	25	40	5500			240	125	6200	2400	600	54,555	00	3
	50				1600	10	15	1600			50	120	1250	450	300	9,622	50	4
	40				850	5	6	1260			30	110	700	400	250	5,651	00	5
	65				1800	9	10	2600			50	125	1350	850	550	11,442	50	6
425	1580				21200	86	116	18300			580	790	14800	8500	2600	130,351	00	

RETURN showing the Number and Value of Vessels, Boats and

County of

MONT LOUIS SUBDIVISION

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.									
	Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Seines.		Salmon.			
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Fathoms.	Value.	Salted, brls.	Fresh in ice, lbs.
		¢	¢		¢	¢		¢	¢		¢		¢	¢		
1 Grand Etang .....					26	300	24	600	300			2	80	60		
2 Chlorydorme, Big and Little .....					88	1600	104	2350	1400						3	1800
3 Petite Anse and Frigate Pt. ....					42	305	42	1100	475							
4 Grande and Little Vallée.....					66	900	74	1475	830			1	30	60	10	
5 Magdalen River.....					20	275	72	1710	900							1250
6 Manche d'Epee & Gros Mâle.....					31	225	45	569	130						12	
7 Mont Louis and Rivière à Pierre.....					66	740	76	1305	575							1400
Totals.....					339	4345	437	9109	4610			3	110	120	25	4450

STE. ANNE DES MONTS SUBDIVISION

1 Claude River to Martin River .....	1	65	2000	4	31	750	62	2360	840							
2 Ste. Anne .....	2	110	3500	10	53	1900	110	3840	1860			2	120	80		2142
3 Cape Chatte .....	3	180	4000	12	20	1000	40	2680	1340			1	60	40		400
Totals.....	6	355	9500	26	106	3650	212	8880	4040			3	180	120		2542

MAGDALEN ISLANDS

1 Amherst Island.....	4	127	3000	29	152	3040	344	23320	139920			10	1720	3575		
2 Entry Island and Le Moulin.....					9	190	18	1360	860							
3 Bryon Island .....					60	1500	120	180	90			1	60	75		
4 Grosse Isle and Old Harry.....					36	1420	72	440	220			2	250	150		
5 Grand Entry & Wolf Island.....					52	960	104	1500	375	1300		1	75	100		
6 S. Beach, Pt. Basse and Little Brig .....					105	2100	60									
7 Etang du Nord .....	6	265	9000	60	234	7680	468	3000	2400	1300		5	650	800		
8 House Harbour.....	6	280	8500	50	50	1110	86	770	450			2	250	350		
Totals .....	16	672	20500	139	698	18000	1272	30570	144315	2600		21	3005	5050		

TOTALS FOR THE

1 Grand River Subdivision.....	3	180	3200	14	588	27505	1204	18394	8642			29	942	735		39400
2 Gaspé do .....					759	21260	932	20488	13955			54	1661	1943		76065
3 Fox River do .....					601	13190	587	13701	7517			6	265	220		425
4 Magdalen River do .....					339	4345	437	9109	4610			3	110	120	25	4450
5 Ste. Anne des Mts. do .....	6	355	9500	26	106	3650	212	8880	4040			3	180	120		2542
6 Magdalen Islands do .....	16	672	20500	139	698	18000	1272	30570	144315	2600		21	3005	5050		
Totals.....	25	1207	33200	179	3091	87950	4644	101142	183079	2600		116	6163	8188	25	122882

## Marine and Fisheries.

Fishing Material, &c., Province of Quebec—Continued.

### Gaspé—Concluded.

(Fame Point to Rivière à Pierre).

KINDS OF FISH.													FISH PRODUCTS.				TOTAL VALUE.		
Herring.			Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod.			Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Clams, brls.	Eels, brls.	Squid, brls.	Coarse and mixed fish, brls.	Fish Oils, galls.	Seal-skins, No.		Fish used as bait, brls.	Fish used as manure, brls.
Salted, brls.	Fresh or frozen lbs.	Smoked, lbs.			Dried, cwt.	Tgs & sds, brls	Haddock, cwt.												
45					1100	2	15		500					1000		250		6050	0
250					3500	9	55		5000					3100		1000	65	20838	00
110					990	7	10		3500					750		325	10	6197	50
250					2000	3	3	150	9300					1225		400		12360	50
75					400				400					250		100		2677	50
135					600		3		1700					825		200		4310	00
315					1250				1400					900		385		8400	00
1180					9840	21	86	150	21800					8050		2660	75	60833	50

(Rivière à Pierre to Cape Chatte).

182	850	300			630	2			850				127	223		64	210	4444	70
800	2500	200			1200	2		2000	2000				420	210		400	120	11881	00
380	1990				100	1		1000	600				350	80		12	80	3569	90
1362	5340	500			1930	5		3000	3450				897	513		476	410	19896	00

### SUBDIVISION.

1500		2176	105696	5611		300		4000		175	30		4640	80	2600	300	85891	94
500		130	14400	45						4			20		50		6391	50
1200		1200	69600	600				420		50			7000	2200	510		41251	00
100		1000	42960							48	9		750	250	400		22006	90
1130		1700	139200	100						20	5		50		900		50343	00
100		100	27072							75					850		7290	08
2000		1750	202256	3250		250		4000		200	10		7250	1750	2000	200	87003	34
540		900	65576	310						30			10700	3500	424		35046	64
7070		8956	666760	9916		550		8420		602	54		30410	7780	7734	500	335224	40

### COUNTY OF GASPE.

1490	70000		171964	61850	44	300		8250	6000		345		19500		10710	1750	346419	96		
1896		2	56640	30650					42148		35		13850		8870		190930	00		
1580				21200	86	116		18300			580	790	14800		8500	2600	130351	00		
1180				9840	21	86	150	21800					8050		2660	75	60833	50		
1362	5340	500		1930	5		3000	3450				897	513		476	410	19896	00		
7070		8956	666760	9916		550		8420		602	54		30410	7780	7734	500	335224	40		
14578	75340	500	8958	895364	135386	156	1052	3150	60220	48148	602	89	925	1687	87123	7780	38950	5335	1083654	86

RETURN showing the Number and Value of Vessels, Boats and  
County of

GODBOUT SUBDIVISION

DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING MATERIAL.					
	Vessels.				Boats.			Gill-nets.		Trap-nets.		Weirs.	
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.
			\$			\$			\$		\$		\$
1 Manicouagan .....	2	22	500	5	5	100	7	480	400	1	50	3	60
2 Godbout .....					11	165	14	1200	950				
3 Pt. des Monts and Trinity Bay .....					15	745	22	2200	1500	1	150		
4 Cariboo and Egg Islands .....					35	1250	41	2450	1675				
5 English Point .....					35	1050	56	1786	1675				
6 Penticost and Cailles Rouges .....					12	430	23	660	475				
Totals .....	2	22	500	5	113	3740	163	8770	6675	2	200	3	60

MOISIE SUBDIVISION

1 Jambons and Ste. Marguerite .....	3	72	1400	12	16	590	30	1530	1000				
2 Seven Islands .....	5	116	2950	19	26	945	54	959	716				
3 Moisie .....	6	124	1800	25	34	1940	70	5425	4600				
4 Cormorant Point and Pigou .....	2	27	700	4	6	400	12	100	80				
Totals .....	16	339	6850	60	82	3875	166	8014	6396				

MINGAN SUBDIVISION

1 River au Grain and Chaloupe River .....	1	10	200	2	21	1250	53						
2 Sheldrake .....					51	3220	102	400	250	3	1100		
3 Thunder River .....	1	61	1500	5	63	3460	200	100	75	3	1200		
4 Dock .....					28	900	90						
5 Ridge Point and Jupitagan .....					28	1050	59	200	150				
6 Magpie .....					121	5000	254	200	150				
7 River St. John .....					90	3600	200	1500	1500				
8 Long Point .....					15	400	36	400	350				
9 Mingan and Romaine Rivers .....					3	190	3	400	350				
10 Esquimaux Point .....	17	682	15600	125	144	3200	229	400	200				
11 La Corneille .....					2	90	2	200	100				
Totals .....	19	753	17300	132	566	22360	1228	3800	3125	6	2300		

NATASHQUAN SUBDIVISION

1 Watsheeshoo, Nobisippi & Agwanus .....	1	17	300	6	28	870	57	840	360				
2 Isle à Michon .....					12	400	24	100	30				
3 Natashquan .....	4	97	2200	24	69	4240	144	4860	1650				
4 Kegashka and Romaine .....					13	500	23	1200	800				
Totals .....	5	114	2500	30	122	6010	248	7000	2840				

## Marine and Fisheries.

Fishing Materials, &c., Province of Quebec—Continued.

### Saguenay.

(Manicouagan to Jambons).

No.	Seines.		KINDS OF FISH.								FISH PRODUCTS.				TOTAL VALUE.					
	Fathoms.	Value.	Salted, brls.	Fresh in ice, lbs.	Salted, brls.	Fresh or frozen, lbs.	Lobsters preserved in cans, lbs.	Cod, dried, cwt.	Cod tongues & sounds.	Trout, lbs.	Haddock, lbs.	Smelts, lbs.	Clams, brls.	Coarse & mixed fish, brls.		Fish Oils, galls.	Seal Skins, No.	Fish used as bait, brls.	Fish used as Manure, brls.	
	§	§																		§
2	150	150		3118	15			494	1707		600	8500		10	1275	425		40	2267 35	1
1	60	75		27845	86			729	2200		2770				1080	260		54	10928 80	3
1	60	60		17985	155			2777	350		5650				1000			66	17890 00	4
1	45	40		5200	644			6319	600		5390				2000			150	34005 00	5
1	45	40		4369	17	12000		1410	550		850				680	36		39	7934 30	6
6	360	365		88501	984	12000		11729	5407	16210	8500			15	6445	791		329	72	81756 65

(Jambons to Pigon).

2	207	356		3899	140			884	6	600	900			101	5	291	22		120	10	6436 70	1
6	218	222		16000	119			1444	5		2800			120		481	130		475	50	12255 90	2
5	190	275		190654				3550	6	2600	9600			60	30	1183	103		950	50	57827 75	3
1	25	40						180	2		700					60	5		50		1155 25	4
14	650	893		210553	259			6058	19	3200	13900			311	35	2015	260		1595	110	77675 60	

(Pigon to Watsheeshoo).

5	150	300	2					1225			3500					590	35		350		6699 25	1
4	120	400	1		20			5050		150	2500					2825	50		1700		26838 50	2
3	80	250	1		50			4100			1000					2150	18		1200		21473 50	3
2	100	96						7220			500					3610			1750		36609 00	4
3	150	200	5		15			285			650					160	5		30		1610 25	5
4	250	300	49		400			12810			1500					4060	15		2500		65771 75	6
4	150	300		45200				10200		1500	2000					3500	10		2500		60452 50	7
4	120	150	15					2025			4000					710	25		600		10967 75	8
17	1300	1200	22	3820				55	2500		100					720	250		10		2239 00	9
..	..	..	4		200			8120			3000					23000	4805		2000		55946 25	10
46	2420	3196	99	49020	685			51000		4550	18750					41379	5231		12640		288755 85	

(Watsheeshoo to Coacoachoo).

4	150	115	10		50		3840	1820		100	800					375			250		9727 60	1
1	35	40	1				300									70			120		266 00	2
6	225	340	165		630			2147		300	1200					3430	700		825		18771 09	3
2	70	75	40		80			360		300	400					400	97		75		3083 75	4
13	480	570	216		760		4140	4327		700	2400					4275	797		1270		31848 35	

RETURN showing the Number and Value of Vessels, Boats and Fishing

County of

ST. AUGUSTINE SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						
		Vessels.				Boats.			Gill-Nets.		Trap-Nets.		Weirs.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.	Value.	Number.	Value.
				¢			¢			¢		¢		¢
1	Wolf Bay and Etamamine . . . . .				3	70	4	350	280					
2	Point à Mourier and Harrington . . . . .				48	940	74	540	255	6	1500			
3	Whale Head West . . . . .				6	100	10	520	210	3	1000			
4	Mutton Bay . . . . .				43	880	56	980	475	8	2300			
5	La Tabatiere & Big Meccatina Is. . . . .				12	270	12	412	241	1	400			
6	Whale Head East . . . . .				4	54	4	641	368					
7	St. Augustine . . . . .				4	57	4	847	338	1	150			
8	Pte. à Giroux & L'Anse à Portage . . . . .				7	250	11	620	390					
9	Canso and Chicatica . . . . .				8	300	10	438	260	2	500			
	Totals . . . . .				135	2921	185	5348	2817	21	5850			

BONNE ESPÉRANCE SUBDIVISION

1	Nabitippi and Bull Cove . . . . .				6	170	4	600	300				
2	Rocky Bay . . . . .				10	300	12	400	200	4	400		
3	Dog Islands . . . . .				11	310	8	800	400	5	700		
4	Old Fort . . . . .				20	430	45	800	400				
5	Burnt Island . . . . .				15	500	37	1500	750	2	600		
6	Bonne Espérance . . . . .				56	3140	103	1500	750	6	1500		
7	Pidgeon Island and Stick Point . . . . .				23	1100	50	900	450	4	900		
8	Salmon Bay . . . . .				30	2500	68	300	150	6	1000		
9	Little Fishery and Five League . . . . .				9	350	20	800	400	2	400		
10	Middle Bay and Belles Amour . . . . .				29	1310	64	400	200	3	600		
11	Bras d'Or Bay and Long Point . . . . .				26	1300	64	4000	2000	6	1200		
12	Greenly Island . . . . .				30	1500	70	1000	500	2	500		
13	Blancs Sablons . . . . .				5	200	10	200	100				
	Totals . . . . .				270	13110	555	13200	6600	40	7800		

THE ISLAND

1	Fox Bay . . . . .				13	650	12	700	300				
2	Salmon River . . . . .				12	240	12	250	200				
3	Mauzerolle . . . . .				10	300	18	200	150				
4	Capelin Bay . . . . .				5	200	14	300	150				
5	Macdonald's Cove . . . . .				23	690	43	700	450				
6	English Bay . . . . .				17	340	19	500	290				
7	Strawberry Cove . . . . .				21	400	29	460	300				
8	Shallop Creek . . . . .				3	100	2	250	200				
9	Goose Point . . . . .				13	240	26	100	100				
10	Cormorant Point & South Point . . . . .				18	360	30	200	200				
	Totals . . . . .				135	3520	205	3660	2340				

# Marine and Fisheries.

Materials, &c., in the Province of Quebec—Continued.

## Saguenay—Concluded.

(Coacoachoo to Chicatica).

Seines.			KINDS OF FISH.						FISH PRODUCTS.				TOTAL VALUE.	Number.			
			No.	Fathoms.	Value.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Cod.		Trout, lbs.	Halibut, lbs.			Clams, brls.	Fish oils, galls.	Seal skins, No.
Dried, cwt.	Tongues and Souds, brls.	§ cts.															
1	50	30	3				260					130	40			1,330 00	1
5	460	210	2	400			2880					1000	500			15,942 00	2
2	140	100	3				1600					990	60	300		8,169 00	3
6	730	510	3	200			3440					1500	600			17,928 00	4
3	375	400	4				500					3900	943	100		5,202 75	5
			11				80	400				200	58	20		758 50	6
			11				200	3200				260	55	300		2,018 75	7
			7				240	800				330	70	100		1,641 50	8
1	60	20	2				480	1000				200	350			2,897 00	9
18	1815	1270	46	600			9680	5400				8510	1186	2310		55,887 50	

(Chicatica to Blancs Sablons).

			6	20		40						45	15	10		417 75	1
2	200	100	4	120		280						240	50	200		2,322 50	2
2	200	100	6	44		20						200	100	20		619 00	3
2	200	100	1	20		550						300	14	250		3,093 50	4
4	400	200	1			1080						620	23	450		5,827 75	5
8	1800	2500	7	50		4350						2200	10	1500		23,054 50	6
2	700	700	2	30		1075						537	32	370		5,814 30	7
6	820	900	4	10		4250						2180	20	1500		22,381 00	8
			8	20		175						287	55	100		1,389 05	9
5	1200	950	4	120		1650						905	30	500		9,178 50	10
4	1000	800		800		1750						3870	800	600		14,923 00	11
4	1000	800		200		2750						1970	200	1000		15,813 00	12
1	100	100		100		110						355	100	20		1,242 00	13
40	7620	7250	43	1534		18080						13709	1449	6520		106,025 85	

## OF ANTICOSTI.

1	200	75	1	430		146	1		790		150	15	40	100		2,885 75	1
			6	30	37000			350			500	125	120			5,982 25	2
				120		540			1140		265		110			3,355 00	3
				110	10000	340			780		221		90			3,726 40	4
			3	390		1760		360	2600		1080	35	335			10,997 25	5
				168		456	2		1600		510	55	100	200		3,510 75	6
1	170	60		156		957	3		6200		696	38	130	220		6,289 40	7
			7					325			48	12				178 70	8
					43000									100		6,170 00	9
					64590									160		9,282 60	10
2	370	135	17	1404	154590	4199	6	1035	13110		3470	280	1185	520		52,378 10	



**RECAPITULATION**  
**Showing the Number and Value of Vessels, Boats and Fishing Material, &c., in the County of Saguenay and the Gulf Division, for the Year 1894.**

**TOTAL FOR THE COUNTY OF SAGUENAY.**

Districts.	FISHING VESSELS AND BOATS.						FISHING MATERIAL.						KINDS OF FISH.							
	Vessels.			Boats.			Gill-Nets.		Trap-Nets.		Weirs.		Seine.		Salmon, fresh, in ice, lbs.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Number.		
	No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Value.	No.	Value.	No.	Value.	No.	Value.						
<i>Subdivisions.</i>																				
1 Godbout	2	22	500	5	113	3740	163	8770	6075	2	200	3	60	6	360	365	88501	984	12000	
2 Moisie	16	339	6850	60	82	8075	166	8014	6396					14	630	803	210853	259		
3 Mingan	19	783	17300	132	566	22340	1228	3800	3125	6	2300			46	2420	3196	99	49020	685	
4 Natashquan	5	114	2500	30	122	6010	248	7000	2840					13	480	570	216	760	4	
5 St. Augustine					135	2921	185	5348	2817	21	5850			18	1815	1270	46	600	6	
6 Bonne Esperance					270	13110	555	13200	6600	40	7800			40	7620	7250	43	1534	6	
7 Anticosti					135	3520	205	3650	2340					2	370	135	17	1404	7	
Totals	42	1228	27150	227	1423	55536	2750	49792	30793	69	16150	3	60	139	13715	13679	421	348074	6226	12000

**TOTAL FOR THE GULF DIVISION—PROVINCE OF QUEBEC.**

8 County of Bonaventure	1	10	100	3	1367	23989	2111	51379	27701	53	3180			224	5772	4243		196925	5988	60000	8
9 do Gaspé	25	1207	33200	179	3691	87950	4044	101142	183079	2	600			116	6163	8188	25	122882	14378	75340	9
10 do Saguenay	42	1228	27150	227	1423	55536	2750	49729	30793	69	16150	3	60	139	13715	13679	421	348074	6226	12000	10
Grand totals	68	2445	60450	400	5881	167475	9405	202250	241573	124	19930	3	60	479	25650	26110	446	666981	26792	147340	

## Marine and Fisheries.

### RECAPITULATION Showing the Number and Value of Vessels, Boats and Fishing Material, &c., in the County of Saguenay and the Gulf Division, for the Year 1894.

#### TOTAL FOR THE COUNTY OF SAGUENAY.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE.	Number.			
	Herring, smoked, lbs.	Mackerel, salted, lbs.	Lobsters, preserved, in cans, lbs.	Lobsters, alive or fresh, tons.	Cod, dried, cwt.	Cod Tongues and Sounds, lbs.	Haddock, cwt.	Trout, lbs.	Halibut, lbs.	Smelts, lbs.	Clams, lbs.	Rels, lbs.	Squid, lbs.	Tom-Cod or Frost Fish, lbs.	Coarse and Mixed Fish, lbs.	Fish Oils, Gall.			Seal-Skins, No.	Fish used as bait, lbs.	Fish used as manure, lbs.
<i>Subdivisions.</i>																					
1 Godbout .....					11729		5407	16210	8500						15	6445	791	320	72	81,756 05	1
2 Moisie .....					6058	19	3200	13000		311					35	2015	260	1395	110	77,075 60	2
3 Mingan .....					51090		4550	18750							41379	5231	12940			288,755 85	3
4 Natashquan .....			4140		4327		700	2400							4275	797	1270			31,848 35	4
5 St. Augustine .....					9680		5400								8510	1186	2310			53,887 50	5
6 Bonne Esperance .....			154590		18080		1085	13110							13706	1449	6520			106,025 85	6
7 Anticosti .....					4199	6									3470	280	1185	520		52,378 10	7
Totals .....	41200	8953	1108998	1	256188	191	1202	23742	125240	202163	1404	132	925	70500	1737	176589	17774	70206	30204	1,971,159 77	
8 County of Bonaventure .....	40706	25	114904	1	15639	10	150	300	650	145515	491	48		76590		9663		5407	24167	193,217 01	8
9 do Gaspé .....	500	8958	895364		135386	156	1052	3150	60220	48148	602	89	925		1687	87123	7780	38950	5335	1,083,654 86	9
10 do Saguenay .....			158730		105163	25		20292	64370	8500	311				50	79803	9994	25849	702	694,327 90	10

#### TOTAL FOR THE GULF DIVISION—PROVINCE OF QUEBEC.

## RECAPITULATION

Of the Yield and Value of the Gulf Division, Province of Quebec, for Year 1894.

Kinds of Fish.	Quantity.	Prices.		Value.	
		\$	cts.	\$	cts.
Salmon, salted.....	Brls. 446	16	00	7,136	00
do fresh in ice.....	Lbs. 666,981	0	20	133,396	20
Herring, salted.....	Brls. 26,792	4	50	120,564	00
do fresh in ice.....	Lbs. 147,340	0	01	1,473	40
do smoked.....	do 41,200	0	02	824	00
Mackerel, salted.....	Brls. 8,983	14	00	125,762	00
Lobsters, canned.....	Lbs. 1,168,998	0	14	163,659	72
do fresh.....	Tons. 1	75	00	75	00
Cod, salted.....	Cwt. 256,188	4	50	1,152,846	00
do tongues and sounds.....	Brls. 191	10	00	1,910	00
Haddock, salted.....	Cwt. 1,202	3	50	4,207	00
Trout.....	Lbs. 23,742	0	10	2,374	20
Halibut.....	do 125,240	0	10	12,524	00
Smelt, fresh in ice.....	do 202,163	0	05	10,108	15
Clams.....	Brls. 1,404	5	00	7,020	00
Eels, salted.....	do 132	10	00	1,320	00
Squid.....	do 925	4	00	3,700	00
Tommy-cods.....	Lbs. 76,500	0	05	3,825	00
Coarse and mixed fish.....	Brls. 1,737	3	00	5,211	00
Fish oils.....	Galls. 176,589	0	40	70,635	60
Seal skins.....	No. 17,774	1	25	22,217	50
Fish used for bait.....	Brls. 70,206	1	50	105,309	00
Fish used for manure.....	do 30,204	0	50	15,102	00
Total value for 1894.....				1,971,199	77
do do 1893.....				1,942,755	71
Increase.....				28,444	06

## Marine and Fisheries.

STATEMENT showing Number of Men, with Quantity and Value of Material Employed in the Gulf Division Fisheries, Season of 1894.

Description.	Value.	
	\$	cts.
68 vessels of 2,445 tons, manned by 409 men .....	60,450	00
5,881 boats fished by 9,405 men .....	167,475	00
202,250 fathoms of gill net .....	241,573	00
124 trap and smelt bag-nets .....	19,930	00
3 weirs .....	60	00
479 seines of 25,650 fathoms .....	26,110	00
96 lobster canneries employing 1,360 hands .....	33,050	00
76,775 lobster traps, with trawl lines, &c. ....	44,390	00
129 freezers and ice-houses .....	9,875	00
817 smoke and fish-houses .....	164,915	00
167 piers and wharfs (private) .....	30,150	00
899 trawls (for cod) .....	7,807	00
Total value.....	805,785	00

## PROVINCE OF QUEBEC—Continued—EXCLU

RETURN of the Number and Value of Fishing Boats and Nets, Number of Men,  
St. Lawrence River from Cape Chatte

Number.	FISHING LOCALITIES.		FISHING BOATS.		Number of Fishermen.	KINDS OF NETS USED.					
			No.	Value.		Gill-Nets.			Brush or Eel-Weirs.		
						No.	Fathoms.	Value.	No.	Value.	
				\$				\$		\$	
1	Capucins	11	165	18	9	190	120				
2	Mechins	39	885	58	51	1395	680				
3	Grosses Roches	13	195	19	14	300	150				
4	Ste. Félicité	35	525	46	34	815	410	5	100		
5	Matane	11	165	17	12	366	240	13	222		
6	Rivière Blanche	17	219	19	19	385	275				
7	Sandy Bay	21	315	42	21	420	315				
8	Métis										
9	Ste. Flavie	8	120	16	8	160	120				
10	Ste. Luce										
11	Ste. Anne										
12	Rimouski	3	45	6							
13	Sacré-Cœur										
14	Bic	3	45	6							
15	St. Fabien	5	75	10							
16	St. Simon	7	105	14	5	100	105				
17	St. Mathieu										
18	Inland waters, Counties Rimouski and Témiscouata			2							
19	Isle aux Pommes	1	50	2							
20	Notre-Dame des Sept-Douleurs	15	1700	28							
21	Trois Pistoles	4	1042	6							
22	Isle Verte	13	2660	22							
23	Cacouna	1	900	3							
24	Fraserville	1	600	3							
25	St. André			23							
26	Kamouraska			4				10	500		
27	St. Denis			10				11	600		
28	Rivière Ouelle			40	125	3240	810	40	2000		
29	Ste. Anne de la Pocatière			22				22	550		
30	Inland waters, County L'Islet										
31	St. Roch			30				30	1500		
32	St. Jean Port Joli			40				40	2800		
33	Trois-Saumons			3				3	160		
34	L'Islet			30				30	2000		
35	Cap St. Ignace			13				13	730		
36	Anse à Giles			4				3	200		
37	Isle aux Grues			24				22	2200		
38	Berthier	4	36	20				20	3500		
39	St. Thomas	1	12	23				23	1800		
40	St. Valier	6	170	2				2	3000		
41	St. Michel	5	180	5				5	2800		
42	Beamont	9	270	4				4	2050		
43	Point Lévis	10	400	6				6	3050		
	Totals	243	10879	638	298	7371	3225	302	29762		

\* In the whole Matane District, especially at Mechins and Capucins, 718 barrels of cod and 11,400 lbs. of halibut—value, \$4,371.

# Marine and Fisheries.

## SIDE OF THE GULF DIVISION.

together with the Yield, Value and Kinds of Fish, &c., on the south shore of the to Point Lévis, during the year 1894.

KINDS OF FISH.											VALUE.		Number.
Salmon, lbs.	Trout, lbs.	Shad, lbs.	Herring, barrels.	Eels, lbs.	Sturgeon, lbs.	Sardines, barrels.	Whitefish, lbs.	Pickereel, lbs.	Coarse and small fish, barrels.	Fish for manure, barrels.	\$	cts.	
			90						14		*4,371	00	
6030			660						48	57	447	00	1
125			393						12	11	1,835	00	3
700			775						12	65	3,696	00	4
3370	4900		630	600					25	700	4,460	00	5
			410								1,845	00	6
150			870								3,945	50	7
1335			1100			560			200		7,497	00	8
290			315			30					1,565	50	9
4740			1120			31			300		6,981	00	10
1845			1490			100			200		7,974	00	11
1415			1910	1500		240					9,688	00	12
2070			5810			10					26,589	00	13
1350			1000	1500							4,860	00	14
1425			410	2000							2,250	00	15
4050											810	00	16
	1000			1100							166	00	17
200	22200										2,260	00	18
20			20			5					109	00	19
564		6500	314		700	522			1000		6,523	80	20
400		40	80		300	3			30		559	40	21
130		100	254	500	8000	100			60		2,135	00	22
2800		1400	50	300	600	90			50		1,373	00	23
1000		20	100		500	20			20		801	20	24
20		160	33	5670	1130	327			75		1,776	10	25
125		15000	28	1275	25200	150					+3,137	50	26
500		1050	400	7430	700	95			5		2,750	80	27
1200		540	12	41327	14000				118		+4,312	02	28
		425	78	12500	71550				187		5,980	50	29
	7000										700	00	30
				13000					80		1,020	00	31
				15400					70		1,134	00	32
				300					4		30	00	33
				10000					80		840	00	34
				2700	4000		2000		20		622	00	35
				950							57	00	36
				15000					16		948	00	37
1270		3240		18100	4400		9880	1210	15		2,694	30	38
50		725		6300	6000		5000	1200	24		1,323	50	39
450		8000		32000	4200		3850	500	13		3,114	00	40
700		3050		37500	1900		1775	1150	12		2,922	50	41
500		9000		10400	3000		1800	500	10		1,643	00	42
800		7425		22900	800		2100	900	16		2,288	50	43
39624	35100	56675	18352	260252	146980	2283	26405	5460	2716	833	144,383	12	

† In the amount of No. 26 include 2 white whales (marsouins), yielding 100 galls. of oil, value, \$48.  
 †† do No. 28 do 13 do yielding 650 galls. of oil, value, \$312.

RETURN of the Number and value of Fishing Boats and Nets, Number of Men of the St. Lawrence River, from Quebec to Bersimis,

Number.	FISHING LOCALITIES.		FISHING BOATS.		Number of Fishermen.	KINDS OF NETS USED.				
			Number.	Value.		Gill-Nets.			Brush or Eel Weirs.	
						Number.	Fathoms.	Value.	Number.	Value. †
							\$		\$	
	<i>Island of Orleans.</i>									
1	St. Lawrence.....		13	6	2100	1520	7	1720		
2	St. Jean.....		18	6	1000	650	12	1635		
3	St. François (south side).....		15				15	1100		
4	Argentenay.....		9				9	510		
5	St. François (north side).....		5				5	175		
6	Ste. Famille.....		17	2	500	600	15	1150		
7	St. Pierre.....		14	6	1300	1200	8	1600		
8	Ste. Pétronille.....		2	1	200	200	1	200		
	<i>North Coast.</i>									
9	Ange Gardien.....		1				1	150		
10	Château Richer.....		4				4	262		
11	Ste. Anne.....		5				5	100		
12	St. Joachim.....		23				23	2070		
13	Isles Madame and Aux Réaux.....		3				3	300		
14	Port aux Quilles.....						2	22		
15	St. Siméon.....			1	80	15	9	90		
16	Ste. Fidèle.....						6	70		
17	Malbaie.....			2	140	25	15	120		
18	Bay St. Paul and neighbouring lakes in County of Charlevoix.....			13			13	50		
19	Ile aux Coudres.....			50			50	300		
20	Les Eboulements.....			45			45	300		
21	St. Irénée.....			15			15	130		
	<i>Saguenay Division.</i>									
22	Inland waters.....									
23	St. Firmin.....	4	245	5			3	60		
24	Tadoussac.....	6	225	8	3	430	260	1	25	
25	Bergeronnes.....	3	60	3	3	350	210			
26	Bon Désir.....	2	20	2	1	50	30	1	20	
27	Escoumains.....	8	120	8	4	400	240	4	80	
28	Sault au Mouton.....	4	80	4				4	80	
29	Mille Vaches.....	4	80	4	1	80	50	3	60	
30	Portneuf.....	4	80	4	3	300	180	1	20	
31	Sault au Cauchon.....	1	20	1	1	100	60			
32	Islet Jérémie.....	3	60	3	2	150	90	3	60	
33	Bersimis.....	2	40	2	1	80	50	1	20	
34	Lake St. John Division†.....			150						
	Totals.....	41	1030	323	166	7260	5380	284	12479	

\* Include 2 white whales, 100 galls. of oil, valued at \$48. † Estimated. ‡ Include 80 marsouins, yielding

## Marine and Fisheries.

of Men, together with the Yield, Value and Kinds of Fish, &c., on the North Shore in the Province of Quebec, during the year 1894.

KINDS OF FISH.										TOTAL VALUE.	Number.		
Salmon, lbs.	Trout, lbs.	Shad, lbs.	Herrings, barrels.	Eels, lbs.	Sturgeon, lbs.	Sardines, barrels.	Whitefish, lbs.	Pickarel, lbs.	Coarse and small fish, barrels.			Fish for manure, barrels.	
											\$	cts.	
520		4250		16200			7920	1560			2,042	60	1
624		3450		23200			10800	2100			2,692	80	2
				16400							984	00	3
				10200							612	00	4
				1400	200		3000	1100	15		436	00	5
16		100		11600	2200		11040	3500	78		2,129	40	6
72		600		20600			8880	2040			2,098	80	7
8		80		3000			960	240			275	20	8
				1200							72	00	9
				2650	2400		3000	840	27		666	00	10
				1900			960	240			202	80	11
				15680							940	80	12
				8000							480	00	13
	2200		5						4	20	264	50	14
290	400		6			3			2	30	115	00	15
	300	10000	8			3			4	30	112	00	16
			40			10			10	100	1,350	00	17
	56000			2100							5,726	00	18
				8000							*528	00	19
				2110							126	60	20
						10			6	30	63	00	21
	25000										{ \$1,920	00	22
											2,500	00	23
600	1000		11			3			100		578	50	24
20500	5000		15						250		5,417	50	25
15000	2000										3,200	00	26
3000			4						50		768	00	27
10600	1000		25			5			200		2,947	50	28
1400	500		30			8			100		789	00	29
6000	500		35			10			400		2,637	50	30
8100	1000		7			2					1,757	50	31
4000	2000										1,000	00	32
9200	500		32			10			150		2,514	00	33
4000	3000		15			3			50		1,326	50	34
	10000						20000	45000	400		\$12,800	00	34
84230	120100	8480	233	144240	4800	67	66560	56620	1846	210	62,073	50	

4,000 galls. oil, total value, \$1,920. § Includes 100,000 brls. winninish and 15,000 lbs. pike, valued at \$6,750.



RETURN of the Number and Value of Fishing Boats and Nets, Number of Men, extending from Quebec to Upper Ottawa,

Number.	NAMES OF PLACES.		FISHING BOATS.		No. of Fishermen.	KINDS OF NETS USED.								
						Gill-Nets.			Seines.		Brush oreel Weirs.		Hoop-Nets.	
						No.	Fathoms.	Value.	Fathoms.	Value.	Number.	Value.	Number.	Value.
		¢		¢			¢		¢			¢		¢
1	Sherbrooke and Megantic					Angling and trolling only								
2	Magog and Brome			30		do do								
3	Missisquoi Bay					do do								
4	Richelieu River	83	800	87						8	20000	128	2000	
5	Chateauguay	30	350	40	36	620	70	500	325					
6	Beauharnois	58	870	116	36	720	216							
7	Laprairie and Montreal	64	640	98	1	33	10						3	6
8	Verchères County	86	860	110				775	670				7	56
9	Richelieu County and St. Francis River	76	450	168				530	1660	3	26	30	60	
10	Yamaska County and River	58	300	136	30	350	105	12	160	5	54	95	310	
11	Nicolet County	70	500	68	6	110	10	400	325			8	63	
12	Three Rivers	5	100	10				150	50					
13	Berthier, Maskinongé and Montcalm	64	760	69	7	110	10	200	50				35	70
14	Terrebonne	176	1070	216	1	20	12	186	150	3	10	16	24	
15	Lake of Two Mountains and Isle Perrot	24	230	30	40	720	110							
16	River Beaudet			4	1	10	5	90	25					
17	Lower Ottawa	17	255	18	60	500	340							
18	Upper Ottawa	105	1050	115	300	4500	1000							
19	Gatineau Lakes					Angling and trolling								
	Totals	916	8235	1306	518	7693	1888	3523	3475	19	20084	322	2589	

## Marine and Fisheries.

together with the Yield, Value and Kinds of Fish, &c., within the Districts  
in the Province of Quebec, during the Year 1894.

KINDS OF FISH.											TOTAL VALUE.		Number.
Trout, lbs.	Shad, lbs.	Eels, lbs.	Sturgeon, lbs.	White-fish, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickered, lbs.	Pike, lbs.	Coarse and small fish, lbs.	Perch, lbs.	\$	cts	
73300	7400	9800	500	7100	12770	17250	27000	29800	29000	4300	14,600	20	1
39000		2000				17000	8000	2000	50000	25000	7,790	00	2
					1200	3200	3500		14500		874	00	3
		55970	2000		250	1800	2900	4310	91000	10400	7,003	70	4
		2600	10000		700	450		4800	106000	23600	4,953	00	5
		28700	15800		2600	3350	6900	13000	25750	5000	4,944	50	6
	10000	11000	8000	200	7000	9000	7000	12000	45000		5,016	00	7
		750	2000	1800	1900		3460	2900	25300		1,500	00	8
100	1000	10850	200		2120	2100	6400	6700	32500		2,616	20	9
		36030	13240	2500	14100	5500	11860	17025	194350		11,606	95	10
	13400	17350	5760	500	1000	1260	1450	1850	9900	6100	3,011	20	11
1200	450	2000	3000	1800		200	2000	3000	5000		*2,503	00	12
30000	300	1700	1400	130	750	110	5500	6200	170000	25000	3,701	00	13
27000		2520	830		865	7165	8750	5450	32200	5100	5,211	80	14
		2500	10750		6600	4620	11650	10500	48300		4,024	70	15
		3000	1200		600	1000	500	600			403	00	16
850	500	1300	18000	1500	1550	850	7000	14200	60000	1600	4,445	00	17
		61410	50200	12640	49620	38800	42100	67860	146300	680	22,920	40	18
105600				9850		13250	9250				12,605	50	19
277050	33050	249480	142880	38020	103625	126905	165220	202195	1085100	106780	125,730	15	

\*Includes \$1,500, value of 2,500 bushels tom-cods.

## COMPARATIVE RECAPITULATION

Of the Quantity and Value of the different Fisheries from Cape Chatte to Point Lévis, in 1893 and 1894.

Kinds of Fish.	Prices for 1894.	1893.		1894.	
		Quantity.	Value.	Quantity.	Value.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salmon..... Lbs.	0 20	46,246	9,249 20	39,624	7,924 80
Trout..... "	0 10	34,200	3,420 00	35,100	3,510 00
Shad..... "	0 06	58,650	3,519 00	56,675	3,400 50
Herring..... Brls.	4 50	4,839	21,775 50	18,352	82,584 00
Eels..... Lbs.	0 06	389,900	23,394 00	260,252	15,615 12
Sturgeon..... "	0 06	59,700	3,582 00	146,980	8,818 80
Sardines..... Brls.	3 00	4,705	14,115 00	2,283	6,849 00
Whittfish..... Lbs.	0 08	78,102	6,248 16	26,405	2,112 40
Pickrel..... "	0 05	8,340	417 00	5,460	273 00
Cod..... Brls.	4 50	1,364	6,138 00	718	3,231 00
Halibut..... Lbs.	0 10	7,500	750 00	11,400	1,140 00
Coarse and mixed fish..... Brls.	3 00	1,317	3,951 00	2,716	8,148 00
Porpoise skins (marsouins)..... No.	4 00	96	384 00	15	60 00
do oil..... Galls.	0 40	4,800	1,920 00	750	300 00
Fish for manure..... Brls.	0 50	1,355	677 50	833	416 50
Total.....			99,540 36		144,383 12
Increase.....					44,842 76

## COMPARATIVE RECAPITULATION

Of the Quantity and Value of the different Fisheries from Quebec to Bersimis, in 1893 and 1894.

Kinds of Fish.	Prices for 1894.	1893.		1894.	
		Quantity.	Value.	Quantity.	Value.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salmon..... Lbs.	0 20	71,692	14,338 40	84,230	16,846 00
Trout..... "	0 10	84,600	8,460 00	129,100	12,010 00
Shad..... "	0 06	14,330	859 80	8,480	508 80
Herring..... Brls.	4 50	203	913 50	233	1,048 50
Eels..... Lbs.	0 06	224,600	13,476 00	144,240	8,654 40
Sturgeon..... "	0 06	6,800	408 00	4,800	288 00
Sardines..... Brls.	3 00	55	165 00	67	201 00
Whitefish..... Lbs.	0 08	57,848	4,627 84	66,560	5,324 80
Pickrel..... "	0 05	61,388	3,069 40	56,620	2,831 00
Pike..... "	0 05	20,000	1,000 00	15,000	750 00
Winnish..... "	0 06	100,000	6,000 00	100,000	6,000 00
Coarse and mixed fish..... Brls.	3 00	470	1,410 00	1,846	5,538 00
Porpoise skins..... No.	4 00	155	620 00	82	328 00
do oil..... Galls.	0 40	7 750	3,100 00	4,100	1,640 00
Fish for manure..... Brls.	0 50	2,045	1,022 50	210	105 00
Total.....			59,470 44		62,073 50
Increase.....					2,603 06

## Marine and Fisheries.

### COMPARATIVE RECAPITULATION

OF the Quantity and Value of the different Fisheries from **Quebec to Upper Ottawa**, in 1893 and 1894.

Kinds of Fish.	Prices for 1894.	1893.		1894.	
		Quantity.	Value.	Quantity.	Value.
		% cts.	% cts.	% cts.	% cts.
Trout .....	Lbs. 0 10	264,000	26,400 00	277,050	27,705 00
Shad .....	" 0 06	36,630	2,197 80	33,050	1,983 00
Eels .....	" 0 06	203,430	12,205 80	249,480	14,968 80
Sturgeon .....	" 0 06	141,950	8,517 00	142,880	8,572 80
Whitefish .....	" 0 08	19,410	1,552 80	38,020	3,041 60
Maskinongé .....	" 0 06	52,500	3,150 00	103,625	6,217 50
Bass .....	" 0 06	104,525	6,271 50	126,905	7,614 30
Pickereel .....	" 0 05	170,750	8,537 50	165,220	8,261 00
Pike .....	" 0 05	185,730	9,286 50	202,195	10,109 75
Tom-cods .....	Bush. 0 60	2,500	1,500 00	2,500	1,500 00
Coarse and small fish .....	Lbs. 0 03	1,250,660	37,519 80	1,085,100	32,553 00
Perch .....	" 0 03			106,780	3,203 40
<b>Total</b> .....			<b>117,138 70</b>		<b>125,730 15</b>
<b>Increase</b> .....					<b>8,491 45</b>

### RECAPITULATION

YIELD and Value of the Fisheries of the **Province of Quebec** (exclusive of the **Gulf Division**), for 1894.

Kinds of Fish.	Quantity.	Value.
	% cts.	\$ cts.
Salmon .....	Lbs. 123,854	24,770 80
Trout .....	" 432,250	43,225 00
Shad .....	" 98,205	5,892 30
Herring .....	Brls. 18,585	83,632 50
Eels .....	Lbs. 653,972	39,238 32
Sturgeon .....	" 294,660	17,679 00
Sardines .....	Brls. 2,350	7,050 00
Whitefish .....	Lbs. 130,985	10,478 80
Maskinongé .....	" 103,625	6,217 50
Bass .....	" 126,905	7,614 30
Pickereel .....	" 227,300	11,365 00
Pike .....	" 217,195	10,859 75
Winnimish .....	" 100,000	6,000 00
Cod .....	Cwt. 718	3,231 00
Halibut .....	Lbs. 11,400	1,140 00
Tom-cod .....	Bush. 2,500	1,500 00
Perch .....	Lbs. 106,780	3,203 40
Coarse and mixed fish .....	" 1,997,500	46,289 00
Porpoise skins (marsouins) .....	No. 97	388 00
do oil .....	Galls. 4,850	1,940 00
Fish for manure .....	Brls. 1,043	521 50
<b>Total for 1894</b> .....		<b>332,186 77</b>
do 1893 .....		<b>276,149 50</b>
<b>Increase</b> .....		<b>56,037 27</b>

## RECAPITULATION

Of the Yield and Value of Fisheries in the whole Province of Quebec, for 1894.

Kinds of Fish.	Quantity.	Value.	
		\$	cts.
Salmon, salted .....	Brls. 446	7,136	00
do fresh .....	Lbs. 790,835	158,167	00
Herring, salted .....	Brls. 45,377	204,196	50
do fresh .....	Lbs. 147,340	1,473	40
do smoked .....	" 41,200	824	00
Mackerel, salted .....	Brls. 8,983	125,762	00
Lobsters, canned .....	Lbs. 1,168,998	163,659	72
do fresh .....	Tons. 1	75	00
Cod, salted .....	Cwt. 256,906	1,156,077	00
do tongues and sounds .....	Brls. 191	1,910	00
Haddock, salted .....	Cwt. 1,202	4,207	00
Trout .....	Lbs. 455,992	45,599	20
Shad. ....	" 98,205	5,892	30
Halibut .....	" 136,640	13,664	00
Smelts .....	" 202,163	10,108	15
Clams .....	Brls. 1,404	7,020	00
Eels .....	" 4,055	40,558	32
Sturgeon .....	Lbs. 294,660	17,679	60
Sardines .....	Brls. 2,350	7,050	00
Whitefish .....	Lbs. 130,985	10,478	80
Maskinongé .....	" 103,625	6,217	50
Bass. ....	" 126,905	7,614	30
Pickarel .....	" 227,300	11,365	00
Pike. ....	" 217,195	10,859	75
Winninish .....	" 100,000	6,000	00
Squid .....	Brls. 925	3,700	00
Frost fish or tom-cod .....	Lbs. 106,500	5,325	00
Perch .....	" 106,780	3,203	40
Coarse and mixed fish .....	Brls. 17,150	51,450	00
Seal skins .....	No. 17,774	22,217	50
Porpoise skins (marsouins) .....	" 97	388	00
Fish oil .....	Galls. 181,439	72,575	60
Fish used for bait .....	Brls. 70,206	105,309	00
do manure .....	" 31,247	15,623	50
Total for 1894 .....		2,303,386	54
do 1893 .....		2,218,905	21
Increase .....		84,481	33

## Marine and Fisheries.

### STATEMENT

OF the Number and Value of Boats, Nets and other Fishing Material used in the  
Inland Waters of **Quebec** (exclusive of the Gulf Division), for 1894.

Articles.	Value.
	\$ cts.
1,200 fishing boats (2,267 men) .....	20,144 00
22,324 fathoms of gill nets .....	10,493 00
3,523 fathoms of seines .....	3,475 00
605 brush or eel weirs .....	62,325 00
322 hoop nets .....	2,589 00
Total .....	99,026 00

### STATEMENT

OF the Vessels and Boats and other Fishing Material employed in the **whole**  
Province of **Quebec**, for 1894.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
68 vessels of 2,445 tons .....	60,450 00	
7,081 boats .....	187,619 00	
224,574 fathoms of gill nets .....	252,066 00	
29,173 do seines .....	29,585 00	
608 weirs .....	62,385 00	
322 hoop nets .....	2,589 00	
124 trap nets .....	19,930 00	614,624 00
96 lobster canneries .....	33,050 00	
76,775 do traps with trawl lines, &c. ....	44,390 00	
1,360 hands employed at above canneries.		77,440 00
899 trawls .....	7,807 00	
129 freezers and ice houses .....	9,875 00	
817 smoke and fish houses .....	164,915 00	
167 piers and wharfs (private) .....	30,150 00	212,747 00
Total .....		904,811 00

## APPENDIX No. 10.

## ONTARIO.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF  
ONTARIO, FOR YEAR 1894.

## LAKE OF THE WOODS DIVISION.

*Overseer C. W. Chadwick*, of Rat Portage, who has been appointed in charge of the above named division, states that Lake of the Woods, containing over ten thousand islands, is considered one of the best localities of the country for the natural propagation of fish, affording such an extensive shore-line for spawning grounds. Some parts of this beautiful lake, being very deep, give good winter quarters to all kinds of fish. After whitefish, which yielded nearly half a million pounds, sturgeon, with its 160,000 pounds, comes next in importance. Some measures of protection should be adopted in time to preserve the development of the sturgeon industry. The whole catch is valued at \$52,270, an increase of over 65 per cent over last year. This, of course, does not comprise the catch on the United States side, which may be safely estimated at 2,300,000 pounds of fish. Oak Island, one of the best fishing stations, is supposed by some to be on the north side of the boundary line; if so, an official investigation should be made. If legislation from the State of Minnesota is not resorted to, those waters will soon be entirely depleted. In the comparatively small area on their side 125 pound-nets were fished, against 14 altogether on our side.

## LAKE SUPERIOR.

Captain Dunn, of the cruiser "Petrel," reports: "The fishing on this lake was generally reported light, and owing to the lateness in the season when I went there I could not work as effectually as if an earlier trip had been made. It was reported to me that many more pound-nets had been in operation than had been licensed, but were taken up before I reached that portion of the lake. They were chiefly in the vicinity of Black Bay and along the north shore as far as Peninsula Harbour. I found that the fishermen were poaching in the small inland lakes, west of Port Arthur, and although a considerable seizure was made, still, from several communications from Overseer Elliott, I learn that the poaching is still being carried on. Unless this is speedily prevented, these small lakes will be entirely depleted. I have the pleasure to report that the majority of the fishery officers realizing the evident determination of the minister to put down all illegal practices, have assiduously attended to their duties, and have responded to the various calls I have made upon them."

*Overseer D. F. Macdonell* returns about the same quantity of fish caught in the upper part of Lake Superior as last year, valued in all at \$93,600.

*Overseer T. H. Elliott* says that the returns of the lower Lake Superior division show an increase in whitefish of over 200,000 pounds; salmon trout 400,000 pounds, and a decrease in pickerel and sturgeon of 10,000 pounds each. The increase in the former case is due to the larger quantity of nets used, and generally to a favourable fishing season. The decrease is attributed to the fact that the only two bays (Batchewana and Goulais) where pickerel and sturgeon are caught to any

## Marine and Fisheries.

extent, have been overfished with pound-nets. The yield of this southern part of the lake is valued at \$130,500, making a total value for the whole Lake Superior Canadian waters of \$224,000; being an increase over the value of 1893 of over \$40,000, chiefly in the lower part of this lake.

### LAKE HURON.

#### *North Channel or Manitoulin Division.*

In connection with this district Captain Dunn reports as follows:—

"I found the fishing on Lake Huron to have been varied. Off Goderich and in the deeper water, the fishing appears to have been above the average. Along the shore the pound-net fishing was reported light. In the early part of October the gill-net fishing was very good off Kettle Point, the tugs lifting from two to three tons of trout from one large gang of nets. In the upper portion of the lake the fishing in comparison was light, more especially in the North Channel. In this portion of Lake Huron fishermen could not make expenses and were therefore compelled to go outside. It appears to be the most depleted portion of the Canadian waters."

*Overseer Elliott*, who has also charge of this extensive district, attributes the large decrease of three-quarters of a million pounds of whitefish to the towing of logs on Georgian Bay, the bark destroying the feeding ground. More whitefish were caught at Squaw Island this season than last, and this is due to the fact that it is situated west of the course of the towing of logs. Few fishermen now attempt to set their nets on grounds over which logs are being towed. In many cases fishermen have suffered this season by storms drifting rafts out of their course over their nets. Owing to the strict watch this season seining has not been carried on so extensively as in the past. This alone would cause a large decrease, as many tons have been caught each season by this means.

The returns show an increase in the catch of salmon-trout of a million pounds. This is partially caused by fishermen increasing their plant and from the fact that whitefish are becoming scarcer in this division each year and salmon trout, herring and coarser fish seem to be replacing them. Fifteen years ago the principal catch in the North Channel and at the Duck Islands, Lake Huron, were whitefish. The catch now in those places is not one-third whitefish, which goes to prove that this valuable fish will soon be depleted in those waters.

The returns show an increase in pickerel of 32,940 pounds. This, I think, is caused by the large number of illegal trap-nets which have been destroyed on this division during the last two years, thus protecting this species of fish during the spawning season, which if continued cannot fail to have good results.

In herring there is an increase of 31,100 pounds. This is due to herring fishing being allowed in November.

With the exception of three or four tons of fish used for home consumption, all caught in this division are shipped to Buffalo, Detroit and Chicago.

The principal abuses which now exist in this division are seining, trap-netting and fishermen using too many nets. The former is gradually decreasing, but the latter seems to be on the increase. Fishermen should not be allowed to use over two gangs of nets to a boat. The several close seasons have been strictly observed. During the month of November guardians were appointed at different points, while the Government sail boat was placed on the eastern portion of the Manitoulin division, completely patrolling those waters. Illegal trap-net fishing was carried on in the vicinity of the Bustard Islands during part of the months of April and May. Twenty-one of those nets were destroyed before any fish had been taken out of them. Two of the parties found engaged in this illegal fishing were fined with full penalties, while others engaged in the same at once left the division. During the past season sixteen boats and four tugs were seized for illegal fishing, with eleven convictions. Twenty-five trap-nets and three seines were also seized and destroyed. One pound



net was seized for being fished without a license, and there are ten parties yet to be prosecuted.

The "Act respecting the protection of Navigable Waters" has been well observed by mill-owners in this district. No sawdust or mill rubbish should be allowed to be dumped into the streams in this district, as they nearly all abound in speckled or brook trout.

There are no fishways in this district, but at least three streams should be provided with them.

The reduction in the size of the mesh in pound-nets is greatly to be regretted. Pound-nets on this division should not have less than  $4\frac{1}{2}$  inch mesh. Fishermen are now putting in the small mesh under the new regulations and the result is that small and immature whitefish are being caught in large quantities. The numbering of all boats engaged in fishing would greatly assist the fishery officers in the discharge of their duties. This might be easily done under the supervision of Captain Dunn with the assistance of the overseers. Mr. Elliott also suggests a uniform system of licensing boats. On the Lower Lake Superior division the fee for a boat license is \$10, while on the Manitoulin division where the fishing season is longer and the fishermen fish more nets, the fee is only \$5 per boat.

The issuing of licenses to firms or traders should be abolished, as it is found there is a tendency of firms to control the fisheries to the exclusion of the fishermen. None but bona fide fishermen should receive licenses, or in other words, those who actually fish and lift the nets.

The north channel and the north shore of Georgian Bay, with its many islands, channels and deep bays extending for miles, afford the poachers every facility to pursue their illegal fishing; and in order to successfully cope with them it would be necessary to have a small light draught tug. Nearly all the illegal fishing is done in those inside channels or where a boat drawing over four feet of water cannot reach. Boats of this class are run by two men here; and the fuel required costs from \$1 to \$1.50 per day, in many cases the fuel being picked up along the shore. From experience on the north shore of Georgian Bay this season, this officer feels assured that illegal fishing will never be completely stopped until some means of this kind is adopted.

The total value of the fisheries of this part of Lake Huron amounts to \$294,000, exceeding the value of 1893 by about \$40,000.

#### GEORGIAN BAY.

Captain Dunn reports as follows:—

"In Georgian Bay the fishing was reported generally light, with a few exceptions. The law has been well observed by bona fide fishermen, better than heretofore, but poaching has been extensively carried on, especially on the north-east coast, which is so favourable to their operations. This portion of Georgian Bay requires diligent and continuous guarding.

"The small portion of time in which good work was done by the 'Petrel' in these waters had a material benefit on the balance of the season, but I have every reason to believe that the same depredations will be carried on next year as extensively as ever, unless, as before stated, the grounds are carefully watched."

*Overseer F. J. Smith*, of Midland, who has been appointed in charge of the eastern side of Georgian Bay, states that he experiences a great deal of trouble in securing reliable data from the fishermen respecting their catch of fish. However, he feels confident that the figures given, if not exactly accurate, are still below the actual yield. The total catch is valued at over \$100,000, being an increase of 47 per cent, as compared with the take of the previous year. While salmon trout yielded about the same as in 1893, whitefish has more than doubled. Besides these two staple fish, a fair quantity of pickerel and pike are returned, while none were mentioned in the previous report.

## Marine and Fisheries.

*Overseer J. Donaldson* returns a decline of about 20 per cent in his division of the Georgian Bay waters. Two of the principal fish firms not being actively engaged in this industry, is sufficient to explain the above deficiency. The close seasons were well observed and no infraction was brought to his notice, with the exception perhaps of a few mill owners, who, he thinks, allow sawdust to escape in the streams.

*Overseer Robert Edmonstone* also returns a considerably decreased catch of fish, which he ascribes to a smaller number of fishermen being engaged in fishing. There was no tug license taken in his district this season. Three or four parties were convicted of illegal fishing in November.

*Overseer Isaac Lennox* also reports a decline in the yield of the fisheries under his charge, which he attributes to a less vigorous prosecution of this industry and to a more stringent enforcement of the fishery regulations. More than half of the fish caught here are exported to the United States. Several nets were seized and destroyed for illegal use and the offenders punished. Mr. Lennox says there are seven mills built near the shores in his division, the owners of which hold large booms of logs so long in the water that the bark peels off and no doubt becomes injurious to fish life, but he is at a loss how to remedy this apparent evil.

The total value of the fisheries of Georgian Bay amounts to \$300,000, a decrease of 12 per cent as compared with that of last year.

### LAKE HURON DIVISION.

(From Cape Hurd to Point Edward.)

*Overseer Chas. Briggs* returns about the same quantity of fish caught as last year, but says the catch would have been much larger had the weather been more favourable this fall, in fact the easterly gales were the worst experienced for years, some fishermen never recovered half the nets they had set. The capture of salmon trout exceeds 600,000 pounds. Though this division is one of the famous herring resorts, the present yield is far short of that of 1893. This shortage is also attributed to inclement weather in the fall months. The officer also complains of the large quantity of bark grounded from the logs while being towed in rafts across the lake. The waters must be polluted, and nets necessarily injured by it. The total yield of this district exceeds \$80,000.

*Overseer Hugh McFayden* reports an average catch of speckled trout in the Saugeen River and tributaries, but says the size of these beautiful game fish is declining. The season commenced cold and wet, then in July the constant dry weather kept the water too low till the end of the season. There are four efficient fishways on these streams. The close seasons are well observed.

*Overseer H. W. Ball* states that although the individual catch of fish is better than last year, the aggregate must be inferior, as a smaller number of fishermen were licensed by him; some were fishing in other districts. Pound-net fishing was a failure, owners not paying expenses. About one-third of the catch is consumed in Canada, the balance being exported. The close seasons were well adhered to and no serious infractions came to his notice. The mill rubbish regulation is also well complied with at present, but refuse escaping from the woollen mills and tanneries might be injurious to fish life. Mr. Ball advocates the adoption of a close season for herring which would also prove an additional protection to trout and whitefish.

*Overseer H. B. Quarry* says that considering the number of nets operated and the late date at which some of the fishermen commenced operations, they are well satisfied with the result. Fish were certainly more plentiful than in past seasons. This was specially noticeable in whitefish and pickerel, which he attributes to artificial hatching.

*Overseer J. C. Pollock* reports this fishing season as one on the best for years past, and he strongly upholds the substitution of the pound-net for the seine. The staple fish of this division are sturgeon, pickerel and herring. The catch of sturgeon exceeded one-quarter of a million pounds. One fisherman who had captured 800

lbs. of sturgeon in 1893 caught 20,000 lbs. this season; another who took 1,800 lbs. two years ago, captured over 40,000 lbs. Pickerel were of large size, some samples weighed nine pounds when cleaned. The changing of seines to pound-nets somewhat delayed the fishing season; however, the result proved satisfactory as the whole catch more than doubled the value of 1893.

The total value for this part of Lake Huron, from Cape Hurd to its most southern point, is made up at \$294,000, an increase of about \$40,000 over the product of last year.

For the whole lake, including North Channel and Georgian Bay, the total value amounts to \$807,000, a decline of \$54,000.

#### LAKE ST. CLAIR DIVISION—INCLUDING DETROIT RIVER.

*Overseer Boismier* returns a considerably decreased catch of fish both in the lake and in Detroit River. The only pound-net which fished for herring did nothing; that kind of fish as well as sturgeon seems to be on the decline in these waters. The licensed fishermen of his division strictly complied with the regulations, but this officer detected a few unlicensed lines, which he seized and destroyed.

#### THAMES RIVER.

*Overseers Theo. Pelletier and P. McCann* return a fair quantity of fish caught in this river, chiefly pickerel and coarse fish, valued in all at \$7,200.

*Mr. McCann* says that both net and rod fishing was good. Owing to an open winter, the season began earlier than usual. The decline of pickerel and increase of mullets is attributed by many to the destruction of spawn by its being covered up by a flow of muddy sediment carried down with the spring freshets by the drains in farm districts and the sewerage from town and villages, while mullet, which spawns later, is not so covered and comes to maturity. While the net fishermen complain of the length of close seasons, the sportsmen attribute the amelioration to the good observance of the close time. Four parties were convicted and fined for spearing fish. This officer laid a complaint against the manager of the London Gas Company for polluting the river with deleterious substances. The magistrate found the offence proved, but on the defendant undertaking to make arrangements providing against the repetition of the offence, suspended judgment.

There are fourteen dams in this division all provided with efficient fishways, excepting one, where a new ladder has been ordered. Only about five per cent of the catch is used for home consumption, the balance being exported.

#### LAKE ERIE DIVISION

Captain Dunn, of the "Petrel," says:—"I found on Lake Erie that fishing was generally reported light, with the exception of that in the vicinity of Long Point. The law has been well observed by our fishermen on this lake, the open nature of the lake shore is an aid to the protection of the fish, giving no cover to poachers, and, therefore, is easy of protection. The principal catch in the vicinity of Long Point during the summer months was herring, with a considerable quantity of blue pickerel and other mixed fish. The whole lake appears to me to be generally depleted of whitefish. I saw very few whitefish taken during the whole of the season.

With reference to the spawning grounds of this lake, the west end among the various islands appears to be the principal resort of herring and whitefish.

On the American side of the lake, the principal spawning grounds appear to be in the vicinity of Kelly's and the Bass Islands, but these waters are so encumbered with pound-nets during the whole of the spawning season that the fish have little or no chance to spawn, and, consequently, work their way into Canadian waters and are followed by the American gill-net men from the various ports in the states. This necessitates particular and diligent guarding during this portion of the year."

## Marine and Fisheries.

*Overseer James E. Quick* returns a serious diminution in the yield of fish around Pelée Island in herring and coarse fish, but the other kinds are as good if not better than during 1893. Seven pound-nets less were fished this summer than last. The close seasons were well observed by our fishermen, but, unfortunately, the same cannot be said of our neighbours, who seem determined to poach in our waters, whenever an opportunity offers. These fisheries are valued at \$7,500 for the season.

*Overseer E. Wigle* reports a general decline in all kinds of fish in his division, estimated at \$25,000 less than in 1893. This he ascribes to heavy gales destroying nets, which could not be replaced before the end of the season. Forty-one pound nets were fished in this district. Total catch valued at \$55,500.

*Overseer H. Linley* returns about an average catch of fish. The season began early and favourably, but in July the water became so hot that fish left the shores for deeper water. Then fishermen generally raise their nets to clean and mend them in preparation for the fall fishing. The catch of half a million pounds of pickerel was unusually large and mostly of the common species known as blue-backs. Herring is the staple fish of this district, about two and a quarter million pounds being taken. The size and quality of this fish was very good. This officer also complains of foreign poachers who hasten to the spawning beds during the close season. If these depredations are not peremptorily checked our waters will soon become as depleted as their own. Fall fishing was not a success in many parts of this district, owing to the water remaining unusually warm till late in the season. Good sport was enjoyed by the numerous anglers who frequent Rondeau Bay during the summer months. The general public seem to appreciate the prohibition of nets in this beautiful bay. The total yield of this division is valued at \$107,000.

*Overseer Wm. Freeland* says, taking it altogether, the catch was larger than during the previous year by a value of \$15,000. The season opened early, however, fish remained scarce till about the middle of June, but the height of the season was during October when the fishermen could hardly handle the catch of herring and pickerel. The yield of herring nearly reaches one and a half million pounds and that of pickerel 900,000 pounds. Fishermen commence to realize that fishing seldom pays after 1st November, as storms will then do more damage to their fishing gear than any catch of herring can compensate them for, and most of them are well disposed in future to close their operations on the above date. The total value of the fisheries fronting on the county of Elgin nearly reaches \$100,000.

*Overseer David Sharp* reports the largest catch of fish for the past twelve years. It is true that whitefish and sturgeon did not yield quite as much as in 1893, but the capture of herring, pickerel and coarse fish was unprecedented. This surplus is ascribed to the fact that foreigners were not fishing as usual off the end of Long Point. Some protection should be given to sturgeon which is fast becoming one of the staple fish. The close seasons were well observed. Three unlicensed seines and two nets were seized and destroyed. The total yield is valued at \$57,000, exceeding that of the previous year by \$25,000.

*Overseer C. H. McCrae*, who has charge of a part of Grand River, states that owing to damages done in the Dunnville dam, the waters got so high above it that fishermen did little fishing. This officer recommends the issue of dip-net licenses for the domestic use of settlers on the banks of the Grand River, the spring time being the only favourable opportunity these farmers have to capture a few fish.

### LAKE ONTARIO DIVISION.

*Overseer Fred. Kerr* says that several old fishing stations report a decline in the herring fishery. This was specially noticed at Niagara, where the large size fish hardly made an appearance. Some ascribe the absence of herring to the prevalence of a filthy sediment from the sewerage of Buffalo City and rubbish from mills in the vicinity. At other places these fish seem as plentiful as ever, but of a somewhat smaller size. In Lake Erie off the shore of Welland County, herring fishing was even better than usual. This is attributed to the fact that foreigners were not allowed

to poach in the vicinity, several of their nets having been seized and destroyed by the cruiser "Dolphin." Herring is taken here during winter, and brings good prices.

Salmon trout caught at Winona and Grimsby were of a large size and good quality, so much so that more fishermen are preparing for them next season. Whitefish were scarce, only a few being caught in trout nets.

Sturgeon fishing was better in the vicinity of Fort Erie than during the previous season. Fishing for these large fish is almost entirely carried on with night-lines, mostly from early spring to the end of June. Fishing for pickerel with baited hooks has become quite a remunerative venture in Lake Erie, no less than fifteen boats being thus engaged this season.

As perch has now become a staple fish, and is considered by many far more palatable than herring, Mr. Kerr is of the opinion that it should be protected by a close season. About half of the whole catch is used in Canada, and the balance disposed of on the Buffalo markets. Fish were generally in demand and prices ruled higher than in 1893. The encroachment of United States fishermen at Pt. Abino, Lake Erie, was about the only serious violation of the laws which came to this officer's notice. A few illegal gill-nets were also confiscated last spring in Burlington Bay and immediately destroyed. This officer remarks that in his different trips as far as Lake St. Clair, he has noticed a decided improvement in the manner the fishery regulations are now enforced by the different officers of the department. The presence of a cruiser in Lake Erie will also be conducive to beneficial results and will show our neighbours that the department is determined to protect our waters. Mr. Kerr thinks that the close season for herring should be reinstated, at least no pound-net fishing should be allowed during November, as the whitefish held inclosed therein are seriously injured, even if liberated alive. He agrees with Overseer Free-land that on account of storms, pound-net fishing seldom pays after 1st November, and most of the pound-net fishermen would willingly comply with its prohibition. It is claimed that the Lake Ontario herring are of a smaller size than those of the other lakes, hence the suggestion of permitting the use of a smaller meshed net to capture them, otherwise many fishermen will abandon this fishery. The restriction of the use of the seine in certain waters meets with the general approval of the public as a move in the right direction. Mr. Kerr concludes by suggesting an occasional meeting of the principal overseers at some central point of the province, and thinks that practical and beneficial results would accrue from such a conference, to a more efficient protection of our piscine wealth.

The total catch of the Ontario Lake portion of this division is valued at \$34,000, about the same as in 1893.

*Overseer Wm. Sargent* states that herring and ciscoes are increasing. Some large hauls of both were made. Ciscoes remain in deeper water than the common herring, and are harder to capture. The fishermen of his division and vicinity have a splendid method of curing these fish. After being cleaned they are salted for twelve hours, then are hung up and smoked. Thus prepared they bring as high as 7 cents per pound on Toronto and Montreal markets, where they are shipped in baskets.

*Overseer N. Simmons* states that hoop-net fishing being allowed in some parts of Trent River the quantity of coarse fish is naturally increased, about 60,000 pounds being exported at an average price of 4 cents per pound. Game fish are also as plentiful as ever; large catches of bass and maskinongé were made. The total value is given at \$14,340 for the Trent River division.

*Overseer Jos. Redmond, jr.*, states that, owing to the prohibition of the seine, the quantity of fish caught is considerably less than during the previous year, but the quality was much better. Herring fishing is steadily improving and fast becoming an important feature in the fishing industries of this division. Complaints have been laid against the prohibition of seining for a species of small inferior fish for the purpose of manufacturing a fertilizer. It is claimed that if the poor people of the locality were allowed to utilize them instead of letting them pollute the shores, where they lie dead by the ton, they would be greatly benefited, and a nuisance thus removed. Mr. Redmond recommends that seining for them be again per-

## Marine and Fisheries.

mitted. The total value of the fisheries in this division only amounts to \$25,800, a decrease of 50 per cent, as compared with that of the previous year.

*Overseer W. P. Clarke*, in charge of Bay of Quinté, says that while pike, perch, and other coarse fish are improving, bass, pickerel and herring are declining. As for whitefish it may be called a complete failure, only 4,000 pounds being returned altogether. The hoop-net fishermen are well satisfied with their season's operations. With the exception of herring nearly all other kinds of fish are shipped to the United States. Mr. Clarke is of opinion that perch caught in hoop-nets should be kept instead of returned to the water. The fisheries of this division are valued at \$10,500, a slight decrease from last year.

*Overseer E. H. Sills* of the Napanee district says that notwithstanding that no seines were allowed this season and that the number of hoop-nets was less than in 1893, the yield of fish slightly exceeds the previous one. A large catch of herring was effected during the fall. About one-tenth of the fish caught here is used for domestic purposes, the balance being exported. Only one case of illegal netting came to his notice, the offender was fined and the net destroyed. The total value of the fisheries in this locality reaches nearly \$9,000.

The total value of the whole Lake Ontario fisheries, including Amherst and Wolfe Island, is put down at \$120,380, a decrease of thirty-three per cent.

### FRONTENAC, LEEDS AND LANARK DIVISION.

*Overseer George Lake* states that more fish were caught than last year, owing no doubt to the few hoop-nets which were allowed this season. With the exception of three parties, who were duly fined for fishing during the close season, no other violation of the fishery laws came to his notice. The whole catch is used in the vicinity.

*Overseer Robt. A. Gilbert* reports the inland waters of Frontenac as well stocked with parent fish, and visitors as well as settlers may and do enjoy good sport in the spring and fall of the year. About 17,000 pounds of trout were captured. This officer would like to see one or two of these numerous lakes stocked with bass and pickerel fry. The close season was well observed.

*Overseer H. R. Purcell* reports fair catches of bass, pickerel and even trout by the sportsmen visiting the locality. The few who were detected violating the law were duly punished. Settlers would willingly avail themselves of the opportunity of taking a few herring which are swarming in some of these lakes and cannot be captured without nets.

*Overseers Jeacle, Greer, Boddy, Hicks and Moorhead*, who are in charge of the inland waters of Leeds and Lanark, including Charleston and Beverly Lakes, report an increase in the catch of this division. This is no doubt attributed to granting the settlers the privilege of using small nets to provide fish for domestic purposes. The fishery regulations are reported well observed by these different officers.

### GRENVILLE, DUNDAS AND STORMONT DIVISION.

*Overseers Mooney, Wallace, Poole, Davis and Pattison* return a much larger quantity of fish caught than in 1893, owing, no doubt, to more complete returns. This surplus catch is chiefly noted in eels, bass, pike and coarse fish. The total value of the whole yield amounts to \$7,300, three times as much as last year. Mr. Mooney complains that the use of dynamite in canal works now carried on is injurious to fish life. Several parties were also detected killing fish with explosives and duly punished.

### PRESCOTT, RUSSELL AND CARLETON DIVISION.

*Overseers Miron, Campbell, Boucher and Riddle* return an increased catch as compared with last year, valued at \$3,780, and consisting mostly of coarse fish.

## BENFREW DIVISION.

*Overseers M. L. Russell and Geo. Douglas* return a small quantity of fish caught in these inland waters, where hardly any netting is now done; angling and trolling by settlers and visitors being the only means of catching a few fish.

## NIPISSING DIVISION.

*Overseer J. S. Richardson* says that since netting has been stopped in Lake Nipissing the catch of fish is naturally considerably less. He estimates the yield by angling and trolling at 18,500 pounds, mostly pike.

## PARRY SOUND AND MUSKOKA DIVISION.

*Overseer Geo. R. Steele* says no complaints have reached him respecting the scarcity of fish, but there is the usual demand for more fishways. Where it is practicable to do so, this officer would prefer the restocking with fry to the building of fish passes. Six offenders against the close seasons were duly fined. Two nets were found set and were confiscated and destroyed, but the owners could not be detected.

*Overseer Edmund Forsyth* returns about 46,000 lbs. of fish caught in the waters under his charge, nearly all used for home consumption. No abuses came to his notice. All mill owners notified by him to desist from throwing rubbish into the streams, have readily complied. There are no fishways yet in his district. The close seasons were well observed.

## SIMCOE DIVISION.

*Overseer Wm. McDermott* says the supply of fish seems about the same as last year. The decrease noticed in speckled trout is more than made up by the good catches of bass and pike. The fishways have all been remodelled and quite a number of the old ones replaced by more efficient structures. The mill owners have learned at last that they can no longer, with impunity, dump their mill rubbish into the streams, and now adhere to the law. However, some of them deposit the sawdust so dangerously near the edge of the banks that it requires very little disturbing to drop in the streams. The total yield of fish is estimated at \$7,300.

## SCUGOG DIVISION.

*Overseer Archibald Bradshaw* reports that the catch of maskinongé and bass was better in Lindsay River, Goose and Sturgeon Lakes than in Scugog Lake and River. Indians capture many of these fish with baited hooks through the ice. The total take of maskinongé is estimated at over a quarter of a million pounds, and that of bass at 150,000 pounds. Eels, perch and catfish are also taken in fair quantities.

## PETERBOROUGH DIVISION.

*Overseer George W. Fitzgerald* states that nothing but hook and line fishing is allowed in the waters of his division. The whole catch is estimated at about 270,000 lbs. This is considered a better yield than the previous one, and is all used for home consumption. The chief abuses he has to contend with are netting, spearing and snaring fish. Five cases of illegal fishing were detected, the offenders duly punished, and a few spears confiscated. Mill owners now willingly comply with the sawdust regulations, but the bark which peels off the logs remains in the water. The only fishway in his division—on Scugog River—is not in good order. He recommends that another should be

## Marine and Fisheries.

built at Bobcaygeon. He is also of opinion that *bona-fide* residents might be granted permission to fish a small salmon-trout net during the month of October. The eleven guardians under his charge rendered efficient services, and he considers their remuneration is somewhat inadequate to the extent of their duties.

### OTONABEE RIVER.

*Overseer D. Breeze* states that more bass was caught this year than ever before, owing to the close season commencing later. The first run of these fish up the creeks to spawn was noticed on the 11th of May, and maskinongé about the 25th of April. The close seasons were fairly well observed. The mill-owners are now endeavouring to keep the sawdust out of the streams. He only noticed one violation, which he reported to the neighbouring overseer, it being in the latter's district. The spring freshets will soon clear all the sawdust out of the river, but it will accumulate at its outlet in the lake. Another abuse exists in the snaring of maskinongé during winter in shallow bays. These fish are easily detected if sold to hotels and stores, but the poachers often peddle them in the country. There are no fishways in any of the eight dams across Otonabee River between Rice Lake and Katchewanooka Lake.

### WELLINGTON AND NEIGHBOURING COUNTIES.

*Overseer Joseph Graham* reports an increase in the catch of fish, which he ascribes to the better observance of the fishery regulations. The worst abuse he has to report is allowing deleterious substances to escape from manufactories and tanneries. A case of this kind is now pending in the courts.

*Overseer David Coleman* states that the upper waters of the Notawasaga and Credit Rivers have a gravel bottom and afford excellent spawning beds to brook trout. Most of these ponds are taken up by private parties who secure fry from the two private hatcheries established in this district. One firm alone distributed a quarter of a million trout fry this spring in their waters, and have contracted for 150,000 more for next season. They are anxious to have the co-operation of the Federal Government to assist them in preserving these waters from poachers during the close season.



ONT

RETURN of the Number and Value of Tugs, Boats and Fishing Materials and Number Ontario, for

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL.						
		Tugs.			Boats.			Gill-Nets.		Pound-Nets.		Hoop-Nets.		
		No.	Tonnage.	Value.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.	
				¢		¢			¢		¢		¢	
	Lake of the Woods. ....	1	48	4000	6	50	1350	100	13850	3436	14	1750	2	4500
	<i>Lake Superior.</i>													
1	From Pigeon River to Otter Head.	6	160	12500	25	28	2800	56	25000	4300	29	4350		
2	Otter Head.....					3	500	6	6250	765				
3	Caribou Islands.....	*1	160	15000	12	4	775	8	12000	1600				
4	Michipicoten.....					5	985	10	9000	1700	1	250		
5	do River.....					2	400	8	6000	1570	3	1350		
6	Puckishaw.....					3	600	6	9000	1650				
7	Pilot Harbour.....	1	52	4500	12	2	300	4	15000	4180				
8	Gargantua.....					2	450	5	6000	1370	1	400		
9	Lizzard Island..	1	10	1000	5	13	2450	26	39000	9330	5	3000		
10	Mica Bay.....					3	600	6	9000	1350				
11	Point Mamainse.....					3	500	5	7000	1000				
12	Batchewan Bay.....					3	500	6	1000	339	4	1500		
13	Goulais Bay.....					7	330	13	6000	900	2	800		
14	Indian Reserve.....					10	410	20	3000	300				
15	Gros Cap.....					9	450	18	3100	500				
	Totals.....	9	382	33000	54	97	12050	197	156350	30854	45	11650		
	Value.....\$													

\*Sailing vessel.

## Marine and Fisheries.

### ARIO.

of Men employed, &c., with the Kinds and Quantities of Fish in the Province of the Year 1894.

KINDS OF FISH.									TOTAL VALUE.	Number.
Whitefish, brls.	Whitefish, lbs.	Trout, lbs.	Trout, brls.	Herring, fresh, lbs.	Sturgeon, lbs.	Pickereel, lbs.	Pike, lbs.	Coarse Fish, lbs.		
	449280	12873			162760	62010	30850	31460	52,273 00	
275	540000 18600	300000 41770	960 40	45000	35000	43000		81590	93,595 00	1
		168045	194						6,065 00	2
	23680	13420	122						18,744 50	3
10	34210				500	400			4,456 40	4
	14170	52671	7						2,956 80	5
5	42630	115820	322						6,900 70	6
	22763	79140	50						18,262 40	7
	157560	148490	243						10,235 04	8
13	25000	55000	138						29,883 80	9
	28120	21570							9,010 00	10
18	34400	99810	6		3900	3800			4,406 60	11
	25900	4600	12	400	525	2150			13,397 00	12
	10000	10000							2,803 00	13
	14300	4200							1,800 00	14
									1,564 00	15
321	991333	1114536	2144	45400	39925	49350		81500	224,080 24	
3210	79306.64	111453.60	21440	1362	2395.50	2467.50		2445		

RETURN of the Number, Tonnage and Value of Vessels, Boats and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL.			
		Vessels or Tugs.				Boats.		Gill-Nets.		Pound-Nets.	
		No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.
				§			§		§		§
LAKE HURON DIVISIONS.											
<i>North Channel, Manitoulin Island and Vicinity.</i>											
1	Tenby Bay, St. Joseph Island.....					3	300	4		4	1500
2	Milford Haven, St. Joseph Island..					3	550	6		4	1600
3	Marksville, St. Joseph Island.....					1	100	2	1500	2	150
4	Bruce Mines.....					1	150	2	500		25
5	Thessalon.....					13	1750	21	20000	10	2800
6	Coc'sburn Island.....	1	25	1500	6	5	550	11	1207½	4	1500
7	French Islands.....					2	100	3		5	1200
8	Blind River.....					1	175	2	1125		550
9	Algoma Mills.....	1	42	1200	8	2	350	4	24000	13	950
10	Newport.....					5	600	13	6000	8	3200
11	Spanish River.....					1	25	2	200		24
12	Meldrum Bay.....					5	700	11	1295		1850
13	Cape Roberts.....					1	125	1	2000		180
14	Gore Bay.....	1	40	1500	6	1	100	1	3000	5	2000
15	Kagawong.....					8	480	13	13600		1175
16	Little Current.....	1	3	500	3	2	250	5	11030		1200
17	Shegundah.....					1	40	2	1500		100
18	Manitowaning.....					1	200	2	500		25
19	Round Island.....					31	2975	64	90700		9330
20	Killarney.....					30	2620	56	83340		8217
21	Squaw Island.....	2	100	10500	15	19	3840	39	81000		13400
22	Bustard Island.....	2	38	6000	11	8	1200	14	37000		6350
23	Lonely Island.....					1	150	2	700		60
24	Club Island.....	2	20	4000	18	5	660	10	20000		2500
25	Rattle Snake Harbour.....					5	500	10	7000		1040
26	Whiskey Harbour.....					3	110	6	2000		100
27	South Bay Mouth.....	2	30	3000	12	8	850	16	31400	3	600
28	Providence Bay.....					1	100	2	1000		200
29	Green Island.....	2	22	400	20	2	400	4	23000	4	1600
30	Duck Island.....	3	7	1000	18	5	500	12	30000		3000
	Totals.....	17	327	33200	117	174	20450	340	505465	62	17100
	Value.....	§									

## Marine and Fisheries.

Fishing Material, &c, in the Province of Ontario—Continued.

KINDS OF FISH.												TOTAL VALUE.	Number.	
Whitefish, brls.	Whit fish, lbs.	Trout, lbs.	Trout, brls.	Herring, brls.	Herring, fresh, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Coarse fish, lbs.			\$
.....	14000	4000	.....	.....	.....	100	500	.....	25000	4000	.....	2,966	00	1
.....	16430	2700	.....	.....	4400	485	42	.....	4340	930	.....	2,002	22	2
16	1800	2500	10	.....	.....	200	200	.....	700	500	.....	733	00	3
.....	1500	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	170	00	4
3	75770	56940	.....	.....	.....	2000	40	.....	12900	.....	.....	12,553	00	5
.....	42600	71030	3	.....	.....	600	.....	.....	100	.....	.....	10,582	00	6
.....	16500	2000	.....	.....	.....	20000	.....	.....	6000	.....	.....	3,020	00	7
5	6000	4000	.....	.....	700	.....	.....	.....	.....	600	.....	975	00	8
.....	20200	80000	.....	.....	.....	6000	.....	.....	12000	.....	.....	10,576	00	9
2	39770	36020	.....	.....	.....	28580	.....	.....	84480	.....	.....	12,742	40	10
.....	.....	.....	15	.....	6000	.....	.....	.....	.....	.....	.....	330	00	11
1	22850	62000	.....	.....	.....	.....	.....	1100	.....	.....	.....	8,104	00	12
.....	800	3500	.....	.....	.....	.....	.....	.....	.....	.....	.....	414	00	13
.....	12746	23332	.....	.....	.....	7290	.....	.....	13640	.....	.....	4,472	28	14
.....	47220	21070	.....	.....	.....	805	.....	.....	1850	.....	.....	6,025	40	15
.....	27830	4100	.....	45	2000	.....	.....	.....	200	200	.....	2,916	90	16
.....	1210	.....	.....	.....	.....	750	.....	.....	.....	6	.....	142	04	17
.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	160	00	18
.....	131100	61320	.....	.....	.....	280	.....	10	4750	1200	160	16,927	70	19
.....	233100	66250	.....	.....	.....	225	.....	570	3400	1180	.....	24,937	90	20
.....	278290	224250	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,688	20	21
.....	170700	68400	70	35	.....	.....	.....	.....	.....	.....	.....	21,353	50	22
.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	00	23
.....	29160	34660	15	.....	.....	.....	.....	.....	.....	.....	.....	5,948	80	24
.....	51960	40000	.....	.....	.....	.....	.....	.....	1500	.....	250	8,239	30	25
.....	.....	11100	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,110	00	26
.....	11000	417210	45	60	.....	.....	.....	.....	.....	.....	.....	43,321	00	27
.....	.....	4150	2	.....	.....	.....	.....	.....	.....	.....	.....	435	00	28
.....	42200	101600	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,536	00	29
.....	12000	335675	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,527	50	30
27	1,308,736	1,733,307	160	140	13100	67315	782	1680	170860	8616	410	294,009	14	30
270	104,698 88	173,330 70	1600	630	393	4,038 90	46 92	100 80	8543	344 64	12 30			

RETURN of the Number, Tonnage and Value of Vessels, Boats and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL.		Whitefish, brls.	
		Vessels or Tugs.				Boats.		Gill-nets.			
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.		Value.
	<i>Georgian Bay Division.</i>			€		€			€		
1	Byng Inlet . . . . .					14	2100	30	42000	7000	
2	Point au Baril . . . . .					8	1600	16	24000	4000	
3	Mink Island and Shawanaga . . . . .	2	40	6500	12	20	3000	50	200000	12000	10
4	Umbrella Island . . . . .					7	800	16	21000	4450	
5	Copper Head . . . . .					2	350	4	6000	1000	
6	Giant's Tomb, Western Islands and Midland . . . . .	1	19	1000	5	8	800	16	39000	5000	20
7	Waubashene . . . . .	1	10	1000	2	15	1500	32	15000	3000	
8	Penitanguishene . . . . .	1	5	1000	3	16	1400	38	29000	5750	10
9	Collingwood . . . . .	5	50	25000	40	40	8000	80	84000	34000	
10	Point William . . . . .					7	670	15	17000	1650	
11	Meaford . . . . .	2	24	6500	10	4	160	8	36000	7200	
12	Cape Rich . . . . .					2	100	4	2500	250	
13	Owen Sound . . . . .					6	310	12	5750	575	
14	Pyatt's Point . . . . .					2	125	4	2000	200	
15	Colpoy's Bay to Cabot's Head . . . . .	3	54	15000	18	20	2000	45	58000	8500	
	Totals . . . . .	15	202	56000	90	171	22915	370	581250	94575	40
	Value . . . . .			€							400

## Marine and Fisheries.

Fishing Material, &c., in the Province of Ontario—Continued.

KINDS OF FISH.											TOTAL VALUE.	Number.		
Whitefish, lbs.	Trout, lbs.	Trout, brls.	Herring, brls.	Herring, fresh, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Coarse Fish, lbs.			Perch, lbs.	\$
14000	10000	.....	.....	.....	1000	.....	4000	4000	4000	2000	500	2,855	00	1
90000	90000	.....	.....	.....	150	100	400	40000	10000	5000	200	18,795	00	2
180000	200000	40	.....	.....	1000	.....	2000	20000	10000	.....	.....	36,480	00	3
104000	52000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,520	00	4
14000	16000	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,120	00	5
30000	80000	40	600	10000	.....	.....	.....	20000	10000	2000	.....	15,460	00	6
30000	30000	40	200	13000	.....	800	4000	30000	30000	18000	3000	10,708	00	7
14000	12000	10	20	.....	.....	.....	500	4000	4000	1000	.....	3,030	00	8
623300	844700	.....	.....	25230	21400	.....	2000	113750	23000	12500	.....	143,477	40	9
.....	44600	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,260	00	10
.....	84000	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	8,430	00	11
6000	4000	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	886	00	12
.....	12000	.....	.....	5600	.....	.....	.....	.....	.....	2000	.....	1,428	00	13
.....	5000	.....	.....	500	.....	.....	.....	.....	.....	.....	.....	515	00	14
82000	284000	.....	.....	4000	.....	.....	.....	.....	4000	4000	.....	35,360	00	15
1187300	1768300	250	820	58330	23550	900	12900	231750	95000	47700	3700	299,324	40	15
94984	176830	2500	3690	1750	1413	54	774	11587	3800	1431	111			

## RETURN of the Number, Tonnage and Value of Boats, Vessels and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED						FISHING MATERIAL.				
		Vessels or Tugs.				Boats.		Gill-Nets.		Pound-Nets.		
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.
				\$			\$			\$		\$
	<i>Lake Huron Division.</i>											
1	Cape Hurd to Southampton .....	4	73	11000	24	48	4670	117	140900	16260	.....	
2	Saugeen River .....											
3	Southampton .....	1	30	3000	6	3	600	10	21000	4100	.....	
4	Port Elgin .....											
5	Kincardine .....	1	18	1500	6	2	400	6	12000	2400	.....	
6	Port Albert .....				2	2	300	4	1000	200	3 600	
7	Goderich .....	3	85	8500	18	2	400	8	42000	8200	.....	
8	Off Bayfield .....					2	1300	20	2180	2900	3 400	
9	Grand Bend .....					6	700	11			7 1300	
10	Off Stony Point .....					2	175	4	40	60	1 240	
11	Off Blue Point .....					2	85	4	30	15	2 275	
12	Blue Point to Port Edward .....					17	1030	40	3500	450	15 3110	
	Totals .....	9	206	24000	54	92	9660	224	222650	34585	31 5925	
	Totals for Georgian Bay .....	15	202	56000	90	171	22915	370	581250	94575	.....	
	do for North Channel .....	17	327	33200	117	174	20450	340	505465	67236	62 17100	
	Grand Totals for whole of Lake Huron .....	41	735	113200	261	437	53025	934	1309365	196396	93 23025	
	Value .....			\$								

## Marine and Fisheries.

Fishing Materials, &c., in the Province of Ontario—*Continued.*

KINDS OF FISH.												TOTAL VALUE.	Number.		
Whitefish, brls.	Whitefish, lbs.	Trout, brls.	Trout, lbs.	Herring, brls.	Herring, fresh, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Coarse Fish, lbs.			Perch, lbs.	\$
.....	102700	608700	570	1413	.....	.....	.....	.....	.....	.....	.....	.....	81,144	50	1
.....	40000	20000	.....	.....	3000	.....	.....	.....	.....	.....	.....	.....	2,000	00	2
.....	.....	156000	.....	.....	6000	.....	.....	.....	.....	.....	.....	.....	18,800	00	3
.....	400	100000	.....	.....	8000	.....	.....	.....	200	.....	2000	3000	330	00	4
.....	4000	5000	.....	.....	4000	4000	.....	1000	1000	200	6000	4000	10,582	00	5
.....	2200	515000	.....	.....	20000	.....	.....	20000	1500	800	5000	4000	1,568	00	6
.....	22000	58900	.....	.....	23600	12000	.....	.....	21000	.....	60000	50000	56,883	00	7
.....	13000	700	.....	.....	8000	41225	.....	.....	6200	.....	1000	1200	10,194	00	8
.....	600	300	.....	.....	2700	15000	.....	.....	7700	.....	7900	3000	4,535	50	9
.....	.....	.....	.....	.....	8000	30100	.....	.....	16150	.....	2250	1020	1,495	60	10
.....	2700	4475	.....	71	98100	268350	.....	.....	58300	.....	8010	.....	2,951	60	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,182	30	12
.....	187600	1469075	570	1484	181400	370675	.....	21000	112050	1000	94380	68220	213,756	50	.....
40	1187300	1768300	250	820	58330	23550	900	12900	231750	95000	47700	3700	299,324	40	.....
27	1308736	1733307	160	140	13100	67315	782	1680	170860	8616	410	.....	294,009	14	.....
67	2683636	4970682	980	2444	252830	461540	1682	35580	514660	104616	142490	71920	807,090	04	.....
670	214690	497069	9800	10998	7585	27692	101	2135	25733	4185	4275	2157	.....	.....	.....



RETURN of the Number, Tonnage and Value of Vessel-, Boats and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL			
		Vessels or Tugs.				Boats.		Gill Nets.		Seines.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Fathoms.	Value.	Fathoms.	Value.
	<i>Lake St. Clair Division, including Detroit River.</i>			\$		\$		\$		\$	
1	Thames River.....				27	425	148			510	440
2	Mitchell's Bay.....				5	140	10				
3	Lake St. Clair.....				22	570	30				675
4	Detroit River.....	1	8	900	2	6	240	50		900	675
	Totals.....	1	8	900	2	60	1375	238		1410	1790
	Value.....\$										
	<i>Lake Erie Division.</i>										
1	Pelee Island.....				9	1200	15	1200	120		
2	Off County of Essex.....	2	106	9500	11	54	4810	75	500	175	
3	Off County of Kent.....	1	198	16000	10	41	4550	55			
4	Off County Elgin.....	6	98	14700	15	38	3525	52	1050	200	
5	Port Burwell.....	2	30	3500	10	4	200	8			
6	Clear Creek.....	1	6	1000	5	4	700	5			
7	Port Rowan.....				11	340	33	1400	275	1400	620
8	St. Williams.....				7	180	28	250	60	1400	560
9	Turkey Point.....				9	500	21	2150	250	900	600
10	Long Point.....	3	47	5400	14	13	1700	34	4750	550	2100
11	Normandale.....				3	70	4	1300	150	200	75
12	Port Dover.....				3	320	9	3000	360		
13	Selkirk and Rainham.....				4	225	9	1500	170		
14	Cayuga to Moulton Bay, including Grand River.....	2	35	2600	7	19	920	30	7000	3000	200
15	Low Banks.....				4	300	6	2000	200		
16	Port Colbourne.....				7	350	7	4000	400		
17	Ridgeway.....	1	12	2000	3	11	600	20	5800	550	
18	Fort Erie.....				15	750	26	9200	1800		
	Totals.....	18	532	54700	75	256	21240	437	45100	8260	6200
	Value.....\$										

## Marine and Fisheries.

Fishing Material, &c., in the Province of Ontario—Continued.

				KINDS OF FISH.												
Pound Nets.		Hoop Nets.		Whitefish, lbs.	Trout, lbs.	Herring, fresh, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickeral, lbs.	Pike, lbs.	Coarse fish, lbs.	Perch, lbs.	TOTAL VALUE.		Number.
Number.	Value.	Number.	Value.											\$	cts.	
3	625	22	360				500	910	1250	26850	3800	185910	1200	7,267	40	1
		6	100				18340			200	1000	8620		298	60	2
				17560						140	30	102660		4,190	20	3
												600		1,431	00	4
3	625	28	460	17560			18840	910	1250	27190	4830	297790	1200	13,187	20	
				1404			1130	54	75	1359	193	8933	36			
21	6300			14720		43650	38940		13620	23000		23595		7,498	55	1
41	21800			32518		705884	76240		12613	54370		625200	164020	55,506	64	2
52	18250			33450		2233800	62700		8220	497800		195924	73200	106,908	92	3
55	18550			39300		1470900	59100		8110	893670		27750	39500	98,004	60	4
8	2400			9925		80480	9700		1050	81370	1286	26000	5040	8,904	54	5
5	1500			11000		59500	11050			37700		1200		5,249	00	6
				1700		4500	2460		910	28780	6000	20500	28540	3,623	40	7
				50		13900	200		130	13620	1250	9800	23600	2,173	80	8
						140050			2943	26700	500	16400	36500	7,320	08	9
18	5400			9740	300	264450	24000	1060	7350	91460	13050	23000	121500	20,117	30	10
						20050			1500	7400	510	2600	10560	1,476	70	11
						86050	500		250	52700	895	5600	29000	6,335	30	12
2	500			630		31350	5200		1370	7450		3020	3300	1,947	20	13
					500	7500	500	150	2350	40200	6900	20900	28200	4,214	00	14
						6600			50	6650		3400		635	50	15
						7000	500			2000		4000		460	00	16
2	1200					29000	5000		500	31000	8000	26400		3,862	00	17
						19000	95000			25900	2000	24300		8,374	00	18
204	75900			153033	800	5223664	391130	1210	60966	1921770	40391	1059589	562960	342611	53	
				12242	80	156710	23467	72	3658	96088	1615	31787	16888			

RETURN of the Number, Tonnage and Value of Vessels, Boats and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL.							
		Vessels or Tugs.			Boats.			Gill-Nets.		Pound-Nets.		Hoop-Nets.			
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	No.	Value.	No.	Value.	Whitefish, brls.
	<i>Lake Ontario, including Niagara River and other tributaries.</i>			\$		\$			\$		\$		\$		
1	Queenstown.....					4	120	6						‡ 600	
2	Niagara.....					10	750	20	11000	1000					
3	Port Dalhousie.....	1	8	1200	3	5	500	10	8000	1200					
4	Beamsville.....					7	350	14	6000	500					
5	Burlington Beach.....					17	1285	34	25100	2970					
6	Angling and trolling in the above districts.....														
7	Fronting on Halton and Peel.....					15	2200	50	45800	4700					
8	County of Ontario.....					5	210	8	900	200					
9	*Counties of Durham and Northumberland.....					18	1200	23	13000	700			28	560	
10	*Rice Lake.....							†							
11	Trent River.....							20					34	680	
	<i>Prince Edward County.</i>														
12	Wellington Beach.....	4	175	9000	20	60	1850	1300	22550	3000			17	340	800
	Weller's Beach.....														
	Smith's Bay.....														
13	Bay of Quinte.....					42	1370	72	14650	1600			78	2030	
14	Coast fronting on Co. Lennox, including Napanee River.....					27	600	43	3900	480			47	700	
15	Amherst Island.....					21	315	42	5775	525					
16	Wolfe Island.....					21	600	15	2030	150			15	225	
	Totals.....	5	183	10200	23	252	11300	1657	158705	17025			221	5135	800
	Value.....	\$													8000

\* Estimated. † About 60 Indians trolling and angling. ‡ Machines.

## Marine and Fisheries.

### Fishing Materials, &c., in the Province of Ontario—Continued.

KINDS OF FISH.													TOTAL VALUE.	Number.
Whitefish, lbs.	Trout, lbs.	Trout, brls.	Herring, brls.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Maskinongé, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Coarse Fish, lbs.	Perch, lbs.		
2000				34400	250			2000	6000		16000		1,947 00	1
				40000	510	25600		1500	30000		19500		5,101 60	2
				103000		1410			5500		2200	18600	4,073 60	3
	5640			114000		2600					6600	5000	4,488 00	4
1000	1000			194000	1200			1000		3800	3150	4500	6,513 50	5
						6830		24000	130000	35000		75000	11,999 80	6
250	5000			50000	500			800		900	52000	1000	3,724 00	7
				3100							200	250	106 50	8
1530	25100			18000	7000					38200	50000	5200	6,776 40	9
	3200						70000	100000					10,200 00	10
					15000	2000	55000	50000	40000	50000	90000		14,340 00	11
		600	1000		50000	2000	1000	2000	1500	50000	65000		25,825 00	12
4050			125	22100	5320			3650	12860	59120	137400	43600	10,525 50	13
18100			67	34800	3700	800		100	19300	20700	111780	22950	8,904 40	14
32000	3800							3200	2600	2100			3,346 00	15
1000	500				2800	1000				24900	30200	8300	2,509 00	16
59930	44240	600	1192	613400	86280	42240	126000	188250	247760	284720	584030	184400	120,380 30	
4794	4424	6000	5364	18402	5176	2534	7560	11295	12388	11388	17520	5532		

RETURN of the Number and Value of Vessels, Boats and

Number.	DISTRICTS.	VESSELS, TUGS AND BOATS EMPLOYED.						FISHING MATERIAL.				Whitefish, lbs.
		Vessels or Tugs.				Boats.		Gill-Nets.		Hoop-Nets.		
		No.	Tonnage.	Value.	Men.	No.	Value.	Fathoms.	Value.	No.	Value.	
	<i>Frontenac, Leeds and Lanark.</i>			§		§		§		§		
1	Howe Island. . . . .				5	65	5	1400	140	6	120	
2	Kingston, Storrington and Pittsburg . . . . .				15	375	16	2275	136	23	345	
3	Gananoque. . . . .				1	15	6			5	30	
4	Frontenac County . . . . .						100	320	80	4	40	1000
5	Leeds and Lanark, including Charlestown and Beverly Lakes. . . . .				14	210	44	900	130	34	795	1500
	Totals. . . . .				35	665	171	4895	486	72	1330	2500
	Value . . . . . §											200
1	St. Lawrence River, fronting on the counties of Grenville, Dundas, Stormont and Glengarry . . . . .											
2	Counties of Prescott, Russell and Carleton . . . . .											
3	County of Renfrew. . . . .											
4	*Lake Nipissing . . . . .											
5	Parry Sound and Muskoka . . . . .											4100
6	Lake Simcoe . . . . .											
7	Scugog Lake and River. . . . .											
8	Peterborough and Victoria counties and vicinity. . . . .											
9	Wellington and neighbouring counties, including Credit River. . . . .											

\* Angling and trolling.

## Marine and Fisheries.

Fishing Materials, &c., in the Province of Ontario—Continued.

KINDS OF FISH.										TOTAL VALUE.	Number.
Trout, lbs.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickered, lbs.	Pike, lbs.	Coarse fish, lbs.	Perch, lbs.		
.....	.....	3350	.....	.....	.....	.....	5450	4900	.....	566 00	1
.....	.....	3400	.....	.....	.....	.....	35200	34500	300	2,656 00	2
.....	.....	2250	4500	550	11250	1125	20250	41120	2250	3,280 35	3
28500	6300	1200	.....	30	16100	4600	17000	23120	2750	5,844 90	4
1030	2500	3550	.....	.....	193.0	1300	19200	89300	3600	5,289 00	5
29530	8800	13750	4500	580	46650	7025	97100	192940	8900	17,636 25	
2953	264	825	270	35	2799	351	3884	5788	267		
.....	.....	14550	8300	2400	31200	3000	39000	69000	4600	7,305 00	1
.....	.....	6000	400	5750	7000	6800	11500	54600	6400	3,779 00	2
600	.....	2020	4200	1700	5180	4310	12000	9830	720	1,858 00	3
.....	.....	.....	.....	4000	2000	.....	10000	2500	.....	835 00	4
24100	.....	.....	1200	5500	10400	13300	7500	44100	3000	6,142 00	5
15000	.....	.....	22000	.....	380.0	6000	35000	18000	.....	7,340 00	6
.....	.....	10400	.....	260000	156000	.....	.....	60000	1000	27,414 00	7
66600	.....	6550	.....	114100	167250	.....	.....	80650	500	26,368 50	8
10500	.....	800	.....	.....	2000	.....	.....	14000	1000	1,668 00	9



## Marine and Fisheries.

RECAPITULATION of the Number and Value of Tugs, Boats and Fishing Materials, &c.—Province of Ontario—Concluded.

Number.	KINDS OF FISH.													TOTAL VALUE.	Number.		
	Whitefish, barrels.	Whitefish, lbs.	Trout, lbs.	Trout, barrels.	Herring, barrels.	Herring, fresh, lbs.	Eels, lbs.	Sturgeon, lbs.	Maskinonge, lbs.	Bass, lbs.	Pickarel, lbs.	Pike, lbs.	Coarse Fish, lbs.			Perch, lbs.	\$ cts.
1		449280	12873					162760				62010	30850	31460		52,273 60	1
2		991353	1114536				46400	39925				49350		81500		224,080 24	2
3		2683636	4070682	980	2444		252830	461540	1682	33580	514660	104616	142400	71920		807,090 04	3
4		17560	800					18840	910	1250	27190	4830	297700	1200		13,187 20	4
5		153033	4240				522864	391130	1210	60966	1921770	40391	1059589	562960		342,611 53	5
6		59930	4240				613400	42240	12000	188250	247760	284720	584030	184400		120,380 30	6
7		2500	29530				8800	4900	380	46650	7025	97100	192940	8900		17,636 25	7
8																	
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	
	Totals	1188	4361372	6289461	3724	3636	6144094	140350	1157035	523832	751726	2863175	677507	2742479	846600	1,659,968 66	
	Value	11880	628946	37240	16362	8421	69422	31430	45103	143158	27101	82275	23398	26,368 50	15	1,668 00	16



## RECAPITULATION

Of the Yield and Value of the Fisheries of the Province of Ontario, for the Year 1894.

Kinds of Fish.	Quantity.	Price.		Value.	
		§	cts.	§	cts.
Whitefish.....	Brls. 1,188	10	00	11,880	00
do.....	Lbs. 4,361,372	0	08	348,909	76
Trout.....	Brls. 3,724	10	00	37,240	00
do.....	Lbs. 6,289,461	0	10	628,946	10
Herring.....	Brls. 3,636	4	50	16,362	00
do.....	Lbs. 6,144,094	0	03	184,322	82
Eels.....	" 140,350	0	06	8,421	00
Sturgeon.....	" 1,157,035	0	06	69,422	10
Maskinongé.....	" 523,832	0	06	31,429	92
Bass.....	" 751,726	0	06	45,103	56
Pickarel.....	" 2,863,175	0	05	143,158	75
Pike.....	" 677,507	0	04	27,100	28
Coarse fish.....	" 2,742,479	0	03	82,274	37
Perch.....	" 846,600	0	03	25,398	00
Total for 1894.....				1,659,968	66
do 1893.....				1,694,930	70
Decrease.....				34,962	04

## STATEMENT

Showing the Number of Tugs, Boats, &c., in Ontario, for the Year 1894.

	§	cts.
75 tugs or vessels (tonnage, 1,888).....	216,000	00
1,187 boats.....	101,005	00
1,682,265 fathoms of gill-nets.....	256,457	00
7,610 fathoms of seines.....	4,985	00
359 pound-nets.....	112,950	00
323 hoop-nets.....	11,425	00
160 freezers and ice-house.....	702,822	00
92 fishing piers, wharfs, &c.....	92,700	00
Total.....	839,022	00

Number of men employed in the fisheries of Ontario, 1894:—

In tugs.....	421
In boats.....	3,734
Total.....	4,155

## Marine and Fisheries.

### APPENDIX No. 11.

## MANITOBA.

ANNUAL REPORT FOR THE YEAR 1894 ON THE FISHERIES OF MANITOBA, BY INSPECTOR R. LATOUCHE TUPPER.

SELKIRK, Man., 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries.  
Ottawa.

SIR,—I have the honour to submit my report for the year 1894, regarding the fisheries of the province of Manitoba and the statistics in connection therewith, values and extent of the fisheries, steam vessels engaged in fishing, ice houses, freezers, etc., etc., and remarks on the general state of the industry in the province.

The commercial fishing done in Manitoba is carried on at two seasons of the year, for purposes of export and sale, viz., commercial fishing in summer, domestic fishing in winter. Commercial fishing must be carried on only in a restricted area at the north end of Lake Winnipeg, and then only in the months of May, June, July and August; but as the lake does not open in the northern part until the 1st of June or later (the average date being about the 7th), commercial fishing is really restricted to three months, viz., June, July and August.

Five fishing companies operate here, they having large freezers, icehouses and wharfs at Swampy Island, Reindeer Island, Selkirk or Horse Island, the Grand Rapids and Selkirk. Only gill-nets are used. The nets are set on an average of twelve miles out from these points, and are handled by tugs and sailboats. The fish are cleaned, frozen and stored at the fishing stations until the freezer barges take them into Selkirk, where they are again put into freezers, and when cold weather comes they are shipped to market, 95 per cent going to the United States, where they are mostly again placed in freezers at the great fish centres, such as Chicago, Kansas City and Buffalo, to be distributed as the market requires. Although the companies are restricted to 20,000 yards of net each, it has proved no hardship to them, as they got all the fish they required in about half the time they were allowed to fish. Owing to the depression in the United States, the demand for fish has fallen off greatly for the last two years, and our commercial fishermen wisely restricted their catch until there is an improvement in the market.

Though Lake Winnipeg is a shallow lake, full of reefs and sand-bars, unbuoyed and unlit, 300 miles long and, in the northern end, 75 miles wide, and most of the fishing having been done at Horse Island in the northern part,—there has not been one accident this year of any kind to the fishing fleet, nor has there been any loss of fish in the gill-nets from storms. Luckily, Lake Winnipeg is singularly free of storms during the months of June, July and August, much more so than the lakes draining into the St. Lawrence. And particularly has this been so this year. There has been absolutely no loss of fish in the nets this past season. The whitefish has been of large size, averaging nearly four pounds. The area fished over was not 10 per cent of the part of the lake to which commercial fishing is restricted, yet the fisher-

men got all they wanted of the finest of fish ; thus proving the wisdom of the department in cutting off the fishing from the mouths of rivers and other spawning grounds, and confining it to the open lake. Experience has proved the department right, and I can safely say that the commercial fishermen are well satisfied with the change, and see it is in their own interests that the source of supply for the future is jealously guarded. We have in Lake Winnipeg the finest whitefish lake in the world, where no foreign nation can poach or encroach, and it is our own fault if it is not made to yield its treasures in perpetuity, and it is our duty to see that greed for immediate gain does not destroy this lake's future usefulness.

While the resources of the lake should be developed as much as possible, yet the dangerous line of depletion should not be overstepped or even approached too near. I have no fear of the lake being injured by commercial fishing as carried on now, or even if the number of yards of net were doubled, but I would recommend that no more new companies be licensed, nor the number of nets increased, nor any change be made until it is shown that there is a better market than the present one.

Most of the gill-nets used had meshes above the regulation size of five inches extension measure, and, owing to the time allowed for fishing being ample, there was no inducement to violate the law. A complaint was made against one company for fishing more nets than allowed, and for fishing on Sunday. I promptly had the accused brought before two magistrates, and, after a trial lasting nearly all day, with counsel on both sides, the cases had to be withdrawn, as the innocence of the accused was clearly proven. The full particulars and the evidence in these cases have been sent to the department.

In conclusion, I would say that, after closely inspecting the manner of handling the fish taken by the commercial companies from the nets, until they are placed in the refrigerator cars for shipment, the utmost cleanliness is practised, and the utmost care taken to have a perfect fish on the market, thus maintaining the high reputation enjoyed by the Manitoba whitefish over all other fish of its kind.

#### DOMESTIC FISHING.

The other fishing licenses granted in Manitoba are called "domestic" licenses. These licenses are intended for settlers living on the lakes or streams, and assist them greatly in making a few dollars at a time of the year when there is little else to do. All domestic fishing is carried on through the ice in winter. Formerly the close season for whitefish extended from October 5th to December 15th. The change has now been made to December 1st, much to the satisfaction of the fishermen.

In my report of the operations for the first year of the hatchery (last year's fishery report), it will be seen that I found that whitefish in my pound-net commenced spawning on the 17th of October, and that the spawning was over by the 3rd of November. I found this year, as will be seen by my hatchery report, that they were even earlier, having commenced spawning on October 10th, and having done so on October 30th. I am certain that in Lake Winnipeg spawning is over by the 10th of November. The fishermen are satisfied with the reduction of the close season to Dec. 1st which was all they wanted. January and February were bad months for the winter fishermen—the market in the United States being, on account of the depression, poorer than in former years—and besides, weather came which operated against the fishermen in two ways; first, the thawing out of fish here and en route to market; second, in opening the rivers and lakes in the United States early for home fishing.

The difference between the winter-caught and summer-caught fish must be understood. There being no home market, comparatively speaking, all fish caught by commercial fishermen in summer, and all winter fish caught by domestic fishermen must seek a foreign market—few are required for the other provinces, so the great bulk go to the United States south. The summer-caught fish are cleaned and handled by larger companies, which entails an immense outlay for freezers, barges, tugs, etc., but they have little risk of losing their fish and can keep them

## Marine and Fisheries.

month after month regardless of weather. On the other hand, the winter-caught fish are not cleaned but naturally frozen with the offal in them and are easily affected by a change of temperature—an even slight thawing of the surface spoiling the appearance of the fish on the market, though it is really as good food as the moment it was caught. Should the thaw continue the fish lose color, the eyes sink and glaze, and the fish loses its shape, thus spoiling it for the market.

A soft spell of weather is, therefore, a misfortune to domestic fishermen and there was such a soft spell early last spring which, added to the depression across the border, caused low prices and little demand for winter-caught fish. The same misfortune has occurred this year; the demand for fish is again light; the buyers have been greatly discouraged by mild weather in December, and prices suffered in consequence.

Fish are also reported scarce in most places by domestic fishermen. The reason ascribed for this is the difficulty of setting nets to follow the fish. This year the ice on the lake formed, then broke up, and the broken ice was driven on the fishing grounds where it piled up so that on the best grounds it was almost impossible to pass the nets under the ice. Few whitefish are taken in winter, the principal catch being pickerel, pike, tullibee and perch. The law was well observed. Indeed, there is little inducement to break it as the close season for fall spawning fish comes and is gone before they want to fish. With regard to the spring spawning fish, I respectfully draw your attention to my report of last year and recommend that the close season for spring spawners be extended to the 1st of June, as the latter part of May and the whole month of June is the spawning season for them.

There was this year a great deal of attention paid to sturgeon fishing on Lake Winnipeg, and a survey of the lake for the purpose of establishing the numbers of these fish in the lake and their commercial value was made by a dealer from Hamburg, Germany, and Mr. B. W. Davis, of New York, who, probably, is the largest dealer in these fish in America.

They found on the east coast line of the lake, for over 250 miles, great numbers of sturgeon. It is impossible to state in what quantities, as the lake has been fished for them only at three or four points, and then by short gill-nets. Mr. Davis, in his letter to me from New York, says:—

“I had the pleasure of calling on you last summer and of making a tour of Lake Winnipeg, looking up the resources of that lake for the production of sturgeon. We found that there were vast quantities of a superior quality, but the regulations were such that but few could be taken. If your citizens were permitted to take these fish during the months of June and July, a large revenue could be derived by them as these fish are now in demand and worth more in the market of New York than any other fish produced in that lake. A ready market being now assured, it would seem a proper time to secure some of the surplus sturgeon from Lake Winnipeg.

“We found, indeed, that the waters are overrun with these fish and that there are millions of them that could be profitably taken in the spring months, but they cannot be taken profitably after the 15th of July. A rich harvest of these fish might be taken for years without perceptibly decreasing the vast quantities now in the lake.

“Should your Government decide to permit the taking of these fish in the now prohibited season, kindly advise me as I should like to procure a supply to take the place of the Columbia River sturgeon, as I consider yours of a much superior quality.”

Mr. Tait, of the fishing firm of Reid & Tait here, has been experimenting canning our sturgeon and achieved undoubted success in his endeavours. Mr. Tait is an experienced canner, and he says that canning sturgeon will yet be added to our industries and be a source of profit to our fishermen.

Mr. Hansen, a large dealer of fish in Hamburg, Germany, who was also here last summer, writes me from Hamburg that when he can purchase he will be here to buy both the fish and the caviare, smoked sturgeon being in great demand both in Germany and Austria.

It is estimated that an expenditure of from \$50,000 to \$75,000 would be made in the lake for the necessary tugs, ice houses, freezers, and labour in connection with this fishery if allowed, and, as these fish have heretofore been comparatively

untouched, I would suggest that fishing for sturgeon be allowed in June and July for a limited number of years, especially as it has never been established as to when sturgeon do spawn. A large revenue might be derived therefrom which is now entirely lost.

REPORTS OF FISHERY OVERSEERS.

Owing to the death of J. B. Johnston, fishery overseer at Fisher River, it became necessary to appoint another officer. Mr. Schanus, of Fort Alexander, was appointed, as Mr. Brown, Mr. Johnston's partner, refused to act.

It was necessary to have an overseer in the centre of the lake, north of Doghead, so Wm. McEwan, of Little Saskatchewan, was appointed. His district is from Doghead to Berens River on the east side of the lake, thence to Dancing Point on the west side, and south to Doghead. As there is little communication in winter, I do not expect to hear from him or get a report before spring. Mr. Schanus is a good officer. His district is from Doghead to Brokenhead River, taking in Fort Alexander, a section of the territory covered by the late J. B. Johnston. He reports as follows:—

FORT ALEXANDER, 10th December, 1894.

R. LA TOUCHE TUPPER, Esq.,  
Inspector of Fisheries,  
Selkirk.

SIR,—According to instructions, I herewith send you the annual return and report for the district extending from Brokenhead to Doghead, on the east shore of Lake Winnipeg, of which I have lately been appointed overseer. I had just time enough, before the lake froze, to make a flying visit over the district, and gather all the necessary information, in order to make as accurate a statement as possible of the fishing operations for this year. I had some difficulty to get the amount of fish caught by some Indian fishermen, but, after explaining the purpose of these statistics, they became talkative, and I got their figures.

At certain places there was an increase in the catch of fish, especially pickerel, sturgeon, pike, tullibee and catfish. The reason of this increase is because the fishermen were supplied with more nets, as they believed the price would be as high as it was last year; but, unfortunately, the price dropped, and some lost quite big quantities of fish, the selling price being lower than the cost of freighting them to the closest market. However, they are all at it again with an increased supply of nets, availing themselves of the privileges of the 1,000 yards per license.

Some enterprising fishermen tried, in September and October last, their luck at sturgeon fishing, between Elk Island and Point Mitasse, and though the trial not being exactly a success from a financial point of view, it nevertheless shows that there is sturgeon in these waters, and I should think it would pay to establish an ice house at say Point Mitasse.

Of the 530,505 pounds of fish caught, about 189,753 pounds were used for home consumption, and the difference, or 340,752 pounds, were sold to the trade. As a whole, I think these figures are lower than those of last year, but be it remembered that the present district lost in area, and probably that answers for the difference.

No abuses came to my notice, and the close season was observed all through.

Some treaty Indians are rather troublesome, as they refuse to take a license for selling fish, but I am determined to make them obey the law.

At the mill at Bad Throat River, I found the law observed in regard to dumping mill refuse in the water.

All the fishermen interviewed appreciate very much the change made in shortening the close season for whitefish by fifteen days, and they observed that the

## Marine and Fisheries.

whitefish were about ten days earlier in spawning than last year. Pickerel spawned as usual, between the 15th of May and the end of June.

(Sgd.) LEO SCHANUS,  
*Overseer.*

### SOUTHERN MANITOBA.

Mr. Edmund Crayston has been appointed a guardian for Southern Manitoba and has done good service in cleaning weirs and fish dams out of the streams there. Mr. Crayston says: "The number of pounds of fish I send in my report as taken is, I think, about correct. In three lakes: Rock, Swan and Louise, only pike and suckers are caught."

### LAKE MANITOBA.

Mr. D. Devlin, fishery overseer for the southern portion of this lake, writes that he found the law well observed, there being only one violation, when he seized and destroyed two small gill-nets.

Two seines were licensed this year and Mr. Devlin writes regarding their operation: "I beg to state that, in my opinion, there is less destruction of unmarketable fish by using the seine than by using the gill-net, for the reason that all unmarketable fish caught in the seine can be let go without handling them. On the other hand when those fish are caught in the gill-net they are, in nearly every instance, so badly hurt or bruised that they die and many of them do not see the shore but are thrown back into the lake."

The reason for a lighter catch reported this year is owing to the soft weather last January (already referred to) which caused buyers to stop purchasing on January 19th.

Mr. Martineau says the spawning season for whitefish was earlier this year than last, beginning on the 20th of September and lasting until the 15th of October. He also says the close season for whitefish should be from the 15th of September to the 15th of November. He adds that fish of all kinds were to be had in hundreds this fall. This goes to show that the lakes are far from being depleted. Strange to say, however, since the extremely cold weather scarcely any are taken. The law was well observed in this district, and the same causes which operated in other localities restricted the catch and price of fish here.

Mr. Charles Wood, fishery officer at Fairford, states that there has been a smaller catch of fish this season than during the past, the catch of whitefish being fully 30 per cent lower than in former years. No complaints were made with regard to violations of the law during the close season. There has been very little illegal fishing, only three cases, in which the offenders were promptly punished. Indians should be given reserved waters to fish during the close seasons. This, in Mr. Wood's opinion, is a necessity, as he is confident that, by the way whitefish have decreased for the last ten years, if some such steps are not taken, in a few years more whitefish will be a thing of the past in this part of his district.

I have the honour to be, sir,  
Your obedient servant,  
R. LATOUCHE TUPPER.

**RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, as well as the Kinds and Quantities of Fish in the Province of Manitoba, for the Year 1894.**

Number.	FISHING MATERIAL.															
	Tugs.			Vessels.			Boats.		Seines.		Gill-Nets.		Number.			
	Tonnage.	Value.	Men.	No.	Tonnage.	Value.	Men.	No.	Value.	No.	Fathoms.	Value.				
	No.	\$			\$				\$			\$				
1	843	63500	72	3	917	34000	11	27	7900	147	45250	6900	1			
2								36	310	60	5780	610	2			
3								150	1500	185	35125	3512	3			
4								182	1650	183	45300	4530	3			
5								17	192	21	5	130	10			
6								20	200	55	2	60	7			
7								93	614	93	13750	1100	7			
8								50	310	100	8160	980	9			
9								60	685	140	14350	1435	10			
10								33	330	115	14500	1400	11			
11	843	63500	72	3	917	34000	11	618	13691	1099	7	190	587	188535	21755	
Totals																
Value		\$														

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Return of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, as well as the Kinds and Quantities of Fish in the Province of Manitoba, for the Year, 1894.

Number.	DISTRICTS.	OTHER FIXTURES USED IN FISHING.				KINDS OF FISH.								TOTAL VALUE.	Number.
		Freezers and ice houses.		Piers and wharfs.		Whitefish, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Home consumption, lbs.		
		No.	Value.	No.	Value.										
1	Commercial fishing, Lake Winnipeg.					2370053	93986	18070	434	55474	33663	3000		134,476 53	1
2	Lower part of Red River and Lake Winnipeg to Willow Point, west and Brokenhead, east.														
3	Lake Winnipeg, east side, Brokenhead to Doghead.					65750	130000	21000	18000	43800	12000	175430	65000	6,540 00	2
4	Lake Winnipeg, west side, Willow Point to Doghead.	2	850	1	50	187080	46400			238750	14075	190700	350000	30,273 00	4
5	Upper Red River District.					2220	6000					247000	290000	7,182 00	5
6	Rock Lake, Southern Manitoba.											150000	150000	3,000 00	6
7	South Lake, Manitoba, Long Point to Totogan.	3	10000			34000	140465			4700			18000	7,950 30	7
8	Little Saskatchewan River and Lake St. Martin.					199720	69280					416280	483780	21,085 00	8
9	Lake Winnipegosis and Water Hen River.					172275	60000					155000	339775	15,436 50	9
10	The Narrows and Ebb and Flow Lake to Sandy Bay.					175000	210860			35600		146300	138540	18,794 10	10
11	Berens and Fisher's River to Doghead.					210600	9200	37200				163400	417750	20,457 00	11
	Totals.	57	55350	18	5200	3416098	749586	76270	18434	378324	59738	1685110	2620845	281,918 93	
	Value.					170835	14991	2288	368	11350	1195	16851	26208		



## APPENDIX No. 12.

## NORTH-WEST TERRITORIES

ANNUAL REPORT FOR THE YEAR 1894, ON THE FISHERIES OF THE  
NORTH-WEST TERRITORIES, BY INSPECTOR F. C. GILCHRIST.

FORT QU'APPELLE, ASSA., N.W.T., 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit synopsis of the annual reports for the past year of the overseers and guardians in my division, with statistics of the catch of fish, value of fishing material, &c., with general remarks upon various subjects pertaining to the welfare of the fisheries.

There has been a general falling off in the catch of fish throughout the North-west Territories, except at Long Lake and Pigeon Lake, where the industry is more vigorously prosecuted than elsewhere. This decrease may be accounted for in several ways, viz., the Hudson Bay Company has given up the keeping of train dogs at a great many of its posts, and the natives have followed suit, but to a much less extent, however. These dogs required in the aggregate a tremendous quantity of fish, largely whitefish, to feed them; the drying up of the lakes, which has caused the fish to change their grounds, making it difficult for the fishermen to find them; and, the most potent of all, the more strict enforcement of the regulations concerning the close seasons, especially the one for whitefish.

The half-breeds of this country are getting poorer every year. The newspaper reports of a scheme of the Rev. Father Lacombe, the outlines of which were that the Government was to assist him in collecting together the many impoverished half-breeds who are scattered over, and wandering aimlessly about this immense country, and conveying them to some part or parts to be selected with a view to certain requirements, and teaching them farming or some other business, has brought the condition of these unfortunate people vividly to the attention of those who have taken any interest in their welfare. That something will have to be done to direct the energies of the half-breeds into new channels by which they may be enabled to gain a livelihood for themselves, and some security of one for their children, is a certainty among those who have given the subject any thought. At present the half-breeds, as a whole, are paupers, without energy and without hope; and experience teaches us that that is one of the surest conditions for the evolution of criminals. As a means to assist in the settlement of this serious question the fisheries are not to be lost sight of. If they are well protected and kept up to the standard, and where they are now depleted, if they are, by means of protection and restocking when possible, brought back to a condition of plentifulness, there will be a never failing supply of wholesome food for these people. Many of the half-breeds do not take kindly to farming or the trades; the game has failed them; the fur is in the far north where many of these people will not go, and it is failing also; even the bone industry, *i.e.*, the collecting of the buffalo bones, that are to be found all over the prairie portion of this country, to sell to buyers will soon be a thing of the past because of lack of material to gather. The lakes are the last resort for many of these poor people.

## Marine and Fisheries.

Even at present there is a larger demand for fish than is supplied; and if the industry was persistently and systematically followed, the demand would grow by being fed. Moreover, as patriotic Canadians, we all must, and do, look forward to the rapid populating of our North-west, and while this is going on, there will be an immense demand for fish of all kinds. The country is at present in a state of transition, and this, in no matter what it may take place, is nearly always one of unrest, dissatisfaction and hardship, not to say suffering. The half-breeds must face the inevitable, and turn to and work at permanent occupations, giving up their present aimless existence. Those who would go at fishing can earn a very fair livelihood by working at it systematically and with intelligence. That they are beginning to do this already is attested to by the number of half-breeds who, last year and this, have taken out licenses for Pigeon Lake in Alberta, and Long Lake in Assiniboia.

### MORTALITY AMONG THE FISH.

Last summer reports came in of extensive dying of fish in several lakes of the North-west; and your department requested a report from me upon the following information furnished it by Mr. Hayter Reed, Deputy Superintendent General of Indian Affairs: Excerpt from report of the Indian Agent at Saddle Lake: "In Whitefish Lake an extraordinary thing is occurring. Without any assignable cause the whitefish in this lake are dying by thousands, and its shores are strewn with the dead. The Indians say that nothing like this ever happened before at Whitefish Lake, but that in the year of the Rebellion, 1885, a similar mortality overtook the whitefish in Saddle Lake, and its shores were covered with dead fish."

"In a subsequent communication," Mr. Reed writes, "the agent states that it is possible that the havoc among the whitefish in this lake may be caused by the stagnation of its waters, caused by the drying up of the numerous small streams flowing into and out of the lake. Whitefish Lake is reported to be never so low as it is at present."

The gist of my report upon this subject was as follows: "While I was on my way to Lac la Biche, in October I had to pass Whitefish Lake, and I took advantage of this to make some inquiries into the matter, both from the farm instructor and the Indians. I found, however, that there were as many pike, and pickerel, and suckers dead on the shores as whitefish. Whitefish Lake has, during the past five or six years, been rapidly approaching a state of whitefish depletion.

"At Lake St. Ann, the Qu'Appelle Lakes and Round Lake, the first two semi-depleted of whitefish, and the last completely cleaned out of that fish, there was a more or less extensive mortality among the different kinds of fish.

"Were this mortality confined to the whitefish it would, perhaps, be easy to find a cause for it, for Seth Green and other fish-culturists have stated that whitefish will die in still water when its temperature reaches 72 degrees Fahrenheit. This does not hold good, however, in the case of running water, as I know from personal observation. But, in the cases cited, the mortality occurred, not alone among the whitefish, but also among pike and suckers, which can exist in water of a much higher temperature, and of a more stagnant condition than can whitefish.

"I am inclined to the opinion that the mortality results from the extremely low level of the water in these lakes, the consequent high temperature and stagnation of the water with peculiar atmospheric conditions. The latter I consider the culminating influences."

At the time of writing the report I have just quoted I could not find some notes that I had made upon a number of tullibeas that I found lying, in a dead or dying condition, upon the surface of the water, at the west end of Qu'Appelle Lake in August two years since. I have now regained possession of these notes.

The day in question had been very warm, following a spell of intensely hot still weather. About 4 o'clock a terrific thunder and rain storm came up, and raged for over an hour. After the storm had ceased the water became perfectly still, and I paddled up to the west end of the lake. Opposite the inlet of the river, and fully 300 yards out in the lake, I found distributed over an area of about five acres, a great

number of tullibees upon the surface of the water in a dead and dying condition. Those that were dead were not yet stiff, but were lying upon their sides, heads and tails down. These had a slightly bloated appearance, which the dying fish did not possess. The latter were lying upon their sides, with their fins feebly fluttering, and occasionally one of them would make a struggle to right itself, but always unsuccessfully. The fish were of an average size, in good condition, bright and clean. Upon examining the fish more critically they appeared to be in the usual condition of good health, except that the dead fish were somewhat bloated with air, and the gills of all were highly congested with blood. Their stomachs were, considering the time of day, for those fish do not feed so heavily in the daytime as at night, fairly well supplied with waterfleas; this part of the lake, opposite the mouth of the river, usually swarming with these small crustaceans. The lake, at the point where the fish were found, is about thirty feet deep, with a soft clayey bottom. I am of the opinion that it was the electrical storm that killed these fish, for at this part of the lake the storm from where I was standing in my boat house, appeared to be heaviest, and there were no dead fish elsewhere upon the upper two miles of the lake.

Late in August last Guardian Treader reported that a great many fish, pike, suckers and buffalo-fish were dying in Wyosung Lake, with the exception of Muskago Lake, the most western of the Qu'Appelle chain. Wyosung Lake was very shallow owing to the great drought of the past summer, its average depth not exceeding five feet. It is so full of weeds (algæ) almost all over its area, as to make it difficult to row a boat with any speed on it. The bottom is composed of a soft gray clay, that clings tenaciously to an oar or paddle if shoved into it. This clay is largely made up of decaying organic matter, and it smells very bad when stirred up. The very high temperature of the water would naturally accelerate fermentation of the decaying matter at the bottom, and the noxious gases engendered would soon put an end to fish life in the immediate vicinity. In certain spots in the bottoms of many of our lakes the mud, upon examination, appears to be composed of the same substances as the gray mud just referred to, with the difference that it is black, or nearly so, in colour, and has a most disagreeable sulphurous smell, and has a strongly corrosive element in it. A piece of bright steel inserted into a mass of this mud will turn blue in a few minutes, a piece of iron black, and the abraded edges of polished copper black in a half hour. Wherever the iron in a tin vessel becomes exposed it is at once attacked by this element, and a hole soon follows. Even twine will turn black and become rotten when left in it forty-eight hours; and a half inch rope left lying across the top of a patch of mud of this nature, at the bottom of forty feet of water, for it is found at all depths, will turn black in twelve hours, and in the course of a week will become rotten and useless. I am not sure that to this peculiarity in the bottoms of some of our lakes may not be ascribed the destruction of many of the nets, the ruin of which has been attributed to the work of various water insects.

Where water becomes surcharged with this corrosive substance, by reason of the lessening of the body of water through evaporation, and the stopping of the flowing of its feeders; or where large masses of this substance in the form of gas, perhaps, that is being held in suspension by the mud, is suddenly set free through the action of an electrical storm, it is only reasonable to suppose that fish life, particularly of the higher and more delicate forms, would become extinguished in that vicinity. Occasionally I have seen after a very bad windstorm of two or three days continuance in May, a considerable number of perch and a smaller number of pickerel lying dead upon the shore or feebly swimming about on their sides, or dead in the water near the shore. These fish, upon examination, appeared to be in a normal state of health, so far as the gills and stomachs, which seldom, however, contained much food, and often none, were concerned; but, in every case, the ovaries and milts were terribly distended, the vents being inflamed and bursting in appearance. No ova nor milt would come away with pressure, and, in fact, the fish in many cases were not quite ripe. The number of male fish found dead was quite small. It appeared to me that the cause of death in these fish was that, being in shallow water upon a lee shore, the high waves tossed them about to such an extent as to

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injure the organs of generation, which at that time, near to spawning, were in a delicate state, causing congestion and consequent death.

It is probable that if the drying up of our lakes, which has been going on during the past few years, continues, fish life in many of the smaller and shallower will become extinct.

### WHALING AT THE MOUTH OF THE MACKENZIE RIVER.

The subject of the whale fisheries at the mouth of the Mackenzie River, and in the Canadian Arctic regions, has become one of great importance, and I was instructed to report upon the matter. The subject was first brought prominently to the notice of your department by the Hon. John Schultz, Lieutenant Governor of Manitoba, who, for years past, has given to the study of the Mackenzie River basin, and all pertaining to it, a keen attention. He is, of all others, most qualified to speak as to the value to Canada of that immense northern country. Upon consulting with His Honour, I was kindly furnished with all the data he had in his possession upon the subject at issue; and I herewith submit the correspondence in its entirety, merely premising that I have supplemented it with some interesting information gathered from United States Fish Commission Reports, and other sources. A special report upon this subject will be forwarded so soon as I am in possession of further information I am now trying to secure.

GOVERNMENT HOUSE,  
WINNIPEG, 3rd August, 1894.

The Honourable  
The Minister of the Interior,  
Ottawa.

SIR,—In further reference to the wintering of foreign whalers at the Canadian Arctic Harbour on Herchel Island, I have the honour to inclose herewith some extracts from a letter received this day by me from Dr. Reeve, Anglican Bishop of Mackenzie River, written in June from St. David's Mission, the seat of the Bishop's Arctic and sub-Arctic See. He says:—

“I have not heard directly from Count de Sainville, but understand he went up the Peel River last summer in the hope of finding gold, but was unsuccessful. It is rumoured that he is thinking of leaving the north by means of the whalers at Herchel Island.

“The following information, which has been gathered from various sources, may be of interest:—

“There is open water from Point Barrow to Cape Bathurst for quite three months in the summer. Steam vessels have little or no difficulty in passing Point Barrow between about August 1st and September 20th. Sailing vessels might have some difficulty there. The Eskimo at the mouth of the river killed over fifty of the white whale last summer; in fact the catch of whales last year by the whalers seems to have been phenomenal. Two of the vessels captured over fifty each, which yielded an average of one thousand eight hundred pounds of whale-bone per head, which would mean an immense profit to some one. I understand that only the bone is taken, so that the oil is nearly all wasted. Seven vessels wintered at Herchel Island and more are expected this year. I am afraid a great deal of liquor finds its way among the poor Eskimo. I do not know that English or Canadian whalers would treat the Eskimo any better than the Americans do, but it does seem a shame that so many hundreds of thousands of dollars should be pocketed by the Americans every year from these icy waters, and not a cent by the Canadian or British.

“Mr. Joseph Hodgson is leaving the district at the end of next month in order to visit his father in Selkirk. He has lived at Peel River for several years, has visited the Arctic coast, and will be able to give you much valuable information if your Honour would manage to see him.

"It is but little I know of Bishop Bompas; he was well when I heard last, and still at Buxton Mission (Forty Mile Creek), but contemplated moving further up the river this summer. More miners are expected in this year."

I annex also another letter from the Bishop describing a portion of the Eskimo work of his diocese.

I am, sir,

Respectfully yours,  
(Sgd.) JOHN SCHULTZ,  
*Lieutenant Governor.*

FORT QU'APPELLE, Assiniboia, 30th August, 1894.

Hon. JOHN SCHULTZ,  
Lieutenant Governor of Manitoba,  
Winnipeg.

SIR,—I have the honour to inform you that I am in receipt of the copy of your letter of the 3rd instant, to the Honourable the Minister of the Interior, referring to the matter of whaling being done by the Americans at the mouth of the Mackenzie River, which has been referred to me for report by the Honourable the Minister of Marine and Fisheries. May I ask you whether you have any further information concerning this question than is contained in the letter I have, and if you have, will you kindly furnish it to me?

Has the Mr. Joseph Hodgson mentioned in the Reverend Bishop's letter as about to leave the district on a visit to Selkirk, reached the latter place yet?

Trusting that I am not troubling you too much in this matter.

I have the honour to be, sir,

Your obedient servant,  
(Sgd.) F. C. GILCHRIST,  
*Inspector of Fisheries.*

GOVERNMENT HOUSE,  
WINNIPEG, 18th September, 1894.

The Honourable  
The Minister of the Interior,  
Ottawa.

SIR,—On the 3rd ultimo I wrote to you in further reference to the wintering of foreign whalers in the Canadian Arctic harbour of Herchel Island and inclosed you extracts received from His Lordship Dr. Reeves, the Anglican Bishop of the Mackenzie River diocese. These extracts near their close contained the following paragraph:—

"Mr. Hodgson is leaving the district at the end of next month in order to visit his father in Selkirk. He has lived at Peel River for several years, has visited the Arctic coast and will be able to give you much valuable information if Your Honour could manage to see him."

Since this writing Mr. Hodgson has reached his father's home and I had an extended interview with him yesterday, a synopsis of which I have now the honour to give you as follows:—

Mr. Hodgson is here on a furlough to pass this winter with his aged parents, from whom he had been separated for many years, having spent twenty-one years in the Mackenzie River District, and was latterly and for some years in charge of Fort Macpherson, Peel River. In immediate reference to the subject of my letter of the 3rd ultimo, he says that four whaling ships wintered last winter at Herchel Island harbour, seven ships the winter before, four ships on the previous winter and four ships before that again, bearing out the accuracy of information supplied to me, and by me transmitted to you for the past several years. Their principal reason for availing themselves of this most important Arctic harbour is, as I before stated, because of its nearness to their principal whaling ground, whence they can proceed to their lucra-

## Marine and Fisheries.

tive business a long time before these grounds could be reached from Behring Straits and from the fact that the spring rush of water down the Mackenzie River clears a large area near its various mouths long after the shore ice is firm far to the east and west. They do not, therefore, go there specially to trade with the Eskimo, but this being their only profitable occupation in winter and very early spring, they get large numbers of common and valuable fox skins and supply the Eskimo with goods in trade, even up to the vicinity and at the Peel River Fort, take beaver and other furs from the legitimate traders of that region.

He (Mr. Hodgson) believes that liquor is given to the Eskimo without restraint, not perhaps as an article of barter, but to facilitate the making of bargains, and as a reward for pushing trade far inland. Rifles of the Winchester pattern are traded without stint to the Eskimo, some of the better off of the coast Indians possessing two or even three, with quantities of fixed ammunition so large that he has seen them at Fort Macpherson frequently practising at a mark for amusement. Mr. Hodgson states that many mouths from the Mackenzie River meet the Arctic Ocean coast line in the forty miles across from land to land, the delta being composed of so many cross channels as to produce almost numberless low-lying islands. All these channels save the one sounded by Count de Sainville and himself are shallow and tortuous, and the one in which he says they never found less than two and a half fathoms throughout lies close to the east side of the delta, and its navigability has been kept a secret by Count de Sainville and himself in pursuance of a laudable design to prevent the entrance of their boats or the ships in question, more especially as within the mouth of this branch of the delta is to be found a secure harbour. Mr. Hodgson states that several attempts have been made by boats from the wintering ships to ascend the river, but as all their efforts were confined to the west side of the delta, they met with no success, and, indeed, since Sir Alexander Mackenzie's time, and the boat expeditions of Sir John Franklin and Dease and Simpson, there seems to have been a gradual filling up of these western channels.

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

(Sgd) JOHN SCHULTZ,  
*Lieutenant Governor.*

GOVERNMENT HOUSE,  
WINNIPEG, 19th September, 1894.

F. C. GILCHRIST Esq.,  
Inspector of Fisheries, Fort Qu'Appelle,  
Assiniboia, N.W.T.

DEAR SIR,—I have had your letter of 30th ult. for several days, but as you state that you have been furnished with a copy of my letter to the Honourable the Minister of the Interior, dated the 3rd ultimo, through the Honourable the Minister of Marine, another copy of which I herewith inclose, I have been waiting, before replying to you, the arrival of Mr. Joseph Hodgson, whose information Bishop Reeves thinks likely to be of much value.

I have now had an interview with this gentleman, the substance of which I have transmitted to the Honourable the Minister of the Interior and of Trade and Commerce, and I now inclose for your information another copy, which please return to me after you have perused it.

I may mention incidentally, that as in the case of the wintering of foreign whale ships at Marble Island in Hudson's Bay many years ago, to the entire destruction eventually of the more valuable whales in that inland sea, I also have called attention for the past five years to what appears to be a repetition of the same danger to our inshore Arctic waters off the mouth of the Mackenzie, as well as the violation of Indian and Customs enactments. Mr. Hodgson's report but confirms information received by me from Bishop Bompas some years ago, and I have no doubt Mr. Hodgson's evidence is entirely reliable.

Owing to the great distance it will be, of course, a difficult subject for you to report upon, but I have a mass of information which may assist you should you call upon me when next you are in Winnipeg.

I am, sir, yours faithfully,

(Sgd) JOHN SCHULTZ.  
*Lieutenant Governor.*

GOVERNMENT HOUSE,  
WINNIPEG, 4th January, 1895.

F. C. GILCHRIST, Esq.,  
Inspector of Fisheries,  
Fort Qu'Appelle, Assa., N.W.T.

MY DEAR SIR,—I very greatly regret that my recent illness should have detained you a couple of days in the city waiting for an interview, which weakness caused by recent loss of blood, prevented me according to you before, and I may say at once that though you are unknown to me I have had such proofs of your anxiety to discharge your whole duty to the Government, and the painstaking and able way in which you have discharged these duties in the southern portion of the enormous area which is subject to your inspectorship, that it is with great pleasure that I will now or at any future time, give you such information as to the northern and less known part as may be of use to you or the Government.

As it is still with a good deal of effort that I speak very much, I have directed my secretary to copy my correspondence with you up to date, and which will have given you a general idea on one of the subjects upon which you specially request information. Since then one at least of the ships, which in the winter of 1893-4 wintered at Herchel Island, had reached San Francisco, and although I have no more definite account of the value of the cargo sold by her owners at that point than the west coast newspapers give, it would seem that the trade in which she was engaged has been enormously lucrative, and should the vague Eskimo reports of prehistoric ice and mud-imbedded deposits of ivory similar to such on the Siberian coast and that, I believe of Alaska also, have any foundation other than mere rumour, these profits might be, in the future, very much enhanced indeed, and add to the regret that foreign vessels should have so complete a monopoly over a Canadian trade apparently so profitable, which is carried on, indeed, in violation of several statutory enactments and departmental regulations, and with great damage, I fear, to at least a considerable portion of our Arctic coast.

While speaking of the sea animals of this northern region, I may add some information regarding its fresh water food fishes, and while it is yet far too early in the history of our country to endeavour to estimate their possible future value as an asset, yet it was a very great satisfaction to me, as I know it will be to you, to feel that we have possessed north of the isotherm of (I have not the maps at hand) perhaps the greatest extent of fresh water food fish, lacustrine and river areas of any country of the world, not even excepting Russia; the vast space between the isotherm mentioned and our Canadian Arctic littoral is unsurpassed, not only by the quantity but the quality of its fresh water food fishes, and it will not be to you, who have doubtless made the matter a study, a surprise, to find that the quantity increases as we approach the Arctic coast, and although when we near our Arctic littoral the ice from some of the larger lakes, such as the Great Bear Lake, perhaps, never wholly disappears, yet even there the rule holds true, and you will remember that Sir John Franklin returning late from one of his boat expeditions on the Arctic coast to his proposed winter quarters on an arm of the great lake I have mentioned, would have fared badly had it not been for the catch of a few small gill-nets, which yielded quantities of whitefish far greater than any I have seen recorded from any other waters.

This vast area, too, has as its chief fish those which are likely in the future to make its waters very valuable indeed: whitefish, the finest quality of lake and

## Marine and Fisheries.

other trout, and as you approach the sea coast that beautiful little variety of the grayling, first found by and named after that gallant discoverer, Backs Grayling. Some of the rivers, possibly all of them emptying into the Arctic, and at least five of those emptying into the west side of Hudson's Bay, are salmon rivers teeming with a variety of salmon known as the Arctic salmon. Of these two latter fish I have had for years a specimen of each given me by Professor Robert Bell which, although the alcohol in which they were preserved has, from their long immersion and accidents to the receptacle in which they were contained, had almost burned through the flesh of these two fishes, yet the frame and distinguishing features remain, and I shall with pleasure present them to you, as a matter which I know will be one of interest to you. While speaking of the salmon I need not refer to that peculiar Mackenzie River fish which, having many of the habits of the salmon, was known by Arctic travellers, and is still known, as the "Inconnu." I have never seen a specimen, but it is quite certain that above its southern range, which, I believe, is bounded by the Great Slave River Falls, near Fort Smith, the salmon proper is unknown, a somewhat remarkable fact, inasmuch as the heads of at least two of the western affluents of the Mackenzie, the Liard and Peace Rivers, interlace very closely with the heads of west coast rivers, all of which contain this fish, and when the subject was under discussion some years ago, the Hon. Edgar Dewdney, Lieutenant Governor of British Columbia, agreed with me as to the ease and very small expense with which salmon from the British Columbia lakes could be taken, just before spawning, a short distance to some of the lakes forming the head waters of the Athabasca, an experiment which I would like very much to be made, the result of which might materially benefit the fish food supply of the Athabasca and Great Slave Rivers and their affluents.

I find, however, that I am digressing somewhat, and come back to one of the other points as suggested by your letter requesting information. Now that cordial relations have been established in some measure, at least, between our northern inland natives and the Eskimo, Herchel Island may be reached from the head of the estuary of the Mackenzie, where Peel River joins it, in safety and with comparatively little difficulty if proper voyageurs be chosen and the start is made at a proper season. That the only communication, as you are aware, is by the annual trips of the Hudson's Bay Company's small Mackenzie River steamer "Wrigley," whose business had been to supply Fort Macpherson on the Peel River, is no reason for going down to the sea; so that the party, if one was sent, would leave the steamer at the mouth of Peel River, and descending that to one of the mouths of the Mackenzie estuary, which would have to be determined by the size of the boat or canoe, to the sea, a journey of 120 to 140 miles, and thence reach the harbour on Herchel Island, a further journey of 80 to 120 miles in proportion as a more eastern or more western mouth was chosen for the descent to the estuary.

At this island all the wintering whalers congregate early enough to allow of a messenger visiting each ship, and still having time to return to Fort Macpherson; for this purpose the Count de Sainville mentioned in my correspondence would have been invaluable, and I have reason to believe that for one trip at least, the services of Mr. Joseph Hodgson could be secured at probably no very great expense, if Mr. Hodgson carries out his design of returning to the district in the spring of the present year, and if the services required of him were to be sought in the early fall. It is also true that these vessels might be reached by the ordinary methods of winter travel, but the more favourable time would seem to me to be the early fall, and I close my communication of this date with the renewed assurance that if I can assist you in any way either in the endeavour to obtain the services of Mr. Hodgson, whose family I know very well, or in any other way, I shall be pleased to do so.

I am, dear sir,  
Very faithfully yours,

(Signed), JOHN SCHULTZ,  
Lieutenant Governor.



The preceding correspondence contains about all the definite information we have at present upon this subject, but, before closing this part of my report, I shall take the liberty of supplementing it with evidence regarding the value of the Arctic whale fisheries, its rate of growth, &c., with a few remarks upon the species hunted. The sources from which I have obtained these notes are various reports of the United States Fish Commission; Canada as yet having given comparatively no attention to the subject.

San Francisco is the headquarters for the whaling business in the Pacific, the Okhotsk and Japan Seas, and the Behring Sea and Arctic Ocean. There are two whaling fleets sailing from this port, the San Francisco fleet proper, and the New Bedford fleet, which has its rendezvous here.

*Importance.* "The whale fishery prosecuted from San Francisco is now (1889) an important industry. Its development in the last decade has been most remarkable, and is in striking contrast to the marked decline of the fishery from New England ports. This clearly illustrates the advantages San Francisco has for controlling the industry, so long as the chief whaling grounds are in the Arctic Ocean, north of Behring Strait, along the north-eastern coast of Asia, and in the Northern Pacific."

*Rate of growth.* "Clark notes that there were only three vessels engaged in the North Pacific whale fishery (including the Arctic Ocean) from San Francisco in 1879. Their aggregate tonnage was 1,470. In 1888 the San Francisco whaling fleet numbered twenty-eight vessels, with an aggregate tonnage of 8,278 tons, manned by 932 officers and men. Of these, eight were steamers with a tonnage ranging, for each vessel, from 250 to 860 tons; fourteen were barks, averaging upwards of 300 tons each; and there were one brig and five schooners. Of this fleet, three barks fished in the Okhotsk and Japan Seas, and all the rest went to the Arctic Ocean. In 1889 there were twenty-six vessels actually engaged in whaling, exclusive of two tenders. Of these there were seven steam whalers, twelve barks, one brig and six schooners, the whole having a value, with outfit, of nearly \$940,000." It is as true now as in 1880 that "the interest of San Francisco in the whale fishery cannot be measured by the number of vessels owned there, for almost the entire North Pacific and Arctic fleets are accustomed to make that place a fitting port, and the headquarters for reshipment of oil and bone to the Atlantic seaboard. The facilities for shipment afforded by the transcontinental railroads have had a marked influence on the industry in San Francisco, and from being a place where whale ships were only occasionally seen, it has become the greatest whaling rendezvous in the world."

#### STATISTICS OF CATCH.

1887.—The total catch for the whaling fleet from all quarters, *i.e.*, from the Japan and Okhotsk Seas, and the Behring Sea and Arctic Ocean amounted to \$2,000,000.

1888.—San Francisco fleet operating in the Behring Sea and Arctic Ocean:

Twenty-five vessels, including tender, landed products to the value of \$627,345; average value to each vessel \$25,094. Eight of these were steamers, average value landed \$45,320. Nearly the whole of the whaling at the mouth of the Mackenzie is done by the steamers.

Six of these vessels also landed 90 fox, 48 lynx, 2 bear, and 10 otter skins; 6,000 lbs. walrus hides, and 1,310 lbs. walrus ivory; value not given.

1889.—San Francisco fleet operating in Behring Sea and Arctic Ocean.

Twenty-three vessels, including tender, landed products to the value of \$358,935; average value to each vessel, \$15,606. One of the above vessels reported no catch, and one was lost at sea. There were seven steamers, average value of products landed \$31,173.

I have not given the statistics of the New Bedford fleet, it being my wish to simply draw attention to the value of the whale fisheries, and the preceding will suffice.

*Value of the bone.* "The bone is by far the most valuable portion of a baleen whale and receives special attention. Some of the small schooners hunt for bone only,

## Marine and Fisheries.

and make no attempt to save the blubber of whales captured by them, but give this away to larger craft; if any chance be near. Such vessels are called "bone hunters." When the head of a bowhead or right whale has been hoisted on deck, the whalebone is taken from it by cutting into the gums to which the baleen is attached. As a rule, the gums are taken out in sections, each of which has ten slabs of bone; these are thrown into the hold, and later the bone is scraped, washed and packed away in a condition ready for market."

*Value of whales.* "Each whale is worth \$5,000, when both oil and bone are utilized."

That our north coast whale fisheries are extremely valuable in the eyes of the Americans, for no others operate there, may be gathered from the following statement: "The Japan ground, which embraces the region from the coast of Japan southeast to the Bonin Islands across to 165° west longitude, is occasionally resorted to, but the Okhotsk Sea is more commonly visited by whalers, and is next in favour to the Arctic Ocean."

*Trade with the Eskimos.* "It occasionally happens that the whalers obtain furs by bartering with the natives. The Eskimos are said to be very fond of trading. They often visit the whalers in their kayaks, and bring anything they may have for sale. Fox skins are the principal furs obtained in this manner, and the quantity is seldom large. About 50 to 60 pelts are occasionally secured. In 1888 the bark "Wanderer" brought home 40 fox skins and the pelages of 48 lynxes, 2 bears and 10 otters." It is probable, as intimated by Bishop Reeves and Mr. Hodgson, that the trade with the Eskimo and Indians has grown to much greater proportions since 1888.

*The Whaling Season.*—"The fishing season of the Arctic is usually from about the first of May to the first of October, though the vessels have sometimes stayed later, occasionally at fearful sacrifice. In some cases vessels have been caught in the ice and had to be abandoned. The fleet usually reaches the Gulf of Anadir or vicinity about the first or middle of May. The vessels cruise south of Behring Strait until the ice breaks up sufficiently for them to force their way through the Strait into the Arctic Ocean. This is generally about the first to the middle of June. The whalers enter the Arctic about the first of the month, and no effort is spared to come up with them. The vessels work along the Asiatic coast in the early part of the season, because the 'leads' are usually most favourable there, but they push across to Point Barrow as soon as the ice opens enough to permit them to go eastward."

From the time of entering the Arctic until Point Barrow is reached, generally about August first, the chief occupation (it is considered a pastime) is hunting walrus, immense herds of which are sometimes met with on ice floes, particularly near Cape Serdze-Kamen. This period of six or seven weeks is called "between seasons" or the "summer season," and unless walrus are found it is generally devoid of profit or excitement. Occasionally whales are met with, and in some seasons many are taken in the western Arctic.

The Arctic season, properly speaking, is from the middle of August to the first of October, for during this time nearly all whale are captured. With the frequent hairbreadth escapes of ships and men from dangers that beset them in ice, fogs, &c., and the adventures met with in killing whales, this is a period filled with excitement.

*Movements of whales.*—"When the whales enter the Arctic they follow up the American shore into the north-east as fast as the ice breaks up. They go, nobody knows where, but it is surmised into the great basin at the mouth of the Mackenzie River. But the eastward of Point Barrow is a dangerous region; there may not be a cake of ice in sight, yet a sudden change in the wind may bring up the pack in a twinkling. No places of retreat are at hand, for the water is shallow in shore, hence ships, if caught, would most likely be pushed high and dry on the beach. Ships of much draught drag their keels in the mud if they go so far to the eastward. One of the greatest dangers in Arctic whaling is this going east of Point Barrow, yet the steamers and many sailing vessels venture there at every opportunity.

Franklin's Return Reef is the farthest limit, though in 1836 steamers reached Barter Island and aimed at Herchel's Island, 450 miles from Point Barrow. Had they gone there, however, they would have been shut in for the winter." (From "Arctic Alaska and Siberia" by Herbert Z. Aldrich.)

#### SPECIES.

The species chiefly sought by the San Francisco whalers are the bowhead (*Balæna mysticetus*), the California gray (*Rhachianectes glaucus*), the right whale (*Balæna japonica*), and the sperm whale (*Phyceter macrocephalus*). Occasionally a humpback may be captured.

#### *The Bowhead, Greenland, or Polar Whale.*

Much uncertainty has resulted from the manner in which the bowhead of the Arctic regions has been confused with the right whales of the adjoining temperate seas.

*Distribution.*—The range of the true *Balæna mysticetus* extends west from Nova Zembla to the coast of eastern Siberia. Its northern limits yet remain undefined; it is seldom seen in Behring Sea south of the fifty-fifth parallel, which is about the southern extent of the winter ice, though in the Sea of Okhotsk it ranges south to the parallel of 54°. It was formerly found to the north of Spitzbergen, but it has been shown by Eschricht and Reinhardt that its habitat is, and always has been, confined to the polar seas, and that it has no claim to a place in the fauna of Europe. Everything tends to prove that the bowhead is truly an "ice whale," for its home is among the scattered floes or about the borders of the ice fields or barriers. It is true that these animals are pursued in the open water during the summer months, but in no instance has their capture been recorded south of where winter ice fields are occasionally met with. In the Okhotsk Sea they are found throughout the season after the ice disappears, nevertheless they remain around the floes till these are dispelled by the summer sun, and they are found in the same localities after the surface of the water has again become congealed in the winter.

*Reproduction.*—The time and place of breeding are not certainly known, but it is supposed that the young are born in the inaccessible parts of the Arctic Ocean.

*Economic Importance.*—The bowhead is the most valuable of the whalebone whales, not so much by reason of its size, for it rarely exceeds fifty feet in length, never sixty-five, but because it yields such a large amount of oil and whalebone. It is short, bulky and bloated in appearance. Like the sperm whale, it has a head the length of which is nearly one-third of the total, and which is its most striking feature.

*Size.*—Scammon gives measurements of two individuals. One from the Arctic Ocean, August, 1867, was forty-seven feet long, and yielded eighty barrels of oil. The other, from the same ocean, in 1870, was forty-five feet long, and yielded sixty barrels of oil and 1,050 pounds of bone.

*Baleen.*—The baleen, or whalebone of the Greenland and the right whales, being of so much importance commercially, it cannot be amiss to explain how it is attached to the mouth of the animal, and for what purpose it is used, even at the risk of being a trifle too elementary for many of the readers of this chapter.

It is wrongly called "whalebone," since it is not bone, but a substance resembling equally hair and horn, which grows in the mouth of the animal as a substitute for teeth, being, as anatomists generally admit, a peculiar development of hair growing upon the palate. This substance is developed into a sieve-like apparatus consisting of extensive rows of compact, flexible, closely set blades or plates, growing from the thick gum at the circumference and palatal surface of the upper jaw, hanging down on both sides of the tongue.

The whale has no muscular power over its whalebone, any more than other animals have over their teeth. When the animal opens its mouth to feed, the whalebone springs forward, and downward, so as to fill the mouth entirely; when in the act of shutting it again, the whalebone being pointed slightly towards the throat, the lower jaw catches it and carries it up into the hollow in front of the throat.

## Marine and Fisheries.

*Food.*—The food of the bowhead consists of floating animals, classed by whalers under the names "right whale feed" and "brit." "The principal food consists of a small crustacean not larger than the common house-fly."

*Feeding Habits.*—The manner of feeding is well described by Captain Gray: "When the food is near the surface they usually choose a space between two pieces of ice, from three to four hundred yards apart, which we term their beat, and swim backwards and forwards, until they are satisfied that the supply of their food is exhausted. They often go with the point of their nose so near the surface that we can see the water running over it just as it does over a stone in a shallow stream; they turn around before coming to the surface to blow, and lie for a short time to lick the food off their bone before going away for another mouthful. They often continue feeding in this way for hours, on and off, afterwards disappearing under the nearest floe, sleeping, I believe."

### *Right Whales.*

*Distribution and affinities.*—There is no group of existing mammals so important as the right whales, concerning which so little that is satisfactory is known. Zoologists have not yet determined how many species there are, nor what are the limits of their distribution. All that can be certainly said is that right whales—that is, the right kind to kill for the whalebone—occur in the North Atlantic and North Pacific, and also in the cooler waters of the southern hemisphere.

*Movements.*—Their manner of feeding and general mode of life are, as might be expected, very similar to those of the bowhead.

*Reproduction.*—The time of gestation is fixed by Scammon at about one year. Twins are occasionally though rarely born. The time and place of calving are not known.

### *The California Gray Whale.*

*Distribution.*—The California gray whale, called by whalers "devil-fish," "hard head," "gray back," "rip sack," and "mussel digger," though long known to fishermen, was first described in 1869, from specimens brought to the United States National Museum by Captain W. H. Dall, of the United States Coast Survey. The only account of its habits is in Scammon's book, already often quoted. Its range is from the Arctic Seas to Lower California. From November to May it is found on the California coast, while in summer it resorts to the Arctic Ocean and the Okhotsk Sea.

*Habits.*—They follow close along the shore, often passing through the kelp, and congregate in the lagoons of the southern coast, where they are the objects of the extensive lagoon or bay whale fishery.

Scammon writes: "None of our whales are so constantly and variously pursued as this: and the large bays and lagoons where these mammals once congregated, brought forth and nurtured their young, are already nearly deserted. The mammoth bones of the California gray whale lie bleaching on the shores of these silvery waters, and are scattered along the broken coasts from Siberia to the Gulf of California; and ere long, it may be questioned, whether this mammal will not be numbered among the extinct species of the Pacific."

*Size.*—The male attains the average length of thirty-five feet, while the female grows to forty or more. A female forty-four feet long, and twenty-two feet in circumference is considered large, though some still greater have been caught, yielding sixty or seventy barrels of oil.

*Food and Reproduction.*—The nature of the food of the California gray whale is not satisfactorily known, though it is reasonable to suppose that it consists of surface animals strained out by the baleen.

They breed in the winter, the females entering the California lagoons, while the males remain outside. The period of gestation is about a year. After the young are

born, male and female and calf are seen working northward together, and Scammon thinks they bear young only once in two years.

*Capture.*—The habit of frequenting shoal bays is peculiar in this one species. They are often seen among the breakers, where they are tossed about by the groundswell, and where the water is hardly deep enough to float them. The pursuit of this whale is very dangerous, owing to their savage disposition and the shoalness of the water into which they are followed. The Eskimos and Indians of the North-west kill many, using their flesh for food and their skins for clothing.

#### *The Sperm Whale.*

As the sperm whale does not resort to Arctics, I shall not refer to it here.

### SYNOPSIS OF OVERSEERS' AND GUARDIANS' REPORTS.

*Overseer R. S. Cook*, of Prince Albert, reports that there has been a very heavy falling off in the catch of fish of all kinds as compared with previous years; and he gives as the reasons: (1.) The restrictions placed upon Indians fishing in the close seasons, and the strict enforcement of the regulations against all others. The native fishermen from the settlements, now that they are prevented from fishing in the close season, do not consider it worth while going out to fish after the expiration of the close season for whitefish, as they maintain that sufficient quantities of fish cannot be taken to pay them. (2.) The Hudson's Bay Company has done away with dogs at all its posts in his district. (3.) The decline in the fisheries owing to two reasons, viz., the heavy fishing done in the close seasons in the past, and the fact that the lakes are rapidly drying up, and the outlet from some of the larger lakes dried up so that the usual fall run of fish from the northern watershed could not come up into the lakes to spawn. Some of the small deep lakes that have been protected during the close season for the past five years are rapidly recovering. The run of goldeyes was very poor, while sturgeon were more plentiful than last year, but the enforcement of the close season reduced the catch very materially. The native fishermen complain very bitterly against the enforcement of the close seasons for these fish, as it is a well known fact that very few sturgeon can be caught after 15th July, which makes the present close season almost prohibitive, and consequently no less than 16 sturgeon nets were confiscated and destroyed. One can quite understand these poor people, who have been raised upon fish, and have but few comforts and no luxuries, and are frequently in a state of semi-starvation, risking the chances of being caught for a feed of the fish they love so well.

*Overseer Cook* is pleased to report that there is a very marked feeling among the Indians of his district in favour of protection for the fish, and they have faithfully complied with the regulations as modified to meet their wants. He visited all the Indian bands in the north-west portion of his district, numbering in all about 650 souls; and in doing so travelled 670 miles, through a rough and unsettled country. In no case had any provision been made for the period covered by the close season, but rabbits and fur being plentiful the demand for fish was limited, and one net per family enabled them to tide over the close season, but no fish have been put up for winter consumption.

A good and efficient fishway (Hockin's patent) has been placed in the dam at the foot of Sturgeon Lake by Messrs. Moore and Macdowall, the owners of the dam.

## Marine and Fisheries.

The Indians of this lake are very anxious to get a supply of whitefish fry to restock the lake, and Overseer Cook states that he does not know of any way in which the Government could assist them to better advantage, and, moreover, the Indians would then take an interest in fish protection.

One hundred and thirty-six permits have been issued to destitute half-breeds and Indians to fish for their own use, as compared with 55 for last year; 18 domestic licenses were issued, one fine imposed, and 23 nets seized and destroyed. Total revenue, \$37.

The catch for the Prince Albert district and its value are given as follows:—

	Lbs.
Whitefish.....	242,000
Pickeral (doré).....	36,000
Lake trout.....	5,000
Pike.....	149,200
Sturgeon.....	52,000
Tullibee.....	1,000
Catfish.....	100
Mixed and coarse fish.....	16,600
	501,900
Total.....	501,900
	\$15,750
Value.....	\$15,750

### BATTLEFORD DISTRICT.

*Special Guardian Richardson*, who lives at Battleford, reports the catch as somewhat less than last year, owing to a much less vigorous prosecution of the industry, and a stricter enforcement of the regulations, particularly with regard to the whitefish and sturgeon close seasons. The returns are as follows:—

	Lbs.
Whitefish.....	46,000
Lake trout.....	2,000
Pickeral (doré).....	2,200
Pike.....	10,000
Tullibee.....	500
Mixed and coarse fish.....	38,000
	98,700
Total.....	98,700
	\$3,000
Value..	\$3,000

### LAC LA BICHE DISTRICT.

There is no regular officer in immediate charge of this district, but I visited it myself during the late whitefish close season. There are over 300 half-breeds living upon the shores of Lac la Biche, and the great majority of them are very poor. The fisheries are failing fast, but, owing to one cause or another, it has been found to be difficult to do anything towards protecting them. The greater number of the whitefish in this lake appear to spawn about the 20th to the 27th of October, but no fishing was done by the natives until the latter date. The people claimed that this would result in their starvation, as they would not be able to catch enough fish after that date to do them over winter. This I believe to be not so; but as I am not yet in receipt of the report of the guardian whom I left at Lac la Biche in November, I cannot give any account of what has since taken place there. The people made no preparation for the close season by putting up dried fish; and the way in which they handle the less valuable kinds of fish, such as tullibee, pike, pickeral

and suckers is simply astounding for its improvidence. Although they keep "team" and hunting dogs, and know that when they have no other food for them (and they seldom have), they will have to give them whitefish, and although they claimed,—and to a certain extent seemed to believe what they said,—that they would not be able to catch enough fish after the end of October to suffice them over winter, nevertheless the majority of these people expressed the greatest disdain for all fish except the whitefish. I actually saw numbers of fine pike, averaging from five to thirteen pounds in weight each, lying upon the shore, where they had been thrown by the fishermen—spoiling in the sun, partly chewed and torn by dogs, trampled upon by the fishermen, and going to waste. It is true that these fish lack the fatness of the whitefish so much desired by the natives; still when one has a supply of pike, pickerel and suckers caught at this time of the year, when they are in their prime condition, neither he nor his family and dogs will be in danger of starving. When one comes to consider the high price that is paid for pike and pickerel in other parts of the world (for instance, six to nine cents in New York), the conduct of these people is the more to be deprecated. The returns are:—

	Lbs.
Whitefish.....	140,000
Pickerel (doré).....	36,000
Pike.....	57,996
Tullibee.....	5,000
Mixed and course fish.....	60,000
	<hr/>
Total.....	298,996
	<hr/>
Value.....	\$9,940

## EDMONTON DISTRICT.

*Special Guardian W. W. Smith*, a constable of the North-west Mounted Police, who is stationed at Lake St. Ann, reports that the catch of whitefish at that lake in the spring and fall was very good, the fish running larger than for years past. During the summer the fishing was a failure. This spring he noticed immense shoals of small fry an inch long, and as they were in far greater numbers than last year, he concluded that it was on account of the close season. Suckers are fished for in the early spring, before the ice has cleared into deep enough water to allow of nets being set for whitefish. The catch this year was good, the half-breeds using them when dried as provisions for their dogs. Pike and pickerel run very small, seldom reaching five pounds. No fishery is made for them, and they are only caught incidentally.

He reports that at White Whale Lake the fishery has been very good, the Indians making good hauls of fish all the year round. The catch, however, was smaller than last year. White Whale Lake being a winter fishing ground, many half-breeds from the neighbourhood made a winter fishery there; but since the regulations have been enforced this has stopped. Pike are caught in fair numbers and are very large.

He also reports that at Devil's Lake the whitefish are fished out, only forty odd fish being caught this year. Pike of large size are numerous, and three or four half-breed and Indian families living round the lake draw their supply from this source.

He reports that Lake La Nunne contains whitefish and tullibee, and that two half-breeds and a dozen Indians made a good catch there, but he is not in a position to give a correct estimate of the amount taken. Guardian Smith reports that the close season was strictly enforced; but nevertheless a good deal of poaching was done, the natives claiming they must fish or starve. He reports that he seized and destroyed seven nets and two drawlines for illegal fishing during the close season.

## Marine and Fisheries.

The fishermen claim the close season is too long, and that the fish have all spawned before the end of November. Most of the whitefish taken by Guardian Smith out of the nets, on the 28th October, had finished spawning.

The returns are:—

	Lbs.
Whitefish.....	120,950
Pike.....	15,000
Tullibee.....	20,000
Mixed and coarse fish.....	10,000
	160,950
Total..	160,950
Value.....	\$6,847

*Special Guardian Donald Whiteford*, who lives at Hollbroke, Alberta, reports that the fishing at Pigeon Lake last winter was very good, and the quality of the fish first class. The most of the fish caught were shipped on the Calgary and Edmonton Railway to Calgary, Macleod and Edmonton. The fishing for market at this lake was nearly all done by half-breeds and Indians, and domestic licenses were issued to 28 whites and half-breeds, and 22 to Indians.

The returns are:—

	Lbs.
Whitefish .....	105,000
Pickerei (doré).....	15,000
Pike.....	36,000
	156,000
Total.....	156,000
Value.....	\$6,420

### CALGARY AND BELLY RIVER DISTRICTS.

The various streams in these districts, with the exception of Sheep Creek and High River, have been under supervision of the constables of the North-west Mounted Police, and in some sections the regulations have been enforced. Unfortunately, owing to the constant shifting of the Mounted Police constables from one place to another, I am not in receipt of regular reports from them. The fisheries are almost entirely mountain trout, which are taken by angling, and no estimate of the catch can be given, although it must be comparatively large.

*Special Guardian Macolm T. Millar*, who resides at Millerville, Alberta, reports that at Sheep Creek and High River the close season for trout has been well observed. There is one sawmill in this district, the refuse from which was deposited in the river, or in such places as to be carried down stream when the water rose. The attention of the owner, Mr. Tineham, was drawn to this matter and he is now making arrangements for the disposal of his mill rubbish, other than by allowing it to go into the river.

The extreme lowness of the water in our mountain streams this fall cannot fail to have a deleterious effect upon the fisheries, as numbers of the trout will be imprisoned in the shallow pools and perish when the latter freeze to the bottom. The operator of the mill at Kananaskis was prosecuted for allowing his mill refuse to run into the river. The extensive building of irrigation works in Southern Alberta has brought the trout face to face with a new and serious danger. Legislation was passed at the last session of Parliament dealing with this matter, but upon strong representation being made by the irrigation people, that it would ruin or cripple their industry, the law was held in abeyance, until further information was had upon the matter by your department. Undoubtedly, unless something is done to prevent the fish getting into the irrigation ditches, the trout fisheries of the mountain streams, ex-



cept at the very head waters, will be entirely ruined. This subject will be further dealt with in a future special report.

LONG LAKE DISTRICT.

Long Lake has been under the charge of Overseer John Foster, who lives at Silton, Assiniboia. The fishing at this lake was good last winter, and resulted in a larger catch in the aggregate than in previous years. This is a most valuable lake situated as it is in the centre of an immense prairie and comparatively lakeless country. No summer fishing is done here. Eleven persons were fined and ten nets and one boat seized for illegal fishing. Five domestic licenses were issued to Indians and fifteen to others.

The returns are :—

	Lbs.
Whitefish.....	50,000
Pickeral (doré).....	9,000
Pike.....	30,000
Mixed and coarse fish.....	30,000
	<hr/>
Total .....	119,000
	<hr/>
Value.....	\$3,670

QU'APPELLE DISTRICT.

*Special Guardian John Teader.*—Who lives on the north shore of Wyosung Lake, reports that there has been little or no fishing done in Pasqua Lake during the past year. The Indians are obstinate and will not pay for a license to catch and sell fish, nor will they ask for a free permit to fish for their own use, but they will fish when they think there is no one near to prevent them. For this reason, and the enforcement of the regulations, the catch for this year is much less than last. During the close seasons, he saw great numbers of tullibee and plenty of fish of other kinds.

The Government dam at Katepwe has been a great benefit to the Katepwe and Mission Lakes; it has kept the water up to the old mark, and the water in consequence is better than in the other lakes, and there were no dead fish floating in them, as there were in Qu'Appelle, Pasqua and Wyosung Lakes. He states that he saw numbers of whitefish, tullibee, pike, pickeral, perch, suckers and buffalo fish floating about in the last mentioned lakes during the heated term last summer. The water in these lakes was unusually low and very bad, and there is no water except in pools, in the Qu'Appelle River above the lakes. Four gill-nets of illegal size mesh were seized from Indians; three persons were prosecuted for infractions of the regulations, and two were fined, and one, a Sioux Indian, was dismissed with a warning. Two boats, that were being used by the Sioux Indians for illegal fishing, were destroyed. Seven domestic licenses were issued.

The returns are :—

	Lbs.
Whitefish .....	3,000
Pickeral (doré).....	2,000
Pike.....	4,000
Tullibee.....	6,000
Mixed and coarse fish.....	12,000
	<hr/>
Total.....	27,000
	<hr/>
Value .....	\$530

*Special Guardian W. G. Knight*, who lives at Swift Current, Assa., reports that the regulations were strictly enforced at Eagle Quill Lake. Comparatively no

## Marine and Fisheries.

fishing was done, only 200 pounds of whitefish being caught. Two domestic licenses were issued for this lake.

*Special Guardian Gerald Fitzgerald*, who lives north of Grenfell, reports that owing to the strict enforcement of the regulations the catch of fish was less than last year at Crooked and Round Lakes. He reports a mortality among the small fish of the latter lake during the heated part of the summer. The water in this lake was very low. The style of poaching in vogue in his district is by means of traps built in the river; and he destroyed twelve of these, and seized one gill-net. No domestic licenses were issued for these lakes.

The returns are:—

	Lbs.
Pickeral (doré).....	1,500
Pike .....	3,000
Mixed and coarse fish .....	3,000
	7,500
Total.....	7,500
	\$135
Value .....	\$135

### CUMBERLAND DISTRICT.

*Corporal John A. Connor*, of the North-west Mounted Police, who is stationed at Cumberland House, has had charge of the fisheries in the vicinity of that place. He reports that no fishing was done in the close time for that district, and that the people put up a quantity of dried fish in preparation for it. He reports the catch of sturgeon as being much less than in former years, owing largely to the enforcement of the close season for that fish. Five gill-nets were seized for illegal fishing, and four domestic licenses were issued to the Hudson Bay Company for its posts in various parts of this immense district.

I have the honour to be, sir,

Your obedient servant,

F. C. GILCHRIST,

*Inspector of Fisheries.*

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials and other fixtures employed in the Fishing Industry in the North-west Territories, for the Year 1894.

DISTRICTS.	FISHING MATERIALS.				
	Boats.		Gill-Nets.		
	No.	Value.	No.	Fathoms.	Value.
	¢			¢	
Cumberland (No returns).....					
Prince Albert—					
Sturgeon Lake.....	3	40	13	250	39
Montreal Lake.....	10	125	26	500	100
Assiniboine Lake.....	8	80	17	340	68
Big Whitefish Lake and other small lakes.....	3	30	23	460	92
Pelican Lake.....	4	40	8	160	32
Green Lake.....	18	200	100	2,000	500
Water Hen Lake.....	8	80	20	400	100
Doré Lake.....	6	60	20	400	100
North Branch of Saskatchewan River.....	9	80	30	180	60
South do do.....	20	150	55	330	125
Totals.....	89	885	312	5,020	1,216

## Marine and Fisheries.

RETURN showing the Kinds and Quantities of Fish in the North-west Territories, for the Year 1894.

DISTRICTS.	KINDS OF FISH.							TOTAL VALUE.
	Whitefish, lbs.	Trout, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Tullibee, lbs.	Mixed and Coarse Fish, lbs.	
								\$ cts.
Cumberland.....	6,000,000	2,000	3,000,000	1,000,000	100,000	10,000	4,000,000	.....
Value .....	\$ 300,000	100	90,000	20,000	3,000	200	40,000	453,300 00
Prince Albert—								
Lakes north of the								
North Branch of the								
Saskatchewan River.	242,000	5,000	35,900	146,000	.....	1,000	15,000	16,490 00
North Branch.....	.....	.....	.....	.....	12,000	.....	300	363 00
South do .....	.....	.....	1,000	3,200	40,000	.....	1,400	1,308 00
Totals .....	242,000	5,000	36,000	149,200	52,000	1,000	16,700	.....
Value .....	\$ 12,100	250	1,080	2,984	1,560	20	167	18,161 00
Battleford—								
Jackfish Lake.....	1,000	.....	1,000	3,000	.....	500	5,000	200 00
Turtle do .....	35,000	.....	1,200	7,000	.....	.....	25,000	2,176 00
Cold do .....	10,000	2,000	.....	.....	.....	.....	3,000	630 00
Saskatchewan River...	.....	.....	.....	.....	.....	.....	5,000	50 00
Totals .....	46,000	2,000	2,200	10,000	.....	500	38,000	.....
Value .....	\$ 2,300	100	66	200	.....	10	380	3,056 00
Lac La Biche—								
Lac La Biche.....	140,000	.....	36,000	57,996	.....	5,000	60,000	.....
Value .....	\$ 7,000	.....	1,080	1,160	.....	100	600	9,940 00

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, &c.—North-west Territories—Continued.

DISTRICTS.	FISHING MATERIALS.					
	Boats.			Gill-Nets.		
	No.	Value.	Men.	No.	Fathoms.	Value.
		\$				\$
Battleford—						
Jackfish Lake .....				5	125	20
Turtle Lake.....				9	225	36
Cold Lake.....				10	250	40
Totals .....				24	600	96
Lac La Biche.....	20	200	30	160	4,000	800
Edmonton—						
Lake St. Ann.....	31	340	31	53	1,325	265
White Whale Lake.....	10	100	10	16	400	80
Devil's Lake.....	3	35	3	4	100	20
Pigeon Lake.....	2	30	2	66	1,650	330
Totals .....	46	505	46	139	3,475	695
Long Lake—						
Long Lake.....	6	72	6	80	2,000	400
Qu'Appelle—						
Qu'Appelle Lakes.....	11	100	12	18	450	72
Grand totals.....	172	1,762	194	733	15,545	3,272

## Marine and Fisheries.

RETURN showing the Kinds and Quantities of Fish in the North-west Territories—Continued.

DISTRICTS.	KINDS OF FISH.							TOTAL VALUE.
	Whitefish, lbs.	Trout, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Tullibee, lbs.	Mixed and Coarse Fish, lbs.	
								\$ cts.
Edmonton—								
Lake St. Ann .....	70,800						10,000	3,640 00
White Whale Lake .....	40,000			12,000				2,240 00
Lake La Nunne .....	10,000					20,000		900 00
Devil's Lake .....	150			3,000				67 00
Pigeon Lake .....	105,000		15,000	36,000				6,420 00
Totals .....	225,950		15,000	51,000		20,000	10,000	
Value .....	\$ 11,297		450	1,020		400	100	13,267 00
Long Lake—								
Long Lake .....	50,000		9,000	30,000			30,000	
Value .....	\$ 2,500		270	600			300	3,670 00
Qu'Appelle—								
Qu'Appelle Lakes .....	3,000		2,000	4,000		6,000	12,000	530 00
Eagle Quill Lake .....	200							10 00
Crooked Lake .....			1,000	1,500			1,500	75 00
Round Lake .....			500	1,500			1,500	60 00
Fishing Lake and lakes in White Sand River country .....				130,000			50,000	3,100 00
Totals .....	3,200		3,500	137,000		6,000	65,000	
Value .....	\$ 160		105	2,740		120	650	3,775 00
Grand totals .....	6,707,150	9,000	3,101,700	1,435,196	152,000	42,500	4,219,700	
do value ..	\$ 335,357	450	93,051	28,704	4,560	850	42,197	505,169 00

## RECAPITULATION

OF the Fisheries in the North-west Territories for the Year 1894.

Kinds of Fish.	Quantity.	Value.
	Lbs.	\$ cts.
Whitefish .....	6,707,150	335,357 00
Trout .....	9,000	450 00
Pickeral .....	3,101,700	93,051 00
Pike .....	1,435,196	28,704 00
Sturgeon .....	152,000	4,560 00
Tullibee .....	42,500	850 00
Coarse and mixed fish .....	4,219,700	42,197 00
Totals .....	15,667,246	505,169 00

## RECAPITULATION

OF the Yield and Value of the Fisheries of Manitoba and North-west Territories for the Year 1894.

Kinds of Fish.	Quantity.	Value.
	Lbs.	\$ cts.
Whitefish .....	10,123,848	506,191 90
Trout .....	9,000	450 00
Pickeral .....	4,362,750	130,882 50
Pike .....	2,184,782	43,695 72
Sturgeon .....	228,270	6,848 10
Perch .....	18,434	368 68
Tullibee .....	420,824	12,199 72
Catfish .....	59,738	1,194 76
Coarse and mixed fish .....	5,904,810	59,048 10
Home consumption .....	2,620,845	26,208 45
Totals .....	25,933,301	787,987 93

STATEMENT of the Vessels and Boats and other Fishing Material employed in the Province of Manitoba and the North-west Territories for 1894.

Articles.	Value.
	\$ cts.
11 tugs of 843 tons .....	63,500 00
3 vessels of 917 tons .....	34,000 00
790 boats .....	15,453 00
7 seines .....	190 00
1,320 gill-nets, 204,080 fathoms .....	25,027 00
57 freezers and ice-houses .....	55,350 00
18 piers and wharfs .....	5,200 00
Total .....	198,720 00

# Marine and Fisheries.

## APPENDIX No. 13.

### BRITISH COLUMBIA.

ANNUAL REPORT ON THE FISHERIES OF BRITISH COLUMBIA, FOR  
THE YEAR 1894, BY INSPECTOR JOHN McNAB.

NEW WESTMINSTER, 31st December, 1894.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report on the fisheries of British Columbia for the year 1894, together with tabulated statements of their yield and value, and synopsis of guardians' reports.

Although the catch of salmon shows a considerable falling off, when compared with the exceptional catch of 1893, it is nevertheless much greater than that of any other year in the history of the industry in British Columbia.

Salmon fishing continues to be the most important of the fishing industries of the province, and it is gratifying to note that the rivers—especially the Fraser—show no signs of depletion, or of being overfished, being in this respect unique amongst the great salmon rivers of the Pacific Coast, if not of the world. It is also interesting to note that the very great difference between the catches of different years, on the Fraser, which formerly existed, appears to be becoming less marked than formerly. The difference in the annual "runs" of salmon is not, in my opinion, to be accounted for by any eccentricity in the habits of the salmon, but in a great measure to unfavourable conditions in the creeks during the spawning time,—four years previous to the short runs,—such as heavy freshets which bring down and deposit great quantities of silt and debris, and frequently quite change the position of the gravel deposits in which the ova had been deposited; thus causing its destruction. Another cause of very great loss, and almost as difficult to overcome, as are adverse natural causes, are the methods employed by the Indians in catching salmon in the creeks for their winter food by erecting weirs, which prevent the fish from reaching their spawning grounds. As this is a matter of very great importance, as careful supervision and perfect protection as possible has been given to the more accessible creeks, and this, together with the valuable aid of the hatchery, is, in my opinion, gradually equalizing the annual "runs" of salmon in the Fraser River.

The following table shows the value of salmon canned for five years in British Columbia:—

1890 .....	\$1,989,599
1891.....	1,517,060
1892 .....	1,148,860
1893 .....	2,916,990
1894.....	2,362,714

Very extensive preparations were made at Point Roberts last spring for catching salmon in traps, and as there is no doubt but that all the salmon caught there are Fraser River fish, a good deal of alarm was felt by the Fraser River fishermen regarding the effect it might have upon the industry here. The shortage in the pack there, however, as compared with that of 1893, was in exact proportion to that of the Fraser River for the same years. Halibut fishing, which has heretofore been



carried on in a desultory manner, unprofitable to all concerned, has at length been established upon a firm basis, and is being conducted in a vigorous and systematic manner, and gives promise of becoming an industry of great value to the province and profitable to its promoters. The shortness of the fishing season has hitherto been a bar to the greater prosperity of the fishermen in the country, which the prosecution of the sea fisheries will do much towards removing by affording them employment during the winter months.

Omitting salmon, the aggregate of the products of the fisheries shows an increase of \$53,921 over last year's returns.

The catch of fur seals by Canadian vessels was the largest on record, and demonstrates the adaptability of the regulations to the requirements of our people.

The capital invested in the fisheries and fishery material, including the fur seal fleet, and outfit of boats, &c., shows a large increase over that of last year.

Total capital invested in 1894.....	\$1,942,978
do do 1893.....	1,721,527
Increase.....	\$221,451

Considerable activity has been caused in the sturgeon fishing industry on the Fraser River by an increased demand and better prices than formerly for these fish in eastern markets. So far net fishing for sturgeon in the Fraser River has not been successful.

#### PROTECTION OF FISHERIES.

The fishery protection service was, on the whole, satisfactory during the season, but in addition to the launch "Claymore," a larger and more powerful boat will be required for service on the Fraser River next season, in order to prevent violation of the law in the river and illegal fishing and poaching outside.

#### REPORTS OF GUARDIANS.

I have to report the death of Guardian C. D. Grant, an old officer of the department. Capt. Grant had charge of the patrol launch "Claymore" on the Fraser River from the 1st March to the 1st July, and of the steamer "Evangeline" from the 1st of July to the 30th of August. He was active in the discharge of his duties, and reported a number of violations for which fines were imposed.

*Skeena River.*—Guardian Wm. Roxburgh reports that the pack of salmon was below the average on the Skeena River; that violations of the regulations *re* weekly close time, size of mesh, and length of nets, and disposal of offal took place, and that the offenders were fined in every case.

*Rivers Inlet.*—Guardian Adamson reports that the season's operations in his district were very successful, and a good pack of salmon was secured by all the canneries, and the regulations well observed.

*Naas River.*—Guardian Spain reports that salmon were scarce in the Naas, but two canneries were operated, and their packs were small.

*Fraser River.*—Guardian McNeish, who had charge of the patrol launch "Claymore" during the months of July and August, reports that a number of violations of the regulations *re* weekly close time and offal took place in his district, all of which were reported, and complaints lodged as directed with Mr. Justice Petten-dreigh, S. M.; and that, in his opinion, where such a large number of boats, manned by men of all nationalities are engaged in fishing, many of whom have no respect for the law, and are only restrained from violating it through fear of being caught in the act, that a larger and more speedy boat than the launch "Claymore" is required for patrolling, considering that there is more than sixty miles of river to protect.

I have the honour to be, sir,

Your obedient servant,

JOHN McNAB,

*Inspector of Fisheries.*

## Marine and Fisheries.

### A.—SCHEDULE of Salmon Canneries in British Columbia, Season 1894.

Owner or Agent.	Name of Cannery.	Year first operated.	No. of boats.	Packed in 1-lb. Cans.			
				1892.	1893.	1894.	
<i>Fraser River.</i>							
Bon Accord Fishing Co.....	Sea Island.....	1890	20	384,480	2,109,600	1,216,704	
J. H. Todd & Son.....	Beaver.....	1888	20	609,600	1,573,536	1,210,560	
do.....	Richmond.....	1882	20				
Ewen & Co.....	Ewen's.....	1876	20	384,000	2,112,000	1,200,000	
B. C. Canning Co., Londcn.....	Fraser River Cannery.....	1876	20	36,400	640,900	360,000	
	Harlock's.....	1882	20	200,064	722,640	484,368	
	Delta.....	1887	20	204,000	872,960	521,904	
Victoria Canning Co., T. E. Ladner, Agent.	Wellington.....	1880	20	288,000	615,200	706,752	
	Laidlaw's.....	1878	20	192,800	610,122	286,704	
	Holly.....	1890	20	180,000	662,400	545,520	
	Wadham's.....	1887	20				
	British Columbia.....	1887	20				
	British American.....	1887	20				
Anglo-British Columbia Canning Co. (Limited), H. Bell-Irving, Agent.	Canoe Pass.....	1888	20	1,532,208	6,296,832	4,021,200	
	Phoenix.....	1887	20				
	Gary Point.....	1889	13				
	Annandale.....	1891	20				
	Dunfries.....	1891	20				
Terra Nova Packing Co.....	Terra Nova.....	1892	20	216,000	794,400	432,000	
Lulu Island Canning Co.....	Lulu Island.....	1893	20		1,032,000	753,600	
Pacific Coast Packing Co.....	Pacific Coast.....	1893	20		736,800	636,480	
Steveston Canning Co.....	Steveston.....	1883	20		1,056,000	837,216	
Short & Squire.....	Imperial.....	1893	20		816,000	598,320	
Canadian Pacific Canning Co.....	Canadian Pacific.....	1893	20		1,296,000	988,180	
Brunswick Canning Co.....	Brunswick.....	1893	20		816,000	792,000	
Fisherman's Canning Co.....	Fisherman's.....	1894	20			549,744	
Gulf of Georgia Canning Co.....	Gulf of Georgia.....	1894	20			884,640	
Good Murphy, Densmore & Co.....	Good Murphy.....	1894	20			425,280	
Victoria Canning Co.....	Standard.....	1890	20	540,000	354,432	317,952	
Balmoral Canning Co.....	Balmoral.....	1886	20	540,000	305,856	307,200	
Royal Canadian Packing Co.....	Royal Canadian.....	1892	20	576,000	456,000	331,200	
Cunningham & Son.....	Skeena.....	1883	20	540,000	387,120	336,000	
Anglo-British Columbia Packing Co.....	British American.....	1883	20	540,000	364,800	360,000	
do.....	North Pacific.....	1889	20	540,000	335,200	456,000	
B. C. Canning Co. (Ltd.), London.	Windsor.....	1878	20	540,000	321,600	445,488	
Turner, Beeton & Co.....	Inverness.....	1878	20	540,000	288,000	374,400	
Cunningham & Rood.....	Lower Inlet Can'y.....	1890		540,000	420,144	360,000	
<i>Rivers Inlet District.</i>							
B. C. Canning Co. (Ltd.), London.	Rivers Inlet Can'y.....	1882	20	264,000	720,000	820,800	
do.....	Victoria Cannery.....	1882	20	230,400	500,000	524,400	
R. P. Rithet & Co., Agents.....	Warnock.....	1884	20	223,440	480,000	582,528	
Alert Bay Canning Co.....	Alert Bay Cannery.....	1881		206,400	177,936		
<i>Naus River District.</i>							
Federation Canning Co.....	Federation.....	1888	20	540,000	360,000	960,000	
do.....	Mill Way.....	1889	20	352,860	192,000		
Grand totals.....					11,588,592	29,169,908	23,627,140

B.—REPORT of Catch, &c., of British Columbia Sealing Fleet, Season 1894.

Vessels.	Masters.	CREWS.					CATCH.					Totals.
		Tonnage.	Whites.	Indians.	Boats.	Canoes.	B. C. Coast.	Japan Coast.	Vicinity of Copper Island.	Behring Sea.		
										Males.	Females.	
Enterprise.....	O. Scarf.....	69	22		8		1,254	314				1,568
Rosie Olsen.....	A. Whedden.....	39	6	16	2	8	1,043			425	431	1,899
Umbrina.....	C. Campbell.....	99	25		7		2,588	153		30	30	2,810
Oscar and Hattie.....	A. Folger.....	81	24		7		1,733	176				1,909
Diana.....	A. Nelson.....	50	19		6		1,964	433				2,394
Brenda.....	C. E. Locke.....	100	26		8		2,383	343				2,726
Arietas.....	A. Douglas.....	86	25		8		1,197			39	52	1,288
Casco.....	O. Buckley.....	63	22		6		1,926					1,926
Dora Seeward.....	A. Cole.....	94	26		7		2,584					2,584
W. E. Earl.....	L. Magnesen.....	68	8	20	2	10	1,471			155	517	2,143
Dawn.....	M. Keefe.....	59	6	18	1	9	911			310	336	1,557
Agnes McDonald.....	M. Cutler.....	107	26		8		1,707	471				2,178
W. P. Hall.....	J. B. Brown.....	99	24		7		710					710
Mermaid.....	W. M. Whitley.....	73	25		8		1,603	505				2,108
City of San Diego.....	M. Pike.....	46	16		5		1,304	250				1,554
Mary Taylor.....	E. Robbins.....	43	19		5		874	250				1,124
Libbie.....	J. Hackett.....	93	22		7		1,010	200				1,210
May Belle.....	E. Sheild.....	58	14		6		925	197				1,122
Mary Ellen.....	W. C. Hughes.....	63	23		7		1,909	86	105	352		2,452
Viva.....	J. Anderson.....	92	26		7		1,437					1,437
W. P. Sayward.....	C. Ferry.....	60	20		6		606	35				641
Penelope.....	L. McGrath.....	70	20		7		1,305	296				1,602
Vera.....	W. Sheilds.....	60	19		6		1,075			80	115	1,270
Charlotte Cox.....	W. Byers.....	76	26		7		1,947					1,947
Triumph.....	C. Cox.....	98	8	36	3	17	1,320			1,163	2,077	4,560
Otto.....	J. McLeod.....	86	25		8		1,014	623				1,637
E. B. Marven.....	C. J. Harris.....	96	23		7		2,118					2,118
Sapphire.....	W. Cox.....	109	8	32	4	16	535			1,226	879	2,640
Annie E. Paint.....	A. Bissett.....	82	26		9		1,497	531				2,038
Geneva.....	W. O'Leary.....	92	27		9		1,092	558				1,650
Teresa.....	F. Gilbert.....	63	25		7		1,102	120				1,222
Ocean Belle.....	T. O'Leary.....	83	22		6		530	274				804
Sadie Turple.....	C. L. Blaine.....	56	22		8		1,783	171				1,954
Maud S.....	R. McKeil.....	97	24		8		1,343	86				1,429
Aurora.....	H. J. Lund.....	41	18		5		693	21	79	138		931
F. M. Smith.....	J. Allen.....	99	27		8		96	81				177
Beatrice.....	D. MacAulay.....	66	5	22	1	11			342	818		1,518
Mascot.....	H. F. Seeward.....	40	4	16	1	7		558	299	246		1,103
Favourite.....	L. McLean.....	80	5	37	1	18	606		752	488		1,846
Annie C. Moore.....	C. Hackett.....	113	8	37	1	18	309		938	1,009		2,256
Labrador.....	J. J. Whitemay.....	25	5	14	1	7	308		179	381		868
Wanderer.....	H. Paxton.....	25	2	7	1	5	400					400
Pioneer.....	W. E. Baker.....	66	24		6		418		1,163			1,681
Saucy Lass.....	R. E. Crowell.....	38	7	17	2	8	170			290	378	838
Borealis.....	C. Meyer.....	37	6	20	1	10	303			90	1,059	1,452
Catharine.....	J. Gould.....	82	6	26	1	13	269			490	567	1,328
Arinoko.....	G. Hestor.....	75	5	22	2	11	467			1,092	565	2,124
Kate.....	M. Moss.....	58	5	23	1	10	79			303	564	946
Shelby.....	J. Searle.....	16	5	10	1	5	34			232	145	411
Venture.....	J. Mohrhouse.....	48	3	17	1	9				417	492	909
— Rich.....	S. Balcom.....	76	9	25	2	13	691			1,000	749	2,440
Mountain Chief.....	J. Jameson.....	23	1	13		6	175					175
Fisher Maid.....	C. Chepps.....	21		8		4	92					92
Minnie.....	J. Jacobson.....	46	6	20		12	488			679	986	2,153
San Jose.....	M. Foley.....	31	5	14	2	7	20			256	593	869
Kilomeng.....	J. Jameson.....	19	2	12		6				307	327	634
Henrietta.....	J. Daley.....	31	5	17	1	8	315			427	340	1,082
C. D. Rand.....	— Westerhouse.....	51	7	22	2	11	357					357
Beatrice.....		49	21		6							1,703
Canoe-catch by Indians.....							3,989					3,987
Totals.....		3,866	888	578	266	259	11,703	48,993	7,437	11,705	14,636	94,474

## Marine and Fisheries.

### VALUE OF VESSELS AND BOATS.

59 vessels, 3,866 tons.....	\$386,600
266 boats and outfits.....	26,600
259 canoes, \$25 each.....	6,475
Grand total.....	<u>\$419,675</u>

### SUMMARY OF SEALING CATCH, SEASON 1894.

British Columbia Coast catch.....	11,213
Japanese Coast catch.....	49,483
Vicinity of Copper Island.....	7,437
Behring Sea.....	26,341
Grand total.....	<u>94,474</u>

Catch of United States vessels landed in Victoria, 375 skins.

C.—RETURN showing the Number and Value of Vessels and Boats, and the Number of Men engaged in the Fisheries; Quantity and Value of Fishing Materials; Kinds and Quantities of Fish, &c., in the Province of British Columbia, for the Year 1894.

Number.	VESSELS AND BOATS EMPLOYED.				FISHING MATERIAL.				KINDS OF FISH AND FISH PRODUCTS.						Number.				
	Vessels.		Boats.		Gill-nets.		Seines.		Value of lines.	Salmon, brts.	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Salmon, in cans, lbs.	Sturgeon, lbs.		Halibut, lbs.			
No.	Value.	Men.	No.	Value.	Men.	Fathoms.	Value.	Fathoms.							Value.				
DISTRICTS.																			
1	Fraser River District, including Howe Sound and Burrard Inlet.....	36	150800	114	1610	64400	773	1250000	187500	1800	2000	600	1800	1250000	20000	17451172	452106	1123000	1
2	Howe Sound to Rivers Inlet.....	4	6400	10	160	6400	654	14500	10895	220	330	150	150	150000	15000	1327728	.....	25000	2
3	Rivers Inlet to Skeena River.....	9	36530	28	391	5755	1752	70570	52928	500	750	2000	100	1500000	10000	3288240	.....	20000	3
4	Skeena River to Alaska boundary.....	1	2500	3	90	3600	350	19000	14250	100	100	100	100	8000	10000	960000	.....	10000	4
5	East Coast of Queen Charlotte Island.....	.....	.....	25	3750	.....	110	2500	2500	250	350	2000	50	1000	2000	.....	.....	23000	5
6	West Coast of Queen Charlotte Island.....	.....	.....	20	2000	.....	60	1200	900	300	450	500	25	23000	5500	.....	.....	15000	6
7	Cape Scott to Comox.....	.....	.....	12	1000	.....	30	600	400	300	450	500	25	300000	5000	.....	.....	1000	7
8	Comox to Victoria.....	52	10400	156	60	3600	130	1200	750	4000	7000	4000	100	500000	5000	.....	.....	500000	8
9	Victoria to Cape Beale.....	5	1500	15	16	1100	45	750	750	1000	1500	5000	100	25500	10000	.....	.....	2500	9
10	Cape Beale to Cape Scott.....	3	750	9	15	750	40	1500	1000	100	200	200	600	2500	2000	.....	.....	10000	10
Totals.....		110	208880	335	2369	92355	10915	361820	271835	8470	13080	12550	4825	1970000	60500	23627140	502106	1729500	

## Marine and Fisheries.

C.—RETURN showing the Number and Value of Vessels and Boats, &c.—Province of British Columbia—Concluded.

Number.	DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.											Fur Seal Skins, No.	Hair Seal Skins, No.	Sea Otter Skins, No.	Fish Oils, galls.	VALUE.	Number.		
		Herring, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Oulachons, salted, brls.	Oulachons, fresh, lbs.	Oulachons, smoked, lbs.	Trout, lbs.	Assorted or Mixed Fish, lbs.	Smelts, fresh, lbs.	Codfish, lbs.	Skill, brls.								
1	Fraser River District, including Howe Sound and Burrard Inlet.....	200000		500	56	250000	1000	25000	150000	27000	127200	5						10000	\$ 1,930,658 50	1
2	Howe Sound to Skeena River.....	5000			100	10000	500		1400		5500						400	3000	199,784 80	2
3	Rivers Inlet to Skeena River.....				260	10000			1000								1000	14000	362,874 00	3
4	Skeena River to Alaska boundary.....	5000			400	50000	2000		300								200	8500	108,929 00	4
5	East Coast of Queen Charlotte Island.....	2000	160	3000					9500		2000	25					100	55000	26,435 00	5
6	West Coast of Queen Charlotte Island.....	15000		300					45000		10000	25					500	12000	10,055 00	6
7	Cape Scott to Comox.....	14000		800					9500		9500							9000	8,030 00	7
8	Comox to Victoria.....	120000	100	12000	50	60000	5000	12000	230000	20000	150000						160	20000	88,680 00	8
9	Victoria to Cape Beale.....	10000							5000	18000	8000							1500	5,420 00	9
10	Cape Beale to Cape Scott.....	7000	250	1000					600	8500	6000	5						10000	12,110 00	10
	Totals.....	378000	510	17600	866	155000	850	54500	471700	52900	318200	60					3260	143000	2,752,976 30	
	Catch of Canadian fur seal fleet.....																		944,740 00	
	Oysters, 4,000 bushels, \$8,000; clams, 12,000 bushels, \$8,600; mussels, \$480; shrimps and prawns, \$5,000																		22,080 00	
	Crabs, \$18,000; abalones, 3,000 at 20c, \$600; isinglass, \$750.																		19,350 00	
	Fish guano, 30 tons at \$20 per ton.....																		600 00	
	Estimate of fish of various kinds consumed by Indians and others in the interior of the province not included in above																		200,000 00	
	11,300 lbs. caviar at 25 cts. per lb.....																		2,825 00	
	Sturgeon bones, 899 lbs.....																		407 00	
	Value of seal skins landed in Victoria, B.C., by United States vessels.....																		3,942,978 30	
	Arrived from the banks and shipped east, since the returns were compiled, 150,000 lbs. of halibut.....																		3,946,728 30	
	Grand Total.....																		7,500 00	
																			3,954,228 30	

## D.—RECAPITULATION of the Yield and Value of the Fisheries of British Columbia, for the Year 1894.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, in 1-lb. cans . . . . .	23,627,140	0	10	2,362,714	00
do fresh . . . . . Lbs.	1,970,000	0	05	98,500	00
do salted . . . . . Brls.	4,825	8	00	38,600	00
do smoked . . . . . Lbs.	60,500	0	08	4,840	00
Sturgeon, fresh, dressed . . . . .	502,106	0	05	25,105	30
Halibut do . . . . .	1,879,500	0	05	93,975	00
Herring do . . . . .	378,000	0	03	11,340	00
do smoked . . . . .	17,600	0	10	1,760	00
do salted . . . . . Brls.	510	6	00	3,060	00
Oulachons, fresh . . . . . Lbs.	155,000	0	05	7,750	00
do smoked . . . . .	8,500	0	08	680	00
do salted . . . . . Brls.	866	10	00	8,660	00
Trout, fresh . . . . . Lbs.	54,500	0	10	5,450	00
Fish, assorted and mixed . . . . .	471,700	0	03	14,151	00
Smelts, fresh . . . . .	52,900	0	06	3,174	00
Codfish, fresh . . . . .	318,200	0	06	19,092	00
Skill, salted . . . . . Brls.	60	8	00	480	00
Fur-seal skins . . . . . No.	94,474	10	00	944,740	00
Hair do . . . . .	3,260	0	75	2,445	00
Sea otter . . . . .	12	125	00	1,500	00
Oysters . . . . . Bush.	4,000	2	00	8,000	00
Clams . . . . .	12,000			8,600	00
Mussels . . . . .	600			480	00
Crabs . . . . .	600,000			18,000	00
Abalones . . . . . Lbs.	3,000	0	20	600	00
Shrimps and prawns . . . . .				5,000	00
Caviare . . . . . Lbs.	11,300	0	25	2,825	00
Sturgeon bones . . . . .	809			407	00
Isinglass . . . . .				750	00
Fish oil . . . . . Galls.	143,000	0	40	57,200	00
Fish guano . . . . . Tons.	30	20	00	600	00
Estimate of fish consumed in the province and not included in the above . . . . .				200,000	00
Value of fur-seal skins landed in Victoria by United States vessels . . . . .				3,950,478	30
				3,750	00
Grand total . . . . .				3,954,228	30

## Marine and Fisheries.

**E.**—CAPITAL invested in Fisheries and Fishing Material, including the Fur-seal Fleet, Boats, &c., of British Columbia, during the Year 1894.

Material.	Value.	Total.
	\$	\$
45 salmon canneries, complete.....	20,000	900,000
12 oil factories.....	600	38,000
4 freezers and cold storage.....	6,500	18,000
14 salteries.....		8,400
110 vessels (1,650 tons).....		208,280
2,399 boats employed in fishing.....		92,355
361,820 fathoms of gill-nets.....		271,853
8,470 do seines.....		13,030
do lines.....		12,550
Scows and flat boats.....		2,800
		1,565,268
59 vessels employed in fur-seal fishing.....	336,600	
266 boats do do.....	26,600	
259 canoes do do.....	6,475	
		419,675
Grand total.....		1,984,943

Hands employed in connection with fishing in boats.....	10,915
do do vessels.....	335
Sailors and hunters in sealing fleets—	
Whites.....	882
Indians.....	518
	12,650



## APPENDIX No. 14.

## FISH-BREEDING.

1894.

REPORT OF MR. SAMUEL WILMOT, SUPERINTENDENT GENERAL OF  
FISH CULTURE FOR THE DOMINION OF CANADA, FOR THE YEAR  
1894.

OTTAWA, 1st January, 1895.

The Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—Herewith is submitted full particulars in relation to the work of artificial fish culture, as carried on at the several departmental fish hatcheries in Canada, during the past year.

The success connected with the operations at the several hatcheries has been of a very satisfactory character as shown by the output of fry, and the collection of eggs which have taken place during the year 1894.

The descriptions of fish bred at the several hatcheries in the various provinces, are those which belong to the most important species indigenous to the rivers and great lakes of Canada, and form the principal traffic for commercial purposes, and for domestic consumption. In addition to the kinds referred to as native to the rivers and lakes are the lobster fry which have been bred and put into the waters of the Northumberland Straits in Nova Scotia, as they make up a very considerable part of the gross output during the year, which amounted to a grand total, of all kinds, of two hundred and fifty-four millions, nine hundred and nineteen thousand, (254,919,000).

The following schedule will classify the species of fry of all kinds put out from the Dominion hatcheries during the year:—

Atlantic Salmon ( <i>Salmo salar</i> ).....	6,868,000
Pacific Salmon ( <i>Nerka</i> ).....	6,300,000
Salmon Trout, Great Lake ( <i>Naymacush</i> ).....	5,651,000
Whitefish do ( <i>Coregonus</i> ).....	76,100,000
Lobsters ( <i>Homarus</i> ).....	160,000,000
Total.....	<u>254,919,000</u>

## Marine and Fisheries.

The following table also shows in separate columns the name and location of each hatchery; also the quantities of young fish and semi-hatched eggs put out from each establishment, and the description of the fry and eggs so distributed during the season of 1894. The table will also show the number of eyed or semi-hatched eggs that were transferred from certain of the hatcheries to other nurseries during the same season:—

No.	Name of Hatchery.	Number of Fry put out of Hatchery.	Number of Semi-hatched Eggs sent to other Hatcheries.	Number of Semi-hatched Eggs received from other Hatcheries.	Description of Fish.
1	Fraser River, B.C.	6,300,000			Sockeye salmon.
	do	1,500,000		2,000,000	Whitefish.
2	Sydney, N.S.	288,000		300,000	Atlantic salmon.
3	Bedford, N.S.	545,000		300,000	do
	do	260,000		500,000	Great lake trout.
	do	3,000,000		3,000,000	Whitefish.
4	Dunk River, P.E.I.		Not in operation.		
5	St. John River, N.B.	1,120,000			Atlantic salmon.
	do	276,000		500,000	Great lake trout.
	do	2,700,000		3,000,000	Whitefish.
6	Miramichi, N.B.	1,010,000	300,000	50,000	Atlantic salmon.
7	Restigouche, Que.	1,080,000	350,000		do
8	Gaspé, Que.	850,000			do
9	Tadoussac, Que.	1,975,000			do
10	Magog, Que.	1,200,000		2,000,000	Whitefish.
	do	835,000		1,000,000	Great lake trout.
11	Newcastle, Ont.	3,200,000	3,200,000		do
	do	2,800,000		3,000,000	Whitefish.
12	Sandwich, Ont.	47,000,000	15,000,000		do
13	Ottawa, Ont.	3,400,000		4,000,000	do
	do	1,080,000		1,200,000	Great lake trout.
14	Bay View, N.S.	160,000,000			Lobsters.
15	Selkirk, Man.	14,500,000	2,000,000		Whitefish.
	Totals	254,919,000	20,850,000	20,850,000	

The following table shows the total numbers of all kinds of fry which have been distributed from the several hatcheries since the commencement of each up to the present time, and including the year 1894:—

STATEMENT showing the Places where, and the Years in which, the several Fish Establishment, annually, since they

YEAR.	ONTARIO.			QUEBEC.			
	Newcastle.	Sandwich.	Ottawa.	Magog.	Tadousac.	Gaspé.	Restigouche.
	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1 1868-73..	1,070,000						
2 1874....	350,000						100,000
3 1875....	650,000				60,000	110,000	600,000
4 1876....	700,000	8,000,000			150,000	50,000	300,000
5 1877....	1,300,000	8,000,000			1,180,000	1,051,000	600,000
6 1878....	2,605,000	20,000,000			707,000	650,000	1,015,000
7 1879....	2,602,700	12,000,000			1,250,000	1,597,000	1,470,000
8 1880....	1,923,000	13,500,000			1,155,000	730,000	1,500,000
9 1881....	3,300,000	16,000,000		200,000	334,000	500,000	740,000
10 1882....	4,841,000	44,000,000		975,000	660,000	530,000	1,400,000
11 1883....	6,053,000	72,000,000		250,000	995,000	520,000	300,000
12 1884....	8,800,000	37,000,000		100,000	985,000	859,000	940,000
13 1885....	5,700,000	68,000,000		300,000	720,000	290,000	660,000
14 1886....	6,451,000	57,000,000		1,400,000	1,627,000	576,000	1,380,000
15 1887....	5,130,000	56,500,000		675,000	900,000	630,000	1,500,000
16 1888....	8,076,000	56,000,000		3,475,000	850,000	800,000	1,720,000
17 1889....	5,846,500	21,000,000		2,800,000	1,600,000	450,000	1,280,000
18 1890....	7,736,000	52,000,000	5,733,000	2,875,000	1,700,000	806,000	2,396,000
19 1891....	7,807,500	75,000,000	7,043,000	3,050,000	1,300,000	1,000,000	1,750,000
20 1892....	4,823,500	44,500,000	4,909,000	2,400,000	624,000	965,000	1,240,000
21 1893....	9,835,000	68,000,000	6,208,000	3,600,000	2,060,000	910,000	883,000
22 1894....	6,000,000	47,000,000	4,480,000	2,035,000	1,975,000	850,000	1,080,000
23 Totals..	101,600,200	775,500,000	28,373,000	24,135,000	20,777,000	13,874,000	22,854,000

NOTE.—The particular descriptions of fry above enumerated were as follows:—

*Salmonidae*—Atlantic and Pacific salmon, salmon-trout of the great lakes, and speckled trout of

do Whitefish (*Coregonus*) of the great lake region.....

*Percidae*—Pickerel, or doré (*Lucioperca*).....

Lobster fry (*Homarus Americanus*).....

Grand total of all kinds.....

In addition to the 101,600,200 fry distributed from the parent establishment at Newcastle, semi-hatched ova of various kinds. In like manner the Sandwich nursery transfers annually large quantities. N.S. is devoted wholly to lobster hatching.

## Marine and Fisheries.

Hatcheries have been erected; also the number of Fry distributed from each were built, including the year 1894.

NEW BRUNSWICK.		NOVA SCOTIA.			P. E. ISLAND.	BRITISH COL. UMBIA.	MANITOBA	TOTALS.
Mira-michi.	St. John River.	Bedford.	Sydney.	Bay View Lobster Hatchery.	Dunk River.	Fraser River.	Selkirk.	
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
60,000								1,070,000
150,000								510,000
60,000		395,000						1,570,000
320,000		1,000,000						9,655,000
665,000		1,400,000						13,451,000
1,025,000		1,740,000						27,042,000
805,000	170,600	730,000			500,000			21,684,100
770,000	50,000	680,000			375,000			22,949,000
640,000	588,000	850,000	315,000		1,060,000			55,805,500
925,000	72,600	800,000	659,000		1,210,000			83,784,600
795,000	811,000	1,000,000	853,000		1,000,000			53,143,000
900,000	155,000	670,000	772,000		1,100,000	1,800,000		81,067,000
945,000	2,181,000	960,000	1,179,000		400,000	2,625,000		130,219,000
900,000	2,479,000	4,230,000	1,415,000		500,000	4,414,000		79,273,000
1,290,000	4,142,000	4,390,000	1,559,000			5,807,000		88,109,000
850,000	3,570,000	3,850,000	2,034,500			4,419,000		47,699,000
1,022,000	3,492,000	3,860,000	1,953,000			6,640,000		90,213,000
1,503,000	3,165,000	2,550,000	1,000,000	7,000,000		3,603,800		115,771,800
1,310,000	2,378,000	2,620,000	690,000	63,500,000		6,000,000		135,959,500
975,000	3,299,000	3,180,000		153,600,000		5,764,000		258,314,000
1,010,000	4,096,000	3,805,000	288,000	160,000,000		7,800,000	14,500,000	254,919,000
16,920,000	30,629,200	38,710,000	12,717,500	384,100,000	6,145,000	48,872,800	14,500,000	1,539,727,700

the streams.....	275,176,300
.....	670,230,000
.....	210,221,400
.....	384,100,000
.....	1,539,727,700

there are annually transferred from this institution to the eastern province hatcheries large numbers of titles of eyed eggs to other hatcheries, exclusive of the 775,500,000 of fry shown above. The hatchery at

Appended hereto are the reports from the several officers in charge of hatcheries in the various provinces of the Dominion. These individual reports give full particulars of the work done, as well as the existing state of the hatcheries and the necessary requirements in the way of repairs and improvements for their efficient working in the future.

I have the honour to be, sir,

Your obedient servant,

SAMUEL WILMOT,

*Chief Supt. Fish Culture for Canada.*

## Marine and Fisheries.

### APPENDICES.

#### REPORTS OF THE OFFICERS IN CHARGE OF THE INDIVIDUAL FISH HATCHERIES IN THE SEVERAL PROVINCES OF CANADA, FOR 1894.

##### 1.—FRASER RIVER HATCHERY—BRITISH COLUMBIA.

###### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I have the honour to report a very successful season's operations in connection with the Fraser River fish hatchery.

In the months of March and April there were distributed, as the result of the season's operations, 6,300,000 lively young sockeye (*Nerka*) salmon, viz:

In Harrison River.....	4,000,000
Pit Lake .....	1,800,000
Stave River.....	500,000

On the 4th of March, I received a consignment of two million whitefish eggs from the Selkirk hatchery, per Canadian Pacific Railway, for the hatchery under my charge. As soon as possible I had the glass incubators, which arrived with the eggs, placed in position and the eggs transferred to them from the trays. The eggs arrived in good condition considering the length of the journey. They were hatched with but little loss, and on the 17th of April I sent 1,200,000 estimated fry to Long Lake, Okanagan, in charge of the caretaker of the hatchery, and the remainder, estimated at 300,000 to the Coquitlam Lake. The fry for Okanagan were sent to Sicamous per Canadian Pacific Railway, and thence to Vernon, by the Shuswap and Okanagan Railway, upwards of 350 miles in all. They did not stand the journey well, as many were quite weak when turned into the lake.

On the 21st September I sent men with the necessary materials to Morris Creek, Harrison River, to build a trap and make the necessary preparations for capturing parent salmon and collecting ova. On the 2nd of October the first lot of ova, 1,344,000, was received at the hatchery; on the 6th, 448,000; on the 11th, 1,024,000; on the 16th, 2,144,000; on the 20th, 848,000, and on the 25th, the last lot of 944,000; making a total of 6,752,000 ova, all of the sockeye variety. The parent fish were all captured in a trap constructed of pickets 4 feet long,  $1\frac{1}{2}$  x  $1\frac{1}{2}$  inches, with spaces of  $1\frac{1}{2}$  inches between the pickets; the trap was 12 feet square having a V shaped entrance. Adjoining the upper end of this trap a pound or trap of similar size and construction was built. The salmon entered the trap several days before their ova was fully ripened, and in order to give them more room, and also to facilitate handling them for stripping, the males were lifted in dip-nets and transferred to the pound. Gill-nets were used formerly for capturing the parent fish, but I have dispensed with them altogether, and in my opinion the ova is in better condition, and hatches with a smaller percentage of loss when obtained from fish which have entered the trap of their own accord, and there is no loss of parent fish which is unavoidable when they are netted in gill or drift-nets. The number of female salmon was 2,200; they gave an average of 3,500 ova each; for fertilizing these

ova it took from 1,200 to 1,400 males. The parent fish—male and female—when liberated appeared to be but little affected by the operation and confinement in the pounds. The eggs in the hatchery are in prime condition; the number of dead eggs are less than in any previous season in my experience at this date.

Owing to the hatchery being situated more than seventy miles from where most of the fry are liberated, necessitating their being towed in scows against the current of the Fraser River, a distance of 60 miles by steamboats to the mouth of the Harrison River, and then by row-boats for several miles up that river, considerable loss is met with, more no doubt than would be the case were the hatchery situated above the rapids of the Harrison River.

The hatchery premises and plant are undergoing decay. This fact, together with the somewhat unfavourable situation of the premises, have influenced me to keep the expenditure for repairs down to the lowest figure possible. I am, however, doubtful whether it will be politic to continue this for another season, as, in my opinion, unless a new hatchery is built, a large expenditure will be necessary to render the present one safe for future seasons operations.

JOHN McNAB,

*Inspector of Fisheries and Officer  
in charge of the Fraser River Hatchery.*

SAMUEL WILMOT, Esq.,  
Chief Supt. Fish Culture,  
Ottawa.

## 2.—SYDNEY HATCHERY—NOVA SCOTIA.

### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I have the honour to submit the annual report on the operations of the Sydney fish hatchery for the year 1894.

There were no parent fish taken in any of the waters of Cape Breton during the autumn of 1893 for supplying this hatchery with ova. On the 30th March, 1894, 300,000 semi-hatched salmon ova were transferred, by directions of the chief superintendent, from the Miramichi hatchery, and placed in the troughs of this institution in excellent condition. The ova was successfully hatched, and about the middle of June the fry were placed in the following rivers in the county of Victoria, C. B.:

North River, Aspy Bay.....	110,000
Clyburn's River, .....	58,000
North River, St. Ann's.....	50,000
Baddeck River, .....	70,000
Total.....	288,000

The fry were conveyed to the three first named districts in the steam tug "Merrimac," and then carried by teams to the head-waters of the rivers and there liberated. In the Aspy Bay and Ingonish Rivers fry had never before been planted from this hatchery. They are excellent breeding rivers, and the instant the fry were let out they disappeared from view, taking shelter under the stones and pebbles in the rivers, thus showing they were placed in the water in excellent condition. The 70,000 fry deposited in the Baddeck River was conveyed by rail to the Grand Narrows, thence by boat to Baddeck, and by vehicles to the river, where they were planted in the same first-class condition.

I am of the opinion that the fry bred at the Sydney fish hatchery next season should, for future commercial benefits, be planted in the northern rivers of Victoria.

## Marine and Fisheries.

County, and in the Margaree River in Inverness County, as the greatest drain on the salmon fishery is experienced where these rivers are situated.

The speediest means of conveying fry to the rivers is the best, and even if the cost is greater it is made up to the country in the more favourable condition in which the fry are liberated.

One of the tins in which the fry were carried from the hatchery had a galvanized iron bottom. The fry in this tin I discovered, before proceeding far on their journey, were not as lively as in the other tins. But, by constant attention from myself and assistants and the frequent changing of the water, the fry were kept in good condition. They were the first I had liberated.

There were no parent fish taken in Cape Breton waters this autumn to supply ova for the hatchery for the coming year, the department having decided to send a supply of eggs from other hatcheries. This institution has, therefore, been put in proper order to receive them.

After the planting of the fry in the rivers next season is completed, considerable repairs to the hatchery will be required.

A new set of troughs will be needed (36 in all), besides half a dozen of waste troughs. Those now in use require considerable patching to stop leaks, as they are becoming decayed. The cost of new hatchery troughs I estimate at \$85. A new floor will also be required next season, as the present one is about worn out; this would cost about \$175. A new coal-house is also required, and repairs to the fence surrounding the hatchery. The coal-house and repairs to fence will cost \$70, making a total cost of repairs estimated at \$330. This expenditure would place the building and premises in good condition, and giving a capacity for hatching out about 900,000 ova. Mr. Dunlop, the caretaker, is a painstaking, efficient officer, and always attentive to his duties.

I would recommend the laying down of a full supply of eggs in this hatchery annually with the view of stocking the rivers for commercial purposes. During the past few years several firms have been engaged in this district in purchasing salmon from gill-net fishermen and forwarding them frozen to the markets in Canada and the United States, thus causing a greater drain on the fishery than in years previous. This should be made up by increased production from the hatchery.

It is reasonable to conclude, therefore, that were it not for the supply of fry put out from the Sydney fish hatchery there would be a noticeable decrease in this fishery year by year, more particularly in the rivers in the northern part of Inverness County.

A. C. BERTRAM,

*Inspector of Fisheries and Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. Fish Culture,  
Ottawa.

### 3.—BEDFORD HATCHERY—NOVA SCOTIA.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR, —I have the honour to submit my report of the operations at Bedford hatchery for the year 1894.

As previously reported to the department, a portion of the supply of salmon ova was procured at Merigomish from the French and Barney's Rivers, 35 female and 19 male salmon were captured, yielding 300,000 eggs. Previous to spawning two



salmon died in the reception tank, having been injured before they were caught, and two died after being spawned.

The remaining 50 were liberated in fine condition in Merigomish harbour. There were 300,000 semi-hatched salmon eggs received from Restigouche hatchery, N.B., and 400,000 great lake salmon-trout eggs, and 3,000,000 whitefish eggs were also received from the Newcastle and Sandwich hatcheries in Ontario.

The distribution of fry commenced on the 10th May and ended on the 18th June.

The following statement shows the number of fry bred and planted during the year, also the rivers and lakes into which they were placed:—

SEA SALMON (*Salmo salar*.)

Annapolis River,	Annapolis County.....	70,000
Gaspereau do	King's County.....	70,000
French do	Pictou do .....	65,000
Barney's do	do do .....	65,000
Pompkzet do	Antigonish County .....	60,000
Tracadie do	do do .....	60,000
Pennant do	Halifax do .....	30,000
La Have do	(Head Waters) King's County.....	70,000
Quoddy do	Halifax county .....	55,000
Total .....		<u>545,000</u>

GREAT LAKE OR SALMON TROUT (*Naymacush*.)

Rocky Lake,	Halifax County.....	50,000
Round Hill Lake,	Annapolis County.....	30,000
South River do	King's do .....	60,000
Lake George	do do .....	60,000
Annapolis Lake,	Annapolis do .....	60,000
Total .....		<u>260,000</u>

WHITEFISH (*Coregonus*.)

St. Joseph Lake,	Antigonish County.....	1,000,000
Lochaber do	do do .....	700,000
Paradise do	Annapolis do .....	1,000,000
Sandy do	Halifax do .....	300,000
Total.....		<u>3,000,000</u>

The young fish were distributed without any loss whatever, and all of those put into the water were in excellent condition.

The cans and barrels now in use for distributing fry are well adapted for the business.

## EGGS LAID DOWN IN 1894.

The supply of salmon eggs received from the Carleton, N.B., retaining pond and laid down here last month are doing fairly well.

The hatching troughs have all been repaired and painted so that I think they will run through this season, but new ones will be required another season.

Repairs to the exterior of the building are much needed as every year it is getting worse, thus rendering repairs more difficult. The estimated cost of new troughs and repairs to the building will be about \$250.

Last season it was found difficult to keep the water in the hatchery from freezing; this season the entire building was banked with sawdust and every precaution was taken against accident by frost.

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During the summer the stone wall was completed around the grounds, and the fence extended to the end of the wall, earth filled in, trees planted, and the grounds put in such shape as to present a very respectable appearance, and should permission be given to repair and paint the exterior of the building it would add much to the appearance and preservation of the whole establishment.

As a result from planting fry from this hatchery, I have just received a fine specimen of whitefish, measuring 21 inches in length and weighing 3 lbs., caught on the 25th November, by Mr. Duncan Fraser, in St. Joseph's Lake, Antigonish County, who reports that a large number of these fish have been seen there during the past season. These fish were not originally indigenous to this lake.

ALFRED OGDEN.  
*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

### 4.—DUNK RIVER HATCHERY—E.I.

Not in operation.

### 5.—ST. JOHN RIVER HATCHERY—NEW BRUNSWICK.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg to transmit herewith my annual report on the fish hatchery at Rapides des Femmes, on the St. John River, in the province of New Brunswick, for the year 1894. As a preliminary, I beg leave to state that the operations were very successful at this establishment during the present year.

As already reported, on the 26th day of October, 1893, I left the Grand Falls for Carleton, St. John, by direction of the superintendent, and being notified by Mr. Joseph O'Brien, fishery overseer in charge of the pond, that the salmon were ready for spawning. On arrival at Carleton I met Mr. Alexander Mowat, of the Restigouche hatchery, who had been directed to assist in spawning the salmon. On the 1st of November the first lot of eggs, about 650,000, were conveyed under my care to this hatchery. On the 7th of November, Mr. Mowat and my assistant arrived at the hatchery with the remainder of the eggs, some 750,000, making in all about 1,400,000 eggs. All of these were laid down in the hatchery in good condition, and they were carefully handled and strictly looked after during the entire season. On the 3rd of March a supply of fish eggs came from Sandwich and Newcastle, Ontario, consisting of 3,000,000 whitefish and 500,000 salmon trout eggs. This large quantity of eggs filled the house to its utmost capacity, and it required constant care and attention to keep them in a proper state until the time of hatching. It is a fortunate circumstance in having a good supply of pure water during the entire season at this establishment; its temperature keeps very low until late in the spring, and this is found to be very beneficial to the young fish, as in such water the fry are always the healthiest and strongest. The results obtained from the salmon eggs last spring were very satisfactory, the percentage of fish that were hatched from the eggs ranged between eighty-five and ninety per cent. The whitefish did equally well, but the salmon trout were not quite as satisfactory. On the 7th of May we commenced to distribute the whitefish and continued to do so until the end of the month.

They were planted in the following named lakes and ponds in quantities as mentioned below :—

## WHITEFISH FRY.

Harvey Lake, York County.....	320,000
Lake George, do do .....	320,000
Lake Yohoe, do do .....	320,000
Oromocto Lake, do do .....	320,000
Temiscouata Lake, Temiscouata County, P. Q. ....	320,000
Long Lake, Victoria County .....	240,000
Jones's Lake, Carleton do .....	240,000
Lakeville Lake, do do .....	240,000
Byram's Pond, Madawaska do .....	120,000
Turned out at the hatchery into St. John River.....	320,000
Total.....	<u>2,760,000</u>

## SALMON TROUT FRY.

Oromocto Dam, York County.....	36,000
Squattook Lake, Temiscouata County.....	48,000
Fredericton Lake, York County.....	36,000
Lake Yohoe, do do .....	36,000
Long Lake, Victoria County, 36,000; St. John River, 60,000 .....	96,000
Presented to different parties by request.....	24,000
Total .....	<u>276,000</u>

SEA SALMON (*Salmo salar*).

Oromocto River, York County.....	80,000
Salmon River, Victoria do .....	80,000
Musquash River, Queen's do .....	40,000
Toby Guzzle, York do .....	30,000
Mispec River, St. John do .....	40,000
Long Lake, Madawaska River, Victoria County.....	40,000
St. John River, (assisted by Chief Superintendent Wilmot).....	810,000
Total.....	<u>1,120,000</u>

## RECAPITULATION.

Whitefish fry distributed.....	2,760,000
Salmon trout fry do .....	276,000
Sea salmon fry do .....	1,120,000
Total.....	<u>4,156,000</u>

This large quantity of fish was distributed without any serious loss, the only loss that occurred was occasioned by an accident to the train, which caused a delay of several hours.

It is suggested that in future the department should inform all applicants for fry that, unless the waters where the fry are asked for are within a reasonable distance from the hatchery and have rapid means of transport, their applications can

## Marine and Fisheries.

not be filled. It is useless to attempt to carry fry long distances and to localities almost impossible to reach, merely to gratify the applicants, who invariably make serious complaints against the officers if losses of any kind take place in the attempt to carry out the applicants wishes, no matter how difficult and dangerous it may be to make the attempt to do so.

### REPAIRS.

Some repairs were made at the hatchery the past summer and fall, notably to the plaster on the ceiling of the hatching-room and the two flues, and on the east side of the room with tongued and grooved boards three feet high from the floor to protect the plaster on the wall from the action of the water and frost. Some painting was also done, and varnishing the troughs, trays, and the main tank. Taking the hatchery all in all it is in a very respectable state at present, and will compare very favourably with any other of the houses in the Dominion.

### COLLECTING OVA, 1894.

On the 11th of October last, Chief Superintendent Wilmot directed me to go to Carleton, St. John, to assist officer Mowat to manipulate the salmon impounded there. On the 29th we commenced operations, and on the 1st of November I left with four cases of eggs for the hatchery, by railway, the same night they were placed in the hatching troughs. The next day we again left for Carleton, and on the sixth of November, in a terrible storm, carried five more cases of eggs, making in all about 1,800,000 eggs. The balance of the ova collected at Carleton, about 1,000,000, were taken to the Bedford hatchery in Nova Scotia by officer Mowat. The total number of salmon manipulated the present season was, females 367, males 132, in all 489, from which were gathered about 2,800,000 eggs, or an average of nearly 7,845, to each female. We found the salmon in the pond in good condition and of a larger size than usual. There was a few extraordinary large fish, they being much the largest salmon that I have ever seen. They were liberated apparently in as good condition as when first taken from the pond, only two dead fish were noticed during the operation. Officer O'Brien, in charge of the salmon in the pond, had every thing in readiness for work on our arrival, with a good crew also of intelligent and obliging men. A great change for the better has taken place about the pond since the first year it was started. The introduction of the fresh water tanks and other appliances for washing and rinsing the eggs, and many other improvements, have added materially to the successful work now experienced at the Carleton Pond. The eggs at present in this hatchery are looking well, and there is unmistakable signs of the embryos in them. I fear there will be an overcrowding of fry when they are hatched out; in such a case it is almost impossible to keep some of them from smothering. Under these circumstances I do not think it would be prudent to send the usual supply of salmon trout eggs to this house the present year, from Newcastle, as it would very much increase the difficulty of preserving salmon fry from loss by overcrowding.

### INCREASE OF FISH.

I have no very reliable data upon which to base a correct report regarding the increase of certain kinds of fish now found in our waters, but it is generally conceded by anglers and others that, the increase of salmon in the St. John River and some of its tributaries has been very remarkable, particularly in the Tobique River. This river is becoming famous as an angling resort; it was visited last summer by a number of anglers from Toronto and Montreal, and by the following members of the Tobique Salmon Club: Wm. H. Ingram and Son, W. D. Winson, C. S. Sterns and Son, and C. S. Wood, all from Philadelphia; J. Crosby Brown, New York; Edward Brooks, Esq., Boston; Col. J. J. Tucker, St. John and W. Turney Whitehead, Fredericton,

and others. The number of salmon taken with the fly, as far as I can ascertain, was 130; the largest one captured weighed 26 pounds.

Reference is made specially to the above named river by reason of the beneficial results shown in it from the planting of artificially hatched fry from this hatchery, and the distribution also of the Restigouche fry that were hatched here. This is held to be the cause of the present abundance of salmon in the Tobique River. In evidence of this I can say that some years ago I travelled with some expert fishermen the entire length of the Tobique River without being able to capture a salmon, and later again when I was fishery overseer over the river, it was held to be impossible to take a salmon with a fly on the Tobique, whilst at the present time they are taken very readily and in sufficient numbers to satisfy the reasonable wants of the sportsmen. Now the river is well protected and salmon were plentiful all along the St. John River last summer, but they were illegally and remorselessly killed. The law prohibiting net fishing in non-tidal waters is only a farce so far as the St. John River is concerned. There are no local wardens in the counties of York, Carleton and certainly none in Victoria; if there are any, they are certainly negligent men, for they do not interfere with the fishermen and poachers. Something should be done, to stop this barbarous work of spearing particularly.

CHAS. McCLUSKEY,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

## 6.—MIRAMICHI HATCHERY—NEW BRUNSWICK.

### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg herewith to submit the annual report of operations at this hatchery for the year 1894.

The work in general has been as successfully carried out as in past years.

The number of eggs reported as being in the hatchery in the autumn of 1893, was 1,575,000. As this number of ova was too large to be safely accommodated in this hatchery, it was deemed advisable to transfer about 300,000 to one that was not fully stocked. Accordingly instructions were received from the department to convey that number to the establishment at Sydney, Cape Breton. These ova were transferred to Sydney during the latter days of March in the semi-hatched state. After this transfer there were remaining in this hatchery 1,275,000 salmon ova. In addition to this number 50,000 were received from the Restigouche hatchery. This transfer was made in order to continue the work of introducing into the waters of the Miramichi the larger species of salmon native to the Restigouche River. Adding the 50,000 received from the Restigouche to the balance remaining after the transfer to Sydney the total amount remaining was 1,325,000. The hatching of this number of ova was successfully carried out, the total loss from the time of collection until distribution amounting to only 75,000 or a trifle over 5½ per cent, leaving a balance of 1,250,000 to be distributed in the following streams:—

North-west Miramichi River.....	450,000
Adams and North-west Falls (Restigouche fry).....	50,000
Main south-west Miramichi River.....	150,000
Little do do.....	350,000
Big Sevogle River.....	75,000
Barnaby River.....	75,000
Stewart's Brook.....	25,000
Renous River.....	75,000
Total.....	<u>1,250,000</u>

## Marine and Fisheries.

The above mentioned numbers of fry were successfully planted at nearly all accessible points along the various rivers. Although the method of distributing fry on these rivers causes the work to be proceeded with very slowly, still invariable success has been met with during the past five or six years. The rough nature of the roads on the upper parts of the rivers necessitates the use of lumber wagons with which very slow progress can be made. Owing to the shallowness of the water and the very rocky nature of the streams the fry cannot be distributed on the spawning grounds with scows as at some of the other hatcheries. As the transportation of fry has, however, been most successfully and satisfactorily carried out during late years' with the facilities and appliances at present in use, no suggestion for improvements in the method can be well made that would more successfully carry out the work.

### CAPTURE OF PARENT FISH.

The preparation for this branch of the work having been made during the summer months, operations were commenced on September 3rd at the same fishing stands and in the same manner as in former years. The suspension of the work for a time was caused by a very high freshet on October 16th, which carried away the nets and allowed the salmon to pass up the river beyond our reach. However, as the fish were very plentiful in the rivers previous to the freshet a good supply was obtained. The assistant and fishermen report a great abundance of large salmon and also innumerable numbers of grilse in the pools and rapids during the latter part of September. The catch of salmon in our nets is good evidence that they were plentiful, the number taken from September 3rd to October 16th being 317; of these 190 were females and 127 males.

### COLLECTION OF OVA.

The collection of ova was commenced on October 20th, and was successfully completed before November 1st. All the fish inclosed in the pond were manipulated and then liberated in a healthy condition, except ten that were in a weak condition when placed in the pond, owing to injuries received in the nets. The total amount of ova received from the number of females procured was 1,200,000, showing an average to each fish to be slightly over 6,300. The ova were placed in the hatching troughs, and they remain in a very healthy condition up to the present date. A transfer of about 200,000 of these eggs can be made to any other hatchery requiring them, and thus allow better accommodation here for the fry when hatched.

### REPAIRS.

As thorough repairs were carried out last year, the hatchery and all appliances are at present in first-class condition. The supply dam and pipes, the dam at retaining pond, and the underground water pipes and arrangements generally were thoroughly inspected and all necessary repairing completed thereon during the summer months. Everything in connection with the operation of the house is now in good order, and unless an unforeseen accident occurs, only slight expenditure for repairs will be incurred for some time.

### GENERAL REMARKS.

A very satisfactory catch of salmon is reported by the anglers on the various branches of the Miramichi River during the past season. The condition of the net fishery on the tidal parts of the river and bay has also been very remunerative, the number of fish taken for commercial purposes equalling that of the previous season. The reports that have been received from anglers and fishermen, as well as from other sources that have come under my immediate observation, conclusively show

that the salmon fishery on the Miramichi has wonderfully improved during the past six years.

The introduction of the large salmon of the Restigouche into these waters has also been successfully accomplished by the hatching and planting of Restigouche fry from this hatchery in the head-waters of the Miramichi River. Several of these large fish have been taken in the nets of the fishermen, as well as by the anglers during the last two or three years. This season the number greatly exceeded that of former years.

Another evidence of the abundance of fish is the certainty and ease with which a supply of parent fish can be obtained in a short time for this hatchery. This season nearly 320 salmon were taken in two small nets in the rapids in a little over two months, and during that time the fishermen also liberated hundreds of grilse. Six years ago twice the length of time was consumed and labour performed to obtain a little over one-half the number of fish taken this year.

The prosperous condition of the salmon fishery and the great number of parent salmon to be seen in the rivers during spawning season, are sufficient evidences of the beneficial results that these waters have derived from the artificial culture of salmon at this hatchery.

ISAAC SHEASGREEN,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. Fish Culture,  
Ottawa.

## 7.—RESTIGOUCHE HATCHERY—PROVINCE OF QUEBEC.

### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg to submit herewith my fourteenth annual report upon the operations at the Restigouche hatchery for the year 1894.

One million eighteen thousand salmon fry were distributed from the hatchery in the Restigouche River and its tributaries last spring as follows:—

Kedgwick River.....	200,000
Restigouche River, above Kedgwick Forks.....	200,000
Restigouche River, from the hatchery up to Kedgwick Forks.....	193,000
Upsalquitch River.....	200,000
Metapedia River.....	225,000
Total.....	<u>1,018,000</u>

In addition to this, 350,000 semi-hatched salmon eggs were transferred to the Miramichi and Bedford hatcheries during the month of April, making a grand total of 1,368,000 fry and semi-hatched eggs put out of this hatchery during 1894.

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The following is a schedule of the number of parent salmon captured in the Government nets, and also purchased from net fishermen and impounded in the retaining pond at the head of tideway for the uses of the hatchery during the present season :—

Date.	Murray Island Governm't Net.	Pitt's Creek Governm't Net.	Purchased from M. Adams, fisherman.
May 29.....	2	.....	7
" 30.....	6	.....	3
" 31.....	4	.....	1
June 2.....	12	.....	2
" 5.....	10	.....	.....
" 6.....	6	.....	5
" 7.....	16	.....	7
" 8.....	13	6	6
" 9.....	7	3	4
" 12.....	15	39	9
" 13.....	13	13	.....
" 14.....	6	7	8
" 15.....	.....	14	7
" 16.....	8	10	3
" 19.....	17	5	.....
" 20.....	10	4	.....
" 21.....	11	3	2
" 22.....	16	14	4
" 23.....	29	5	2
" 26.....	7	.....	4
" 27.....	11	3	.....
" 28.....	10	7	1
" 29.....	9	8	1
" 30.....	10	.....	.....
July 3.....	7	4	.....
" 4.....	11	5	.....
" 5.....	16	5	.....
" 6.....	24	5	.....
" 7.....	12	5	.....
" 10.....	12	4	.....
" 11.....	7	8	.....
" 12.....	5	6	.....
" 14.....	13	6	.....
" 18.....	5	.....	.....
" 20.....	2	.....	.....
" 24.....	1	.....	.....
" 25.....	1	.....	.....
" 28.....	3	.....	.....
Aug. 1.....	1	.....	.....
" 3.....	1	.....	.....
" 6.....	2	.....	.....
Totals.....	371	189	76

This table shows a total of 637 from all sources put in the retaining pond.

The record kept in the daily diary shows a loss of 70 fish which were injured by the nets and became diseased with the fungoid growth. There were 311 females and 251 males manipulated; the females yielded 3,000,000 eggs, an average of nearly 10,000 eggs to each. The eggs were all conveyed to the hatchery in tow-boats, and successfully placed in the breeding-troughs without loss. The parent fish, after the spawning process, were again set free in the river.

The eggs in the hatchery at this date, December 31st, are in fine condition, the embryos being quite visible, therefore a large hatching of fry can be safely guaranteed. I would suggest that at least 500,000 semi-hatched eggs be transferred to some of the other hatcheries at the proper time, in order to reduce the Restigouche numbers and prevent overcrowding and possible loss at the hatching time.



## OUTPUT OF FRY, 1894.

The work of distributing the fry last spring was successfully accomplished, and very little loss occurred by the use of the floating crates which have heretofore given satisfactory results.

An improvement, however, can yet be made in this particular branch of the work and should be introduced at once. Instead of putting 100,000 fry in a large crate or crib constructed with several subdivisions, perforated tin trays or pans should be substituted. These trays should be  $2\frac{1}{2}$  feet broad, 3 feet long, and 8 inches deep, with division in centre and perforated at both ends; each crate would contain 12 of the present trays, and each tray would accommodate from 18,000 to 20,000 fry. When towing the scow up river the water would flow through and over the fry. With this plan a much larger quantity of fry could be carried and with less expense. The action of rough rapid water or the grating and passing over rocks and stones, as is often the case, would not disturb the perforated trays or the fry. This would prevent many of the fry from escaping, as heretofore, before reaching their destination. This method would be a decided improvement over the present mode. By the introduction of the sheet iron trays referred to, costing about \$3 or \$3.50 each, the old crates now on hand would be suitable for some years yet, but if the proposed new method is not introduced four new cribs will be required for distributing the fry next spring, at a cost of about \$25 or \$30 each.

## NURSERY TANKS REQUIRED.

Under any circumstances, another half-dozen galvanized iron nursery tanks will be required for the fry next spring; the cost will be about \$5 each. It will also be requisite to get 1,000 or 1,500 feet of lumber during the winter for supply pipes, and other necessaries for the safety of the fry next spring after hatching. The hatchery will require some general repairs next summer. The floor is decaying and giving away. A new supply pipe will be needed. The caretaker will be able to do this work if the material is furnished him. The hatchery grounds should be surveyed and fenced in as the adjoining property owner is encroaching upon the departmental property. The caretaker could perform the work of building the fence if supplied with material, which would cost about \$100.

Some 200 fathoms of salmon net will be required for the two government stands at Tide Head next spring, at a cost of about \$140. The old net on hand will require repairing, at a cost of about \$20, and 500 net stakes will be needed for next season's fishing, at a cost of about \$40.

In obedience to official instructions I left this hatchery on the 27th of October to render help at the Carleton Pond, St. John Harbour, where 389 salmon were stripped; they yielded about 2,800,000 eggs. Of these 1,800,000 were taken to the Rapides des Femmes Hatchery up river, and about 800,000 were conveyed to the Bedford Hatchery in Nova Scotia.

It is admitted by all classes of fishermen that the largest run of extra big fish ascended the Restigouche last season than has been the case for years past. Large catches were made both by netters and anglers, and a great deal of illegal fishing was reported to have been done by settlers and others along the river during the past season. Means should be instituted to prevent this in the future.

ALEXANDER MOWAT,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

## Marine and Fisheries.

### 8.—GASPÉ HATCHERY—PROVINCE OF QUEBEC.

REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg to submit my annual report of operations at the Gaspé fish hatchery for the year ending December 31st, 1894.

By referring to the report for 1893, it will be seen that the number of ova placed in the hatchery during the autumn of that year was 910,000. The former officer in charge reports that from this number of ova, 850,000 fry were successfully hatched and distributed in the following streams:—

St. John River.....	200,000
York River.....	50,000
Dartmouth River.....	600,000
Total.....	850,000

#### CAPTURE OF PARENT FISH.

On my arrival here from Miramichi, to take charge, on August 15th, I found that the season for netting parent salmon for the hatchery, was past, and that the total number previously taken and placed in the retaining pond was 134. The majority of these fish were procured by means of a trap-net, situated at tide head, on the Dartmouth River, and the remainder were purchased from one of the licensed net fishermen lower down in tidal waters. From the time the first salmon were placed in the pond until they were removed therefrom and put in the cribs, just previous to spawning them, it was found that fourteen had died from injuries received in the nets when they were first taken, leaving a balance of 120 from which to gather the year's supply of ova. This number consisted of 67 females and 53 males.

#### COLLECTION OF OVA.

It is noticeable that the spawning season extends over a comparatively longer time here, as nearly a month elapsed from the time the first fish were stripped until the last delivered their ova and were liberated. Following are the dates on which the work of stripping was performed, and the number of ova obtained each day:—

Date.	No. of Fish.	No. of Ova.
October 10.....	9	108,500
" 11.....	5	59,500
" 15.....	12	126,000
" 19.....	6	87,500
" 23.....	11	119,000
" 27.....	8	67,000
" 31.....	8	66,000
Nov. 2.....	8	66,500
Totals.....	67	700,000

According to the above statement it will be seen that the average number of ova to each female was about 10,450.

The work of stripping is performed at the retaining pond, seven miles up the Dartmouth River from the hatchery. The ova were placed on the trays, then packed

in boxes and conveyed by means of canoes from the pond to the hatchery, where they were placed in the hatching troughs in a very healthy condition. The parent fish were all liberated shortly after manipulation.

#### IMPROVEMENTS.

1st. There is little doubt but that an improvement can be made on the present manner of procuring parent fish whereby a larger number can be obtained. Heretofore the average number manipulated at this hatchery each year has been about 150. This number should be doubled, thereby enabling the work to be enlarged and give the various rivers along the coast a more liberal distribution of fry. It has been suggested, in correspondence with the department, that instead of purchasing a few fish from only one of the licensed fishermen, in addition to those taken in the department's net, to secure one or more of the stands now licensed and have our own employees operate them. With proper traps and netting the supply of fish would by this means be considerably increased beyond the present or past years, and the expenditure would not be materially increased, as the same number of men that are employed under the present system could operate the other nets and scow the fish to the retaining pond as they were taken from the nets.

2nd. An improvement should also be made on the present retaining pond, which is situated on a small stream flowing into the Dartmouth River. At present two dams are built across the stream, forming the retaining pond between; in this the fish are inclosed. It is a question whether it would not be better to make the retaining pond nearer the mouth of the stream, where the bottom is of a more gravelly nature and the stream better suited for the purpose. The fish would also have the benefit of a much larger water supply at this point, as every tide would flow back into the pond. This change can be made by building another dam, the cost of which, together with other improvements connected therewith, would not exceed \$150.

#### REPAIRS.

Before the ova were placed in the hatchery this season, some repairs were made to the interior of the building. But, as a general repairing will require to be carried out next year, nothing more was done than was necessary to pass this winter. Upon a close examination the walls of the hatching-room and the supports of the building were found to be very much decayed. The underwork also requires attention, as at present there is no arrangement by which the water can be properly carried away after its passage through the hatching-room. It will, therefore, be necessary to remove the troughs from the building after the fry are distributed next spring, and have the house thoroughly renovated and improved.

#### REMARKS.

Until the above mentioned improvements and repairs are carried out and the hatchery efficiently equipped, very little increase in the output of fry can be made; and if increased beneficial results are to be obtained from the work here, the hatchery and all appliances in connection therewith must first be put in a more enlarged working condition.

Although a good average catch of salmon is reported from the rivers in this section each year, there is no reason why the yield cannot be greatly increased by artificial culture, the benefits of which are so clearly demonstrated in the great improvement of the fishery in the rivers where the work has been more largely carried on.

The benefits which the rivers in this section have derived from the hatchery, and the artificial system in general, are highly spoken of by the fishermen and others in the vicinity; and, therefore, if the department carries out the suggested

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improvements—thereby enlarging the present operations—this institution will improve in usefulness, and the benefits that will arise therefrom will be much greater and will be more highly appreciated by the tidal and river fishermen in this section of the province.

WM. SHEASGREEN,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

### 9.—TADOUSSAC HATCHERY—PROVINCE OF QUEBEC.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—In submitting the annual report of the operations at the Tadoussac Hatchery during the present year, 1894, I have the honour to state as follows:—

The 2,094,200 salmon eggs which were collected during October and November, 1893, commenced to hatch about the last week of April, 1894, and 1,975,000 fry were turned out during the month of June.

The number of salmon fry mentioned above, were planted in the following rivers and lakes:—

Ste. Marguerite River.....	500,000
Upper Baude do .....	500,000
Chisholm do .....	400,000
Old Mill do .....	100,000
A Mars do .....	50,000
Du Loup do .....	15,000
Mowat's lakes.. .....	400,000
Hatchery lakes.....	10,000
Total.....	1,975,000

#### CAPTURE OF PARENT SALMON, 1894.

A total of four hundred and seventy-one salmon were captured; of these one hundred and twenty were liberated from the nets, being undersize, thus leaving three hundred and fifty-one for the uses of the hatchery. These were kept in the retaining pond close to the hatchery, into which the tide water flows through an iron grating from the Saguenay River. These parent salmon were captured by means of two nets, set and attended to by employees under departmental control, during the three months of salmon fishing.

Of these 351 parent salmon, there were 215 females and 135 males manipulated. The work of spawning them commenced on the 22nd of October and ended on the 13th of November, when these parent fish were returned to the river in good condition. The number of eggs collected and put in the hatchery was 2,295,000, giving an average for each female of 10,675 eggs.

During the period of confinement of the parent salmon in the pond, from May to November, and until being turned out again, only one male fish was lost.

For some days after the spawning time the parent salmon, which were set at liberty from the pond, were to be seen in as healthy a condition as they were before their manipulation.

The eggs on the trays in the hatchery remain in good condition and are progressing favourably up to this date.

## DISTRIBUTION OF FRY, 1894.

The distribution of fry last season was performed with success both on the Upper Saguenay and in the vicinity of Tadoussac. The transport of fry to the Rivers Ste. Marguerite, Baude, Chisholm and to Mowat's Lakes, was done by carting. The fish-cans were carried on buckboards, they being very good vehicles for the transport of fry. For the carriage of the fry for the Ste. Marguerite River, which is twenty miles up from the hatchery, I was very much indebted to D. W. Blanchard, Esq., of Boston, lessee of the north-east branch of the Ste. Marguerite River, for the services of his men and two canoes in the planting of these fry.

The whole number of fry intended for the Upper Saguenay was not filled on account of not getting the tug-boat from Messrs. Price Bros. & Co., in time. This allotment of fry was then divided between the following waters, viz., Ste. Marguerite, Baude and Chisholm Rivers, and Mowat's Lakes.

## CONDITION OF EGGS AND REPAIRS.

The hatchery is in good working order and the breeding-room is large, with a capacity to hold about two millions and a half of salmon eggs. The repairs required for the next season are the usual ones, such as the painting of the outside of troughs and large tank, and the varnishing of trays. One five-gallon can of varnish and two cans of whitelead will be required. The paint, varnish and labour will not exceed a total of thirty dollars.

There will be required for the next season 25 more large cans for the distribution of salmon fry, 200 large trays or 300 small size of perforated tin; also one hundred and fifty pounds of salmon twine for the salmon nets which were greatly damaged last summer in a strong gale.

## RESULTS OF ARTIFICIAL WORK.

The best results that could be given from the planting of salmon fry from the Tadoussac hatchery, is the large increase of Salmon caught in nets and by anglers in the rivers, where salmon fry have been planted for the last eight or ten years. All the salmon fishermen readily admit that the salmon fry put out from the Tadoussac hatchery has been the principal cause of the steady increase, and they wish to see the output of fry from the Tadoussac hatchery increased to many millions more.

The following is an article from the "Progrès du Saguenay," published in the month of July last, showing the good work done by the hatchery:—

"All our salmon rivers, tributaries of the Saguenay, such as the Ste. Marguerite, Little Saguenay, St. John, Eternity, a Mars, and Shipshaw are well stocked with parent salmon. A gentleman, O. Côté, Esq., ex. M.P.P., told us in October that we cannot form an idea of the quantity of parent salmon in the river a Mars. This gentleman is proprietor of a large part of the river a Mars. He also said the fly fishing had been splendid, and he attributes this as well as the large increase of salmon entirely to the planting of salmon fry, every year, in that river from the Tadoussac hatchery."

The members of the Ste. Marguerite Salmon Club on the north-west branch of the river, and two gentlemen of Boston, Messrs. W. M. Brackett and D. W. Blanchard, lessees of the north-east branch, caught as many salmon with the fly as they wished for. In the St. John River information was received that the proprietor, Honourable John Evan Price, caught twenty-two salmon in two days, fly fishing. The salmon now go up as far as the Shipshaw River, and a good many have been seen there by Mr. Joseph Villeneuve, a very reliable person residing quite close to the Shipshaw River. If a passage was blasted out by dynamite in the High falls of the Saguenay River about 12 or 15 miles above Chicoutimi, the salmon would

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go up to the Grand Discharge of the St. John's Lake. As the general outcry of the salmon fishermen now is to increase the hatcheries, and as the result of the work of the Tadoussac hatchery is so evident, a good many people that were against the hatcheries a few years ago, are now the most sanguine to advance fish-breeding in every way. It is considered that a very large hatchery with a capacity for 5 or 6 millions of eggs would be of great benefit to this part of the country, for increasing to a large extent, the salmon production along the coast. There is here all that is required for such a scheme; fine stations close to Tadoussac for catching the parent salmon and a good pond for keeping them in until ready to spawn.

L. N. CATELLIER,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

### 10.—MAGOG HATCHERY—PROVINCE OF QUEBEC.

REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—Following is a report of the Magog fish hatchery proceedings for the year 1894.

The salmon trout and whitefish eggs arrived at the hatchery in Magog, March 1st, 1894. They were obtained in a semi-hatched state from the Newcastle and Sandwich hatcheries in Ontario. The officer in charge reported that there were about 2,000,000 eggs of the whitefish, and about 1,000,000 of the salmon trout. In due course they were successfully hatched and deposited in first-class condition in the hereinafter named sheets of water, as follows:—

#### WHITEFISH.

Oxford Lake, Counties of Brome and Sherbrooke.....	100,000
Megantic do County of Megantic.....	100,000
Memphremagog Lake, Counties of Stanstead and Brome.	700,000
Brome do County of Brome.....	100,000
Massawippi do do of Stanstead.....	100,000
Trowsers Leg do do of Brome.....	50,000
Long do do do .....	50,000
Total.....	1,200,000

#### SALMON TROUT.

Oxford Lake, Counties of Brome and Sherbrooke.....	100,000
Massawippi Lake, County of Stanstead.....	50,000
Megantic do do of Megantic.....	50,000
Brome do do of Brome.....	50,000
Memphremagog Lake, Counties Stanstead and Brome..	400,000
Trowsers Leg do County of Brome.....	25,000
Long do do do .....	25,000
Key Pond, County of Sherbrooke.....	50,000
Stoke Lake .....	10,000
Peoples do County of Stanstead.....	75,000
Total... ..	835,000

The Magog hatchery is annually supplied with eggs in a half hatched stage from Newcastle and Sandwich, Ontario. The fry was transported successfully to the waters wherein they were deposited, and very few were lost.

If the distributing cans are not over crowded, and the water is kept cool and well aerated but little mortality will ensue.

The hatchery is in a good condition, no repairs of any importance are likely to be required this year.

There will be wanted about seven cords of two feet wood for fuel for the coming season, which will cost one dollar and fifty cents per cord.

No fish breeding apparatus will be needed this year.

After interviewing fishermen and fishery officers, I learn from them that the salmon trout and whitefish are very plentiful in these waters wherein they have been deposited. I have asked for certificates of the same and am promised them, I will forward them to you as soon as received.

I think, from observation and from information which I have received, that the feeling is very much better towards the fishery laws than it formerly was. Illegal fishing in "close season" has decreased fully seventy-five per cent in the last three years. The prompt execution of the laws is having a restraining effect upon fish poachers.

A. H. MOORE,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

## 11.—NEWCASTLE HATCHERY—ONTARIO.

### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I have the honour to submit my report upon the fish cultura operations at this hatchery during the past year.

As previously reported, the stock of salmon trout ova obtained and laid down in this hatchery in the autumn of 1893 was 9,000,000. I subsequently received from the Sandwich hatchery an additional supply of 3,000,000 whitefish ova.

The percentage of young fish hatched was quite equal to the average of past years, notwithstanding the season was decidedly unfavourable. Very little snow fell in this locality last winter, and the soil remained exposed to the frequent thaws and rains that occurred, with the result that great quantities of sedimentary matter was carried into the hatching troughs and deposited upon the ova. To remove this and to prevent the smothering of the ova, and the growth of fungoid matter, almost continuous sprinkling or washing of the ova was necessary. This, together with the vigorous and somewhat rough handling the ova received when taken from the parent fish and transported on the cars from Wiarion to this place, caused a larger proportion to addle than would otherwise have been the case.

The introduction of some plan for the filtration of the water passing through this hatchery is much needed, and by its use a considerable saving would be effected in labour as well as in the proportion of ova hatched. Such a plan could be easily devised and could be introduced at but moderate cost. The details of a plan which I have conceived and which I am satisfied will answer all the requirements, I will take the liberty of laying before you for consideration at a later period.

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### DISTRIBUTION OF FRY.

The distribution of the young fish hatched was as per the orders received from you as follows :

#### WHITEFISH.

Lake Ontario, Hamilton.....	300,000
do Toronto.....	300,000
do Cobourg.....	300,000
do Picton.....	300,000
do Consecon .....	300,000
Bay of Quinte, Belleville.....	300,000
Lake Simcoe, Barrie.....	250,000
do Couchiching, Orillia.....	250,000
do Rosseau, Rosseau.....	250,000
do Bass, Orillia.....	250,000
<b>Total.....</b>	<b><u>2,800,000</u></b>

#### SALMON TROUT.

Georgian Bay, Wiarton.....	200,000
do Collingwood.....	100,000
do Midland .....	100,000
Lake Huron, Southampton .....	100,000
do Kincardine.. .....	100,000
do Simcoe, Barrie.....	100,000
do Orillia.....	100,000
Bass Lake do .....	100,000
Hall's do Aurora.....	100,000
Rosseau do Rosseau.....	100,000
Crow do Marmora.....	100,000
Jameson do Ormsby.....	100,000
Rock do Verona.....	100,000
Slates do Sydenham.....	100,000
Bay of Quinte, Belleville.....	100,000
Lake Ontario, Hamilton.....	100,000
do Toronto .....	100,000
do Cobourg.....	100,000
do Picton.....	100,000
do Consecon.....	100,000
do Newcastle.....	1,000,000
Green Lake, Caledon.....	100,000
<b>Total.....</b>	<b><u>3,200,000</u></b>

#### SEMI-HATCHED OVA.

Grand Falls, New Brunswick.....	500,000
Magog, Quebec.....	1,000,000
Bedford, Nova Scotia.....	500,000
<b>Total.....</b>	<b><u>2,000,000</u></b>



Making a grand total of semi-hatched ova and young fry turned out from this hatchery last spring of 8,000,000. The transportation of this large number of fish to their several destinations was most successfully performed, and the several allotments were placed in the waters in a good and healthy condition.

In reference to the distribution of young fish from this hatchery, I might be permitted to say that I consider it too wide spread for the best interest of the work. Except it may be for purely experimental purposes, I do not deem it advisable to plant young salmon trout or whitefish in so many of the small lakes of this Province. Very few, if any, of those waters can be said to be the natural habitat of those fish, and it is questionable as to their possessing the necessary requirements for the growth and sustenance of such fish. Neither the salmon trout or whitefish can be considered a game fish, consequently the hopes of the sportsman would not be realized even should a fair measure of success attend the attempt to stock these small lakes, while their limited area and the absence of proper and natural food would, I fear, prevent the creation of a fishery of any considerable importance.

Our larger lakes are the natural homes and breeding grounds of these fish, and while we are aware that the yearly natural reproduction in these waters for years past has been a continuously decreasing quantity, it would appear advisable that any effort on our part to assist nature should be almost wholly confined to those lakes.

#### COLLECTION OF OVA.

The work of securing a supply of ova for this season's operations, was as in past years, undertaken at Warton on Colpoys Bay. Two pound-nets were used, and fishing commenced on the 16th October. The fish did not come on the shore in as large numbers as last year, and the season throughout was very rough and unfavourable, north-east gales and heavy seas having prevailed during the greater part of the time with the result that the usual number of fish were not secured and a correspondingly smaller quantity of ova obtained. Fishing was continued until the 27th November, with the expectation of securing a portion of a late run of fish, but in this I was disappointed. The quantity of eggs secured was about 7,000,000 which are now in a promising and healthy condition.

#### REPAIRS.

Some repairs to the troughs and floors of the hatchery are positively required before any future operations can be satisfactorily carried on. The floor of the upper room must be entirely renewed as it is very much decayed, and the leakage from the trough passing down through the decayed floor renders the lower room quite useless. Application for permission to effect these repairs during the past summer was made early last spring, but such permission was not granted, and I now beg to impress upon you the fact that if this work be not done during the coming summer, the hatchery will be almost unfit for use next season. The sills and joists supporting this floor are now in part decayed, and if any further delay is made in renewing the floor, they will soon need replacing by new material which will add considerable to the cost.

During the past summer some slight repairs about the main dam were made, and it will be necessary next season to renew some of the timbers and lining of the wooden flume at the head of the raceway, and to generally repair the galvanized iron tanks in use.

A. B. WILMOT,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

## Marine and Fisheries.

### 12.—SANDWICH HATCHERY—ONTARIO.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I have the honour to submit a report upon the operations at the Sandwich fish hatchery for the year 1894 :

There were turned out 47,000,000 young whitefish, and 15,000,000 semi-hatched eggs, which were disposed of as follows :

#### EYED EGGS.

Ottawa, Ont.....	4,000,000
Newcastle, Ont.....	3,000,000
Magog, Que.....	2,000,000
Bedford, N.S.....	3,000,000
St. John, N.B.....	3,000,000
Total.....	15,000,000

#### YOUNG FRY.

Point Edward, Lake Huron .....	3,000,000
Mitchell's Bay, Lake St. Clair.....	3,000,000
Peaches Island, do do .....	2,000,000
Belle Isle, Detroit River.....	2,000,000
Fighting Island, Detroit River.....	5,000,000
Bay below Fighting Island.....	4,000,000
Stoney Island, Detroit River.....	2,000,000
Bois Blanc Island.....	5,000,000
In Lake Erie below Bois Blanc.....	2,000,000
Pigeon Bay, Lake Erie.....	2,000,000
Barr Point do .....	2,000,000
Colchester, do .....	2,000,000
Kingsville, do .....	1,000,000
Leamington, do .....	1,000,000
Rond Eau, do .....	1,000,000
Port Stanley, do .....	1,000,000
Niagara, Lake Ontario.....	1,000,000
Toronto, do .....	1,000,400
In river at Hatchery.....	7,000,000
Total.....	47,000,000

These young fry were placed in the water at the above named points in a good healthy condition. From my experience the best method of distributing fry is by boat, and where it is absolutely necessary to send them by railway the department should have a special car for this purpose.

I would again recommend the purchase of a small tug for use in connection with this establishment. The cost would be about \$900. It is difficult in most cases to rent one suitable for the purpose when required.

I desire to make a few remarks in regard to last year's hatching of fry. It will be observed by reading the figures given above that the quantity was not up to the average of previous years, for the following reason :

Most of the parent whitefish were captured early in the fall, which necessitated having to pen them up a long time before any spawn was obtained from them. As a result a great many of the fish were injured by too long confinement in the pens and handling them over so often with dip-nets.

This fall we put in the hatchery jars 100,000,000 whitefish eggs, collected at the following places.

PARENT FISH CAUGHT.		EGGS TAKEN.
Bois Blanc Island .....	1,400	13,000,000
No. 1 Pier, Fighting Island.....	2,539	27,000,000
No. 2 do do .....	2,115	20,000,000
No. 3 do do .....	2,282	26,000,000
No. 4 do do .....	1,500	14,000,000
Totals.....	<u>9,836</u>	<u>100,000,000</u>

I am pleased to report the eggs above mentioned in excellent condition and the prospects are that they will turn out a very large percentage of young fish.

PARENT FISH LIBERATED AFTER SPAWNING THEM.

Bois Blanc Island .....	1,000
Pier No. 1 Fighting Island .....	1,000
do No. 2 do .....	900
do No. 3 do .....	1,200
do No. 4 do .....	800
Salted.....	200
Dead fish.....	100
Fish sold.....	4,636
Total.....	<u>9,836</u>

THE CATCH OF FISH IN THE DETROIT RIVER.

The catch last fall was good, although a smaller number were taken than in the previous year, for the reason that when we found we had caught enough parent fish to furnish eggs to fill the establishment we quit fishing, but I am satisfied that had we continued to fish to the end of the season we would have had what is usually termed "a good season's fishing." This, I consider, is very encouraging and speaks well for the excellent results accomplished by the hatchery, especially when it is taken into consideration that we did not do any fishing on the Sabbath day which considerably reduced our number. For instance, one Sunday while we were "resting on our oars," in compliance with the law, our American cousins fishing on Grassy Island caught 75 to each haul.

All our parent fish are caught by means of seines.

REPAIRS REQUIRED.

The general condition of the hatchery is good. I herewith give a statement of what will be necessary for the coming year, with estimated cost:—

Repairing pumps.....	\$ 25 00
Repairing foundation under glass jar stands.....	20 00
25 more glass hatching Jars.....	35 00
New lines and repairing nets.....	100 00
Putting shanties back in place.....	100 00
Painting the interior of hatchery.....	50 00
Painting boats.....	25 00
Total.....	<u>\$355 00</u>

## Marine and Fisheries.

### THE FISHING SHANTIES.

I would strongly recommend that the fishing shanties be built on floats. The floats could be towed down to the fishing ground each season and towed back to this establishment when the fishing season was ended. The cost would be about \$100 per float. We have been building our shanties on piers when commencing our fishing operations and then pulling them down again when we ceased fishing. If we left the shanties on the piers for a few days only, after fishing ended, they would be carried off or broken in pieces by the river pirates. Great expense attends the building and tearing down of these shanties each year. I would suggest that for the coming season the department build two floats to put the shanties on for No. 1 and No. 2 piers at Fighting Island.

### RESULTS ATTAINED FROM THE FISH HATCHERIES.

From my own observation and the voluntary and unprejudiced opinions of a large number of well-known fishermen in this part of the province, it is now an acknowledged fact that the fish hatcheries are accomplishing the purpose for which they were established. Many years ago herrings were caught in abundance, but now very few are taken, in fact, they may now be said to be well nigh extinct in the Detroit River. The same may be said of nearly all kinds of coarse fish. This is pretty good evidence in favour of the artificial breeding of whitefish, as they are now in fact about the only fish taken in the Detroit River.

The fish ran later in the river this fall than last. We did not have to keep them in the racks or pens but a very short time before we gathered the eggs from them. As a consequence the eggs thus quickly procured were of a better quality than last year. The fish that were liberated were in a good and healthy condition.

WILLIAM PARKER,  
*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

### 13.—OTTAWA HATCHERY—ONTARIO.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg to submit my annual report of the operations carried on at the Ottawa Hatchery for the year 1894.

On the 26th November, 1893, 1,200,000 salmon trout eggs were received from the Newcastle Hatchery, which were carefully laid down in the troughs of this hatchery; and on the 4th of March, 1894, there were also received from the Sandwich Hatchery, 4,000,000 of whitefish eggs. All the eggs from both places were received in good condition.

The young fry came out strong and healthy in April and May following, and were successfully deposited in the water named below.

Mr. James Robertson, an employee in the Fisheries Department, was entrusted with the charge and care of distributing the young fry, under the instructions from the Superintendent of Fish Culture.

Mr. Robertson reports that he planted the young fry without any material loss in the different places, as follows:—

## WHITEFISH.

Meache's Lake, P. Q.....	480,000
Big Lake, Templeton County, P. Q.....	280,000
Burnt Mountain Lake, Templeton County, P. Q.....	320,000
Belleville.....	800,000
Deseronto.....	320,000
Picton.....	320,000
Trenton.....	480,000
Sharbot Lake.....	400,000
	<hr/>
	3,400,000

## SALMON TROUT.

Lac de Sable, St. Agathe, P. Q.....	100,000
Big Lake, Templeton County, P. Q.....	80,000
Burnt Mountain Lake, Templeton County, P. Q.....	70,000
Sharbot Lake, Addington County.....	100,000
Charleston Lake, Leeds County.....	100,000
Otter do.....	50,000
Collins do Frontenac County.....	50,000
Rideau do.....	150,000
Bass do.....	40,000
Sand do.....	40,000
Meache's do.....	100,000
Lancaster do.....	100,000
Lake St. Francis, Glengarry.....	100,000
	<hr/>
	1,080,000

Also, at the request of George Taylor, Esq., M. P., a number of Atlantic salmon smolts of three years old were taken from the tanks in this hatchery and deposited in Charleston Lake.

On the 20th November there were received from the Newcastle Hatchery 1,500,000 salmout rout eggs, and later on 4,500,000 eyed whitefish eggs were obtained from the Sandwich Hatchery. These were laid down in the hatching troughs and are now doing well.

As this hatchery is situated at the seat of Government, and is visited during every session by the Ministers and Members of Parliament, and also by many thousands of visitors during the year, I would humbly ask that the walls and ceiling of the hatchery be painted white, so as to give more light in the room; besides, it is much needed, as the walls are in a very bad state at present.

As evidence of the success from planting young whitefish hatched in this establishment, I append to this report a letter received from Dr. Aime Trudel, of Ottawa.

JOHN WALKER,  
*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

OTTAWA, 27th April, 1894.

DEAR MR. WALKER,  
Ottawa Fish Hatchery,—

I have much pleasure in informing you that the efforts of your department for populating Meache's Lake with whitefish has been successful. Last 24th May I was

## Marine and Fisheries.

accompanied by Rev. F. Gonthier and Alphonse Villeneuve of Dalhousie Ward, Ottawa, and passed a day rustivating and fishing around the said lake, and in a very short space of time fishing we caught dozens of whitefish appearing to be about two years old; the quantity was such that often we did not use bait to catch them.

Yours truly,

AIME TRUDEL, M.D.,

94 Victoria Avenue."

### 14.—BAY VIEW LOBSTER HATCHERY, PICTOU, N.S.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I have the honour to submit a report of the past season's operations at Bay View Lobster Hatchery.

On the 24th May last I arrived at the hatchery at Bay View and commenced putting up the apparatus, and on the 28th everything was in good working order. The first eggs were taken on that date from the lobster factory adjacent to the hatchery.

Owing to the supply of eggs being so much smaller than it had been in previous years from this factory, although more lobsters were brought in than there had been for many years previous, the steamer "Caberfeidh" was engaged on the 4th of June to collect eggs from other factories in the Northumberland Straits.

On the 23rd June a full supply of eggs had been obtained and on the same date the first fry commenced to show in the jars, and by the 9th July all of the eggs were hatched, yielding 160,000,000 fry, which were distributed between Cape George, Antigonish County, and Cape John, Pictou County.

The distribution was made chiefly by steamer, and the fry when put into the water of the strait were lively and strong. There was scarcely any loss in the distribution.

The eggs collected by the employees of the hatchery and brought in by the steamer were in excellent condition, very few were sterile.

The hatchery is in good order, and if the repairs to the wharf, which were recommended, are made, the expense next season will be but trifling.

During the fishing season lobsters were found to be more plentiful than during many years previous.

After the 1st July the catch was very small and many of the factories along the shore closed for want of fish.

The packers and fishermen believe that they can see the good results from artificial lobster hatching, as large quantities of small lobsters were seen during the past season upon the grounds where they were not seen before.

I inclose herewith, testimonial letters from Messrs. McLure and Leslie, the former is one of the largest packers in the province, and the latter at one time was one of the best fishermen on the shore, but now superintendent of the Cariboo factory; also extract from letter from J. W. Hogg, Esq., an extensive lobster packer, Pictou, N.S.

These gentlemen have taken great interest in the hatchery, have carefully observed its operations from the start and are in a position to judge of its utility, and their letters are given as an evidence of the successful results of the work carried on at the hatchery.

ALFRED OGDEN,  
*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

PICTOU ISLAND, N.S., 17th July, 1894.

A. OGDEN, Esq.,

Bay View Lobster Hatchery.

SIR,—As our season is now over and we are all wound up, I take the liberty of writing congratulations on the successful efforts made re the lobster hatchery; and, as I am heavily interested in lobster packing, beg to say that I think the hatchery will prove a success. The enormous quantity of young lobsters distributed from the hatchery will, no doubt, replenish the fishing grounds, and, from my experience, would say the season has shown such to be the case, as our fishermen were personally interested to see your boat come, and reported to me that they had large quantities of young lobsters from 2 to 3 inches long, which they attribute to the efforts put forth with the hatchery. Trusting that next season the hatchery will be run to its full capacity.

Yours respectfully,

WM. McLURE.

PICTOU ISLAND, N.S., 15th September, 1894.

A. OGDEN, Esq.,

Bay View Lobster Hatchery.

SIR,—I have been observing for the past year or so the work at the lobster hatchery, Bay View, and wish to say that I consider the work being accomplished there is going to be a great benefit to the lobster industry in this district. I have been fishing at Messrs. Burnham & Morrell Co's cannery, Bay View, for fourteen seasons, and last season I had charge of the cannery on Cariboo Island, owned by Mr. Tanner. The fishermen this season reported to me there was a very much greater number of small lobsters in the traps than any previous year, and others at the different canneries tell me they found the same thing, and I must attribute this to the good work being carried on at Bay View lobster hatchery.

Yours very truly,

ALEX. LESLIE.

(Extract from letter of J. W. Hogg, Esq., dated Pictou, December 18th, 1894.)

“The success of the hatchery at Bay View shows conclusively the immense benefit a number of those institutions judiciously placed would be to the lobster industry. The marvellous record made at Bay View of hatching over ninety-five per cent of 160,000,000 eggs in one season, shows the practicability of the scheme. During the last summer my fishermen remarked on the unusually large number of young lobsters which they saw, and I entirely concur with them as being attributed to the direct results of the hatchery.”

## Marine and Fisheries.

### 15.—SELKIRK HATCHERY, MANITOBA.

#### REPORT OF THE OFFICER IN CHARGE FOR 1894.

SIR,—I beg to submit my second annual report of the work at this hatchery.

I am glad to say the eggs laid down last year, and referred to in my former report, were successfully hatched and distributed as follows:—

In the Qu'Appelle Lakes 3,000,000; Red River at hatchery, and at the Slough and Lake Winnipeg at the mouth of the Red River 11,000,000. All the fry were liberated in a good healthy condition. The lot sent to the Qu'Appelle Lakes to Mr. Gilchrist, the Inspector of Fisheries, I was informed reached there in perfect condition. As ordered by the department on the 28th of February last, I sent 2,000,000 eggs to British Columbia for the Fraser River Hatchery. The eggs were well advanced when sent from here, and were carefully packed for shipment. I also sent the necessary jars, taps and rubber tubes for hatching the eggs at that nursery.

Full directions were sent to the officer in charge of the hatchery in British Columbia as given by the Chief Superintendent, and it was gratifying to hear that the eggs arrived there in good condition, and produced strong healthy fry, and were successfully planted in the Okanagan Lakes.

The first fry hatched here was on the 8th of March, but hatching did not become general until the 10th of April.

When the river commenced breaking up on the 17th of April, I experienced many difficulties with the fry, and as the Red River in the spring gets so very muddy much danger was apprehended. The jars at the bottom of the tubes became clogged with sedimentary matter and no screens fine enough could be attached to protect the fry, and had it not been that we got water from the artesian well by means of attaching the pump thereto, it would have been impossible to save the fry from inevitable loss from the muddy water of the river.

The temperature of the river did not vary all winter, remaining steadily at 33°. The temperature of the artesian water (300 feet deep) was 45°. This rise in temperature hatched the fry very rapidly and on the 25th of April they were all out in a strong and healthy state. On the 28th the fry, as ordered, were shipped to Qu'Appelle Lakes, and the last of the young fish were put out on the 4th of May.

Appended are two letters which will prove of interest. One from Mr. Overton, the Manager of the Manitoba Fish Company, the other from Captain Black, of the tug "Sir Hector," belonging to the Public Works dredging outfit here. Their testimony is valuable as they are both skilled fishermen and close observers.

#### COLLECTING OVA IN FALL OF 1894.

Operations with the pound-nets and fishing gear, and also the pound-net used at the Grand Marais were set and preparations generally for fishing commenced on the 15th of September.

Two nets were set this year in order to get enough parent fish (which was not the case last year). I thought it advisable to give the Grand Marais fishery a good trial before it was abandoned, because the next nearest spawning ground, where there is harbour accommodation, is twice the distance from the mouth of the Red River as the Marais. However, after trial, the Grand Marais cannot be trusted for obtaining a supply of parent fish, and it was necessary to try elsewhere on the lake. Mr. J. Gignac was put in charge driving stakes and fitting up the nets. One net was set where it was last year, and the second net two miles north of it. The first net had 80 rods of leader, the second had 30 rods. On October 8th the nets were lifted for the first time, the coarse fish taken out, and a dummy net set for the parent whitefish.

The first ripe fish were taken last year on the 10th October; the first ripe fish this year were taken on the 17th and 18th October. The fish came in freely to the nets for a week, and gave promise that every jar in the hatchery would be filled, but on the 24th a heavy south wind drove the fish off the shore, and the run was over. On



the 29th all the fish in the dummy nets were spawned, and the spawning of the whitefish was over in all parts of the lake by 30th October, a full week earlier than last year. No whitefish having come into the nets for a week, we lifted the nets and came in on the 30th. The number of fish manipulated were: males, 1,600; females, 1,600; number of eggs laid down in hatchery, 25,600,000; average number of eggs from each female, 16,000.

The machinery generally is working well in this establishment. In a separate report will be given a list of necessary improvements, &c.

During the year the greatest interest has been manifested in the hatchery and its work; over two thousand visitors have registered, and fully as many more have come and gone without registering.

Numerous requests are sent in from Southern Manitoba for fry of different kinds to stock the waters there, and it is to be hoped that departmental instructions may be given to hatch pickerel the coming season for distribution in the various places where the waters are adapted for their successful propagation. The pickerel are considered a valuable commercial fish. Appended will be found the letters referred to.

R. LATOUCHE TUPPER,

*Officer in charge.*

SAMUEL WILMOT, Esq.,  
Chief Supt. of Fish Culture,  
Ottawa.

SELKIRK, January 30th, 1895.

R. L. TUPPER, Esq.,  
Dominion Fish Hatchery,  
Selkirk, Man.

DEAR SIR,—In answer to your inquiry regarding the whitefish fry you deposited in the slough near Selkirk last spring, I beg to say that, as it was expected, they stayed there until fall when they went to deeper parts of the lake.

I have had a life-long experience as a fisherman, and living for years on the Detroit River am familiar with the working of the Canadian and American hatcheries there. I therefore took a great interest in the commencement of the work of artificial propagation here. Hundreds of persons as well as myself have watched the result of the fry planted near our freezers during the summer and observed their growth. There could have been no whitefish fry at this time in the river here from any other source; although in times past whitefish were in the habit of coming up the Red River to spawn, but for years the water has been too foul for them, therefore there could be no mistake about the fry observed being those put out from your hatchery.

I believe the proper place to plant the fry is in sheltered spots, where there is little current in the river, and not on the lake shore. The fry are very small and a storm will drive them with the waves on shore if in the open. In the river they thrive best, and when I last saw them about our wharfs last fall, they were quite a size and able to look out for themselves.

I am satisfied this hatchery is going to do a good work and has been built none too soon.

Yours,  
W. OVERTON.

## Marine and Fisheries.

SELKIRK, December 22nd, 1894.

R. LA TOUCHE TUPPER, Esq.,  
Dominion Fish Hatchery,  
Selkirk, Man.

SIR,—In regard to your inquiry as to what whitefish fry I have seen at the mouth of the Red river during the time I was master of the government tug, "Sir Hector," which was engaged in dredging purposes there, I understand that the fry from the Dominion Hatchery at Selkirk were deposited at the mouth of the Red River early in the month of May, 1894. The first time I observed them in any quantity was in the beginning of the month of June, when we went down with the dredge. I never saw any whitefish fry before, and from my observations I am certain that the fry I saw were those deposited from the hatchery at Selkirk. I have never seen the fry of any other fish near the mouth of the river till late in August or the beginning of September. I saw the whitefish fry late in August and they had grown to the size of about from 1 to  $1\frac{1}{2}$  inches.

Yours,

ADAM BLACK.

58 Victoria.

Sessional Papers (No. 11B.)

A. 1895

SUPPLEMENT TO THE REPORT OF THE MINISTER OF MARINE AND FISHERIES FOR 1894

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REPORT OF THE COMMISSIONER

ON

# CATTLE FREIGHT RATES

FROM THE

PORT OF MONTREAL TO PORTS IN EUROPE



OTTAWA

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

1895

No. 11b—1895.] *Price 5 cents.*

## CATTLE FREIGHT RATES

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To the Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries.

SIR,—Adverting to the Order in Council of the 25th of August last, appointing me a commissioner to inquire into facts bearing upon complaints made with regard to freight rates charged by the owners of steamships engaged in the transportation of cattle from the port of Montreal to Europe, I have the honour to submit herewith the correspondence between myself and the steamship agents and the president and secretary of the Dominion Live Stock Association.

It will be noticed that the steamship agents declined to arrange a date on which to hold the inquiry, or to attend if a date were fixed, claiming that if any grievances exist they should be formulated, and stating that when so formulated they would attend the inquiry and reply to the charges.

The correspondence with the Dominion Live Stock Association commenced on the 24th September last. The association considered that the inquiry should be postponed until after the close of navigation, and in that view I concurred.

On the 30th November I communicated with the president of the association, requesting him to fix a date on which to commence the inquiry ; but up to this date, as will be seen by the correspondence, the association failed to fix a date on which to hear the evidence of the cattle shippers.

As I am desirous of obtaining your wishes in regard to printing the correspondence for the information and convenience of Parliament, and in view of the uncertainty as to the association fixing a date, I deem it advisable to close the matter and submit my report.

All of which is respectfully submitted.

WM. L. MAGEE,  
*Commissioner.*

OTTAWA, January 17th, 1895.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 25th August, 1894.*

On a report, dated 2nd August, 1894, from the Minister of Marine and Fisheries, directing attention to the complaints which have recently been made by shippers of cattle from Canada to ports in Europe, with regard to the freight rates charged by the several steamship companies engaged in the business.

The Minister observes that this trade has assumed very large proportions, and it is claimed by shippers that the freight rates charged them are excessive and uncalled for, and that if the companies are allowed to continue to fix the rates, this branch of Canadian trade will cease to exist.

The Minister further states that, during the recent session of Parliament, assurances were given on behalf of the Government that inquiries would be instituted into the working of this industry, and particularly into the matter of freight rates ; and he is of opinion that such inquiry can best be made by a commissioner specially appointed for the purpose, and that it would be expedient and proper that such person so appointed should have the power to compel the attendance of witnesses and to take evidence upon oath.

The Minister recommends that Mr. William Loftus Magee, a chief clerk in the Department of Marine and Fisheries, be appointed a commissioner to inquire into the practical working of the cattle export trade of Canada, and into all facts bearing upon the complaints made with regard to the freight rates charged by the owners of steamships engaged in that trade, and that, as such Commissioner, he be given all the powers which may be conferred upon commissioners by virtue of chapter 114 of the Revised Statutes of Canada, intituled "An Act respecting inquiries concerning Public Matters" and of the various Acts in amendment thereof.

The Committee submit the foregoing for Your Excellency's approval.

JOHN J. MCGEE,  
*Clerk of the Privy Council.*

OTTAWA, 18th September, 1894.

GENTLEMEN,—I have to request you to furnish me with the names and addresses of the managers of the steamship companies engaged in the cattle trade; as also the names of the cattle shippers, and the name of the secretary of the Dominion Live Stock Association.

I am, gentlemen, your obedient servant,

WM. SMITH.

Messrs. E. B. MORGAN, G. H. POPE,  
Cattle Inspectors, Montreal, P.Q.

SHIPPING OF LIVE STOCK,  
INSPECTORS' OFFICE,  
MONTREAL, 21st September, 1894.

SIR,—In reply to your favour of the 18th, ref. 12105, we beg to inclose you herewith a list of the steamship agents and cattle shippers so far as we can ascertain from our records and careful inquiry among the cattlemen.

It is a unanimous opinion that Mr. Magee will be the best man the Government could have appointed, but they are all of the opinion it will be necessary for him to come here to hold the meetings, as this is the centre for the trade. In case you so decide, perhaps you would think our office a proper place to hold the meetings, and we shall be glad to render Mr. Magee any assistance in our power.

We have the honour to remain,  
Your obedient servants,

POPE & MORGAN,  
*Inspectors.*

The Deputy Minister of Marine and Fisheries, Ottawa.

SHIPPING OF LIVE STOCK.  
INSPECTORS' OFFICE,  
MONTREAL, 21st September, 1894.

*Addresses of Steamship Agents and Live Stock Shippers.*

Steamship Agents, Montreal, Que :—

H. & A. Allan . . . . .	Allan lines.
D. Torrance & Co . . . . .	Dominion line.
H. E. Murray . . . . .	Beaver line.
J. Thom . . . . .	Hamburg Am. Packet Co.
R. Reford & Co . . . . .	Donaldson, Thompson & Ross lines.
McLean, Kennedy & Co . . . . .	Columbia line.
Harling, Ronald & Co . . . . .	General agents.
Munderloh & Co . . . . .	General agents.
H. G. Johnston . . . . .	Johnston line.

## Cattle Freight Rates.

### Cattle Shippers in Ontario :—

Thos. O. Robson, Pres. Live Stock Association.....	St. Mary's, Ont.
Hugh Gilchrist, Secretary. do .....	Montreal, Que.
James Eakins .....	Port Hope, Ont.
I. & E. Groff.....	Elmira, Ont.
A. Elliott.....	Kingston.
J. W. Elliott.....	do
R. Winters.....	Seaforth.
A. Rawlings.....	Forest.
McKinley Bros.....	do
T. Conners .....	do
D. Hamilton.....	do
Frayne Bros.....	do
E. Snell.....	Galt.
J. Brown.....	do
J. Scott.....	do
J, Coughlin (Grigg House) .....	London.
Stroud & Son .....	Hamilton.
Williams & Hall .....	Bowmanville.
J. Clegg .....	Brussels.
D. McNichol.....	Washington.
Hearn & Barbour .....	Guelph.
Robson & Sparling.....	St. Mary's.
J. Restorick.....	Watford.
W. C. Edwards, M.P.....	Rockland.
T. Ballantyne.....	Hensall.
Aikens & Flannigan.....	Toronto (cattle market)
J. Lunnis.....	do
A. J. Thompson.....	do
J. Sheridan.....	do
J. Dunn.....	do
Harry Dean .....	do
Rogers & Halligan.....	do
Thomas Peers.....	do
L. Coffee.....	do
J. T. Gordon .....	Pilot Mound, Man,
R. G. Robinson .....	Calgary, Alta.
R. Bickerdike.....	Montreal, Que.
C. E. Telfer .....	do
J. Ryan .....	Lennoxville.
Lewi Delorme.....	Montreal.
A. McIntosh .....	Maisonneuve, Que.
James Kerr, 239 Wellington street.....	Montreal.
C. Coughlin, Board of Trade Building .....	do
M. Green do .....	do
W. W. Craig .....	do
W. Cunningham.....	do
W. Price.....	do
T. Luddington.....	do
Gordon & Ironsides .....	do
N. Kennady.....	do
J. Henry Smith.....	do

GEO. H. POPE,  
E. B. MORGAN.

OTTAWA, 24th September, 1894.

DEAR SIR,—With reference to the complaints which it is alleged have been made by shippers of cattle from Montreal to Europe, in regard to freight rates charged by the steamship companies, I have the honour to inform you that I have been appointed a commissioner by an order in council dated the 25th August last to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, I will therefore be much obliged to you if you will kindly communicate with the cattle shippers and with the agents of the steamship companies engaged in the transportation of cattle to Europe and endeavour to fix a convenient date for holding the inquiry at Ottawa.

I have to add that the evidence will be taken under oath.

Yours truly,

WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Live Stock Association.

OTTAWA, 24th September, 1894.

GENTLEMEN,—With reference to the complaints which it is alleged have been made by shippers of cattle, from Montreal to Europe, in regard to the freight rates charged by the steamship companies, I have the honour to inform you that I have been appointed a commissioner by an order in council dated the 25th of August last to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, I will therefore be much obliged to you if you will kindly confer with the representatives of the other steamship companies engaged in the transportation of cattle to Europe and with the secretary of the Live Stock Association, Montreal, and endeavour to fix on a convenient date for holding the inquiry at Ottawa.

I have to add that the evidence will be taken under oath.

Yours truly,

WM. MAGEE.

To H. & A. ALLAN,  
D. TORRENCE & Co.  
H. E. MURRAY & Co.  
J. THOM.  
R. REFORD & Co.  
MCLEAN, KENNEDY & Co.  
HARLING, RONALD & Co.  
MUNDERLOH & Co.  
H. G. JOHNSTON.

BOARD OF TRADE BUILDING, MONTREAL, 27th September, 1894.

SIR,—Replying to your letter No. 12105 of the 24th inst.

Until we are informed that a complaint has been made, and are furnished with the particulars, we cannot take a part in the inquiry which it is proposed to hold into the working of the cattle export trade of Canada.

Yours truly,

H. E. MURRAY, *General Manager*.

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

MONTREAL, 27th September, 1894.

DEAR SIR,—We beg to acknowledge receipt of yours of the 24th instant, and contents have our best attention. We have not heard of the complaints you mention, and cannot think on what grounds such should be made, seeing that our rates, and we think those of other steamship lines have been below those ruling from the chief American ports, whilst our expenses are greater owing to Canadian Government regulations. Be-

## Cattle Freight Rates.

fore agreeing to give information, (which we suppose is not compulsory on us) we would like to be informed of the exact nature of the complaints made, so as to be able to look into same, and know how to answer them. We would also like to know why the inquiry is restricted to steamship freights alone, seeing that the steamships are only partners with the railways in carriage of cattle between the points where the cattle are first shipped, and finally sold. We think an inquiry would show that the railways have had much better paying rates than the steamers, and have not been handicapped as the steamship companies have been by expensive Government regulations. We also think Montreal would be the best place to hold such inquiry, the offices, books, etc., of parties concerned being here and available for reference on many points that will unexpectedly crop up if the inquiry is to be an exhaustive one, and do any good. Steamship owners or agents have not much spare time, and going to Ottawa means most of the day in the train, and a very short and unsatisfactory time in Ottawa, and nothing thoroughly discussed or understood.

We are yours truly,

ROBERT REFORD & CO.

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

13 ST. JOHN STREET, MONTREAL, 27th September, 1894.

DEAR SIR,—I am in receipt of your letter of the 24th inst. advising that you "had been appointed commissioner to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints."

Regarding the alleged complaints, it would very much facilitate matters if we knew exactly what these complaints were, and I will be glad if you will kindly advise me what they consist of. With this information it will enable me to meet the complaints the more readily. Under your commission, I presume, that in getting at all the facts bearing upon the cattle export trade, it will be competent to call in question the rates of freight charged by our railways from interior points to Montreal. I consider that it is just as important to call in the railway officials as dealing solely with the steamship representatives, as from statements made by cattlemen, I am of the opinion that rates from interior points to Montreal are much higher, comparatively, than from the same points in Ontario to an American port, for instance, Boston.

With reference to holding the inquiry at Ottawa, I respectfully submit that Montreal is the place where the inquiry should be made, as should we require evidence or access to papers in our offices, they will be within a convenient distance.

I am, dear sir,

Yours very truly,

JAMES THOM,

*Manager.*

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa, Ont.

BOARD OF TRADE BUILDING, MONTREAL, 28th Sept., 1894.

SIR,—We are in receipt of your letter No. 12105 dated 24th of September, 1894, from which we note you have been appointed a commissioner by an Order in Council dated 25th of August last, to inquire into the practical working of the cattle export trade in Canada.

With reference to the complaints alleged to have been made by shippers of cattle from Montreal to Europe in regard to the freight rates charged by steamship companies, we beg to say that we cannot see what grounds for complaint they can possibly have as far as this year is concerned when the average rate charged by Montreal steamship companies, ourselves included, from the opening of navigation, is fully five shillings per head less than the average rate obtained from the United States to England during the same period. This we can prove by records held in our offices in Baltimore, Boston and this office.



We have little or no experience of the rates of freight that may have been charged from Montreal in past years as this is our first year of doing business in Montreal.

We have conferred with the representatives of the other steamship companies and it seems to us that it would be advisable if the lines concerned were further advised as to the points on which evidence will be required of them.

The disadvantages under which Montreal lines labour as compared with lines trading from the United States have been fully pointed out in the memorial dated February 1st, 1893, addressed to the Honourable Sir John Thompson by steamship agents interested, and these disadvantages still exist.

If there is any information you may require and it is in our power to give it, we shall be pleased to do so.

We are,

Yours truly,

WM. JOHNSTON & CO., LTD.,

H. G. JOHNSTON, *Local Director.*

W. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

MONTREAL, 28th September, 1894.

SIR,—We have your esteemed letter of the 24th instant informing us that you have been appointed a commissioner to inquire into the practical working of the cattle export trade of the Dominion and more particularly into certain complaints made by sundry cattle shippers of the excessive freight rates charged by the steamship lines for the conveyance of their animals from Montreal to ports in Europe; and asking that we confer with the other steamship companies here and endeavour to fix a convenient date for holding an investigation at Ottawa.

On making inquiry of the various steamship agents we found that you had addressed to each of them a letter similar to that under acknowledgment and that many of them were preparing their replies. Seeing that the alleged complaints of shippers must of necessity be personal to each such, and applicable to particular shipments by particular vessels, it would seem the more reasonable course that each agent should answer for himself alone and not one for the other.

For ourselves, we beg to say that so soon as any complaints against us are formulated with you and the essential facts proved to your satisfaction, we will be most happy to appear before you and submit our side of the matters at issue with evidence to sustain it.

We inclose for your information certain printed papers bearing upon the general question and would be glad to know whether you contemplate an investigation into all the points raised therein or only into the relative cost of conveyance of animals from the interior to Europe.

We suppose that an inquiry into the larger issues raised by the shipping interests in their letter to the First Minister of date February 1st, 1893, is beyond the scope of your commission.

We are,

Your obedient servants,

H. & A. ALLAN.

WM. L. MAGEE, Department Marine and Fisheries, Ottawa.

MONTREAL, 29th September, 1894.

DEAR SIR,—We have to own receipt of yours of the 24th inst., advising us that you had been appointed a commissioner by an Order in Council, under date 25th August last, to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, and asking us to confer with the representatives of the other steamship companies engaged in the transportation of cattle to Europe, and with the secretary of the Live Stock Association here for the

## Cattle Freight Rates.

purpose of fixing a convenient date for holding the inquiry at Ottawa, and we further note that the evidence is to be taken under oath.

Before consenting to be a party to this inquiry, we would like to know something of the alleged complaints, and wherein they consist, and we would further like to know if the railways, which are so much interested in this business, and who have been exacting a pretty severe toll from the shippers, are to be included in this inquiry.

There can be no question that the rates from Montreal have been for some time very much lower than at any other Atlantic port, while the expenses in consequence of the Government regulations are very much heavier, and the number of cattle allowed to be considerably less.

We should further like to know if our attendance at Ottawa for such inquiry is compulsory, and we have to add that we are of the opinion the inquiry would be held very much better here than at Ottawa, for all the companies concerned have their books and papers here for easy reference if necessary.

Yours truly,

DAVID TORRANCE & CO.,

*Agents.*

WM. L. MAGEE, Esq., Commissioner, the Deputy Minister of Marine, Ottawa.

OTTAWA, 2nd October, 1894.

GENTLEMEN—I have to acknowledge receipt of your letter of the 29th ultimo asking for information as to the nature of the complaints alleged to have been made against the steamship companies engaged in transporting cattle from Montreal to Europe, and in reply, I inclose you a copy of a Bill brought before Parliament last session by Mr. Mulock, and described as “An Act respecting Ocean Freight Rates on Cattle,” the preamble of which sets forth, that owing to combinations on behalf of shipowners and other causes, the rates of ocean freights for cattle have generally been excessive and have at all times been uncertain, and that for these reasons the interests of the farmers engaged in raising cattle and the trade and commerce of the whole country have been seriously prejudiced.

The inquiry will be held in Ottawa, but attendance will not be compulsory, as it is considered if the matters complained of have any foundation in fact the parties interested will not require compulsion in the matter of attendance.

I will be glad to hear from you again and to know whether you have had any communication with the secretary of the Live Stock Association on the matter.

I am, gentlemen,

Your obedient servant,

WM. L. MAGEE.

D. TORRANCE & Co.,

WM. JOHNSTON & Co.,

ROBERT REFORD & Co.,

JAMES THOM, Esq.,

H. E. MURRAY, Esq.,

Montreal, P.Q.

OTTAWA, 2nd October, 1894.

GENTLEMEN,—I have to acknowledge receipt of your letter of the 28th ultimo asking for more precise information in regard to the alleged complaints against the steamship companies transporting cattle from Montreal to Europe in regard to ocean freight rates. In reply I inclose for your information a copy of a Bill brought before Parliament last session by Mr. Mulock, and described as “An Act respecting Ocean Freight Rates on Cattle,” the preamble of which sets forth that owing to combinations on behalf of shipowners and other causes the rates of ocean freights for cattle have generally been excessive and have at all times been uncertain, and that for these reasons

the interests of the farmers engaged in raising cattle and the trade and commerce of the whole country have been seriously prejudiced.

The inquiry will be held at Ottawa, but attendance will not be compulsory, as it is considered if the matters complained of have any foundation in fact the parties interested will not require compulsion in the matter of attendance.

I am obliged to you for the printed papers and I agree with you in thinking that the larger issues raised in the letter to the First Minister of the 1st February, 1893, would be beyond the scope of the intended inquiry.

Yours truly,

WM. L. MAGEE.

Messrs. H. & A. ALLAN, Steamship Agents, Montreal, P.Q.

## BILL

### *AN ACT RESPECTING OCEAN FREIGHT RATES ON CATTLE.*

WHEREAS the raising of cattle in Canada for export to the United Kingdom has assumed very large proportions and now constitutes a leading feature of Canadian husbandry; and whereas the transportation of such cattle is restricted almost wholly to the St. Lawrence route; and whereas, owing to combinations on behalf of ship-owners and to other causes *the rates of ocean freights for such cattle have generally been excessive and have at all times been uncertain*, whereby not only the interests of the farmers engaged in raising cattle, but also the trade and commerce of the whole country have been seriously prejudiced; and whereas, in order to prevent further injury to public interests and to promote the welfare of the cattle industry, it is necessary to provide against further excessive freight rates and unexpected increases of such rates; therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council shall from time to time fix the rates of freight chargeable or recoverable for the transportation of cattle from ports in Canada to ports in the United Kingdom.
2. In the fixing of such rates due regard shall be had to the interest of persons engaged in the cattle industry as well as those interested in the carrying trade.
3. Before the fixing or changing of such rates, a reasonable opportunity shall be afforded to all interests concerned to make representations to the Governor in Council touching such rates.
4. The Order in Council fixing such rates shall name a day when they shall come into force, and shall be published in the *Canada Gazette*; and the rates so fixed shall be the only rates chargeable or recoverable for transportation of cattle as aforesaid until varied by Order in Council published as aforesaid.
5. No person shall on behalf of any ship, or of any master of any ship, or of any one in possession, command or control of any ship, or on behalf of any one being an owner or mortgagee of any ship, or otherwise having an interest in any ship, contract for any rates for the transportation of cattle as aforesaid in excess of those so fixed by Order in Council.
6. No such person shall make any contract for cattle space for the transportation of cattle as aforesaid without also at the same time providing in such contract for the rate of freight of such transportation.
7. No such person shall load or authorize to be loaded or to be retained on board of any ship any cattle intended to be thereby transported from a port in Canada to a port in the United Kingdom, unless a contract has been first entered into whereby no rate of freight for the transportation of such cattle as aforesaid shall be chargeable or recoverable in excess of the rate fixed as aforesaid.
8. No person as aforesaid shall either directly or indirectly receive any moneys in excess of the amount mentioned in such contract for the transportation of the cattle in

## Cattle Freight Rates.

such contract mentioned ; and all money directly or indirectly paid with respect to any cattle transported or intended to be transported as aforesaid shall be deemed paid on account of the rates contracted to be paid.

9. No officer of customs shall grant a clearance to any ship having on board live cattle for transportation to any port in the United Kingdom unless he has been first satisfied that the provisions of this Act with respect to the freights for such cattle have been complied with.

10. The Governor in Council may make rules and regulations for the guidance of officers of customs in discharging their duties under the next preceding section.

11. Every person as aforesaid who on behalf of any ship, or of any master of any ship, or of any one in possession, command or control of such ship, or on behalf of any one being an owner or mortgagee or otherwise having an interest in any ship, contracts for any rates to be paid for the transportation of cattle as aforesaid in excess of those fixed by Order in Council as aforesaid, or who contracts for cattle space for transportation of cattle as aforesaid without at the same time providing in such contract for the rate of freight of such transportation, or who loads or authorizes to be loaded or to be retained on board of any ship any cattle intended to be thereby transported to some port in the United Kingdom as aforesaid, without a contract having been first entered into whereby the rate of freight chargeable or recoverable as aforesaid with respect to the transportation of such cattle is not therein limited to a named rate not exceeding the rate fixed by Order in Council as aforesaid—or who directly or indirectly knowingly receives any money for the transportation of cattle as aforesaid, and such money together with any other moneys received or to be received on the same account makes an amount in excess of the amount chargeable or recoverable under the provisions of such Order in Council—shall be guilty of an indictable offence, and the ship shall also be liable to a penalty of five thousand dollars and may be seized and detained by any chief officer of customs whenever and wherever found in Canada until such penalty and the costs of seizure are paid.

12. A prosecution under this Act shall not be instituted except by and with the consent of the Minister of Marine and Fisheries.

13. In addition to the penalties aforesaid any person found guilty as aforesaid shall be liable to a fine of not less than double the amount of freight collected or charged, as the case may be, in excess of the amount authorized as aforesaid, which fine when collected shall be paid to the person shipping the cattle with respect to which such excess was charged ; and, subject to this provision, all penalties recovered under the provisions of this Act shall be paid over to the Minister of Finance and Receiver General and form part of the Consolidated Revenue Fund of Canada.

MONTREAL, 3rd October, 1894.

SIR,—We are this morning in receipt of your letter of the 2nd instant in this matter.

In our respects of the 28th ulto. we did not ask for “more precise information regarding the alleged complaints against the steamship companies.” Probably one or more of our neighbours may have done so in which event that part of your letter answers their inquiries rather than ours.

We note that some of the allegations against us are to the effect that we are in combination with the other steamship agents of this city ; that our freight rates are generally excessive and at all times uncertain ; and that the trade and commerce of the country have been seriously prejudiced thereby.

So soon as these or any other charges against us are formulated and evidence adduced to sustain them, we will be ready to appear before you and present our side of the question at issue.

We remain, your obedient servants,

H. & A. ALLAN.

W. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

13 ST. JOHN, STREET, MONTREAL, 4th Oct., 1894.

DEAR SIR,—I have to own receipt of your letter of the 2nd inst. inclosing copy of a bill introduced before Parliament last session by Mr. Mulock, entitled "An Act respecting ocean freight rates on Cattle."

The charge,—“Whereas owing to combinations on behalf of shipowners and to other causes, the rates of ocean freights for such cattle have generally been excessive, and have at all times been uncertain.”

To the foregoing I must give a general denial as to its correctness. If any specific charges are to be made against this company, we will, as soon as they are formulated, be prepared to refute them. Meantime, we do not consider the charges have any foundation in fact, and therefore do not purpose going to Ottawa.

We have had no communication with the Secretary of the Live Stock Association.

We are, dear sir, your very truly,

JAMES THOM,  
*Manager.*

W. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

OTTAWA, 5th October, 1894.

GENTLEMEN,—I have to acknowledge the receipt of your letter of the 3rd instant, and notice what you state in regard to being ready to appear and reply to any charges formulated against you, when reliable evidence is proffered in support thereof.

Yours truly,  
WM. L. MAGEE.

Messrs. H. & A. ALLAN, Steamship owners, Montreal.

OTTAWA, 5th October, 1894.

DEAR SIR,—Referring to my letter of the 24th of September last, in regard to the intended inquiry into alleged complaints against the steamship companies in the matter of ocean freight rates on cattle, I now inclose you for the information of the association, a copy of a bill brought before Parliament last session by Mr. Mulock, M.P., the preamble of which states that owing to combinations on behalf of shipowners and other causes, the rates for ocean freights for cattle have generally been excessive, and have at all times been uncertain.

I will be glad to hear from you as soon as convenient, whether the association has any evidence to offer in this matter, and whether any agreement has been come to as to the date on which to hold the inquiry.

Yours truly,  
WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Life Stock Association, Montreal.

MONTREAL, 4th October, 1894.

DEAR SIR,—We have yours of the 2nd inclosing copy of proposed Bill by Mr. Mulock *re* Ocean Freight Rates on Cattle. Both have our best attention. We have, of course, heard of this Bill, but had not seen it before, supposing it to be a mere election bid for votes, and we cannot suppose the Government seriously mean to consider such a Bill, even supposing there was ground for complaint, which there is not. It seems to us that they might just as well pass bills to regulate the price of wheat, pork, rents, and everything else that has a market value. Such a measure might, we suppose, be possible in China, but surely not in Canada or any British colony. We surely have the right to get the highest rate we can for our cattle space, and the cattle shippers are not compelled to take it unless they wish. If such a law were possible, all the shippers of grain, flour, deals, apples, &c., would want a similar law passed in their favour, and the

## Cattle Freight Rates.

boats would simply have to cease running, as they likely will have to do in any case owing to unremunerative freights now and for some time past. There is, besides, absolutely no grounds for the assertion that we are or have been charging excessive rates; neither is there, nor has there been for years, any combination to raise or sustain rates between shipowners, nor has the cattle trade, or the farmers' interests, or trade or commerce of the country in any way been injured. All such assertions are entirely untrue. On the contrary, we have for the past two years been accepting rates often much below those ruling from the chief American ports, with additional heavy drawbacks through regulations imposed upon us by the Canadian Government, such as having to place ventilating fans in the boats, give increased and unnecessary space to each bullock, and other things which boats running to American ports escape.

Freight rates have not for the past two years averaged 50 shillings per head—we think nearer 40 shillings—and this we claim is an exceedingly low rate, too low for profit and lower than almost any other freight is carried for. A head of cattle occupies 200 cubic feet. Off the 50 shillings freight comes cost of fittings, say 10 shillings; cost of cattle drivers and foremen carried to England and back, at least 3 shillings per head of cattle; cost of feed carried, and other cargo shut out in consequence, say 5 shillings per head; loading and unloading, cleaning steamer, and other minor charges, 2 shillings per head, or 20 shillings per head in toto, leaving the steamer net 30 shillings per head for carrying cattle 3,000 miles.

Two hundred cubic feet, the space occupied by a head of cattle, is equal to 5 cubic tons—40 feet to the ton, so the steamer only gets equal to 6 shillings per ton. We understand the cattle rate between Ireland and England, 40 or 50 miles—no fittings required and no feed carried—is 10 shillings to 12 shillings and sixpence per head, and 15 shillings from Denmark, 200 to 300 miles.

The Canadian railways also get far higher proportionate rates than the steamers, and do combine to keep up rates and have kept them up, and are constantly increasing them; why are they not brought in by Mr. Mulock.

Yes, rates are very uncertain, the same as every other thing affected by the ups and downs of trade and markets, but the steamship companies are to be pitied not blamed, for this uncertainty. They would gladly, like the railways, make a yearly rate for cattle—and every farmer and shipper in Canada can to-day and could for years past make a positive and fixed rate for all his shipments from 1st May to 1st December. That they have not done so is because they have wished to take the chances of rates coming down—and so catching the steamers, and they have often succeeded—far more often than the steamers caught them by an advance.

The Bill wants a penalty for any infringement of the law, for steamers accepting higher rates than fixed by law, but there is no penalty against a shipper breaking rates and shipping under rates fixed by law. This is a nice sample of justice.

We presume this Bill of Mr. Mulock's is simply to make capital for himself and party at coming elections, and we would like to help the government to defeat such tactics, but we cannot afford the time to go and hang round Ottawa for an unlimited time, and this inquiry if made with even an appearance of real business would take weeks, a careless or inefficient inquiry might do much harm to our interests, by allowing false reports to get abroad and also help Mr. Mulock—a careful patient inquiry here, might do some good if held after shipping season is closed, say in December, we have no time to give to it earlier.

We have had no communication from the secretary of the Live Stock Association—and we will not interest ourselves in any inquiry that does not bring in the railways and all others interested in carriage and handling of export cattle. We want all the facts brought out so as to get proper remedies—if such are needed.

We are yours truly,

ROBERT REFORD & CO.

WM. L. MAGEE, Esq., Department of Marine and Fisheries, Ottawa.

ST. MARY'S, 13th October, 1894.

DEAR SIR,—A communication was sent to H. Gilchrist, Secretary Dominion Live Stock Association, but as that gentleman has been in Manitoba for some time, the communications have been forwarded to me. They refer to the matter of ocean freight rates on cattle, I have spoken to several members of the executive committee who are in the export trade, and we have decided to call a meeting of the committee shortly, and bring the matter before them.

Those whom I spoke to thought the proper time to hold the inquiry would be after navigation closed. However, we shall communicate with you at once after our meeting, and, in the meantime, may arrange with the steamship agents as to a satisfactory time.

I am yours sincerely.

T. O. ROBSON,

*President.*

WM. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

OTTAWA, 15th October, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 13th instant, in regard to cattle freights, and stating that you had spoken to several of the executive committee who are in the export trade, and you had decided to call a meeting shortly, but you thought the best time to hold the inquiry would be after the close of navigation, and in reply beg to inform you that I quite agree with your view that the best time to hold the enquiry will be after the close of navigation.

Yours very truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President Dominion Live Stock Association, St. Mary's.

OTTAWA, 30th November, 1894.

DEAR SIR,—Referring to your letter of the 13th ultimo, in regard to cattle freights, in which you state that you had spoken to members of the executive committee who are in the export trade, and you had concluded that the best time to hold an inquiry would be after the close of navigation, I am to inform you that as the shipment of cattle has ceased, I will be much obliged if the cattle shippers will fix on a date on which to hold an inquiry at Ottawa.

Yours truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President Live Stock Association, St. Mary's, Ont.

OTTAWA, 30th November, 1894.

DEAR SIR,—Referring to a letter received from Mr. T. O. Robson, President of the Live Stock Association, Montreal, of the 13th ultimo., in regard to cattle freights, in which he states that he had spoken to several members of the executive committee who are in the export trade and they had concluded that the best time to hold an inquiry would be after the close of navigation, I beg to inform you that as the shipment of cattle has ceased, I will be much obliged if the cattle shippers will fix a date on which to hold the inquiry at Ottawa.

Yours truly,

WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Live Stock Association, Montreal,

## Cattle Freight Rates.

ST. MARY'S, 3rd December, 1894.

DEAR SIR,—Yours of the 30th ultimo received, in reply would say I have called the executive committee of Live Stock Association for Friday next, Dec. 7th, at which the matter you wrote me about *re* ocean rates on cattle will be taken up, and a time appointed when the exporters can meet you at Ottawa.

Our secretary shall communicate at once to you the result of our meeting.

I am, yours truly,

T. O. ROBSON,

*President D. L. S. A.*

WM. L. MAGEE, Esq., Marine Department, Ottawa.

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,  
MONTREAL, 3rd December, 1894.

DEAR SIR,—In reply to yours of the 30th ultimo, I beg to inform you that the annual meeting of this association will be held at the Albion Hotel, Toronto, on Friday, 7th inst., at two p.m., when the subject referred to in your letter will be brought before the meeting. We shall be pleased to have you attend if convenient.

I have been requested by the president to ask you kindly to send copy of the commission, that the meeting can see what subjects are to be investigated.

Please address to Toronto in care of Mr. A. J. Thompson, cattle exporter, and I will get document at the meeting.

As soon as a time for the investigation is named I will let you know.

Yours truly,

H. GILCHRIST,

*Secretary.*

WM. L. MAGEE, Office of Deputy Minister of Marine, Ottawa, Canada.

OTTAWA, 4th December, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 3rd instant, informing me that you had called the executive committee of the Live Stock Association for the 7th instant, and in reply I beg to inform you that I have this day written the secretary of the Association inclosing a copy of the commission.

Yours very truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President, Live Stock Association, St. Mary's, Ont.

OTTAWA, 4th December, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 3rd instant informing me that the annual meeting of the association will be held at Toronto on the 7th instant, when the question of fixing a date on which to hold the inquiry referred to in previous correspondence will be decided.

I am obliged to you for your kind invitation to attend the meeting of the association, but regret that my official duties will prevent my availing myself of the pleasure.

I inclose you a copy of the commission as requested.

Yours very truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary, Dominion Live Stock Association.



OTTAWA, 18th December, 1894.

DEAR SIR,—Referring to your letter of the 3rd instant in regard to the matter of holding the inquiry into the matter of cattle freights, I have to request you to be good enough to inform me whether the association has fixed on a date for holding the inquiry referred to.

Yours very truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary, Live Stock Association, Montreal, P. Q.

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,  
MONTREAL, 26th December, 1894.

DEAR SIR,—In reply to yours of 18th inst., I beg to inform you that a committee was appointed at the annual meeting whose duty it was to arrange a date and suggest course to be pursued and name parties whom it would be well to call to give evidence. It was intended to try and have the time fixed about the middle of January. As soon as I have definite instructions I will communicate with you.

Yours truly,

H. GILCHRIST,

*Secretary.*

Mr. WM. L. MAGEE, Ottawa, Ont.

OTTAWA, 28th December, 1894.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 26th instant, informing me that the association had appointed a committee, at its annual meeting to arrange the course to be pursued and to arrange a date in regard to the inquiry into cattle freight rates and that as soon as you have received definite instructions you will communicate again with me.

I shall be pleased to hear from you when you have received further instructions in the matter.

Yours truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary Dominion Live Stock Association, Montreal, P. Q.

*(Printed Letter.)*

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,  
MONTREAL, 12th January 1895.

At a meeting of the executive committee of this association held in Toronto on the 11th inst., the following resolution was unanimously passed :

"That in the opinion of this committee it is unnecessary in the interests of the live stock trade of Canada, that this association, as at present constituted, be continued, and its discontinuance is strongly recommended; and that the secretary is hereby instructed to call a meeting of the association at an early day for the purpose of considering, and, if deemed advisable, of adopting this recommendation.

It is further resolved, and this committee recommends, that any funds now under the control of the association or the committee, and the minute books and other books, forms and stationery of the association, be placed in the hands of F. Hunnisett, of Toronto, for the purpose of dealing with the same for the benefit of all concerned or as the association at its meeting may determine."

You are urgently requested to attend a special general meeting of the association at the Albion Hotel, Toronto, on Tuesday, 22nd inst., at 1 o'clock, p.m., to take into consideration the above resolution.

Yours faithfully,

H. GILCHRIST,

*Secretary.*

## Cattle Freight Rates.

GRAND TRUNK STOCK YARDS,  
MONTREAL, 6th March, 1895.

DEAR SIR,—I am instructed by a large number of those who were members of this association to inform you that they have in no way receded from the charges which they made against the steamship companies carrying live stock from this port to British ports. They have seen in the public press a statement to the effect, that the association failed to appear before the commissioner, and that the commissioner so reported to the government. They state this is an error, as none of the cattlemen have been notified of an investigation nor summoned to attend. They wish me to inform you they are fully persuaded they can prove all charges as per their manifesto of 11th April, 1894. I understand they are desirous of having this inquiry opened again (if any inquiry took place). If it is possible to do this, I would suggest the following be called to give evidence:—Thos. Crawford, Jno. Dunn, A. J. Thompson, Toronto, Ont.; R. Bickerdike, C. Coughlin, Montreal. I inclose herewith a letter from Mr. Crawford, which will show you the feeling in the matter. If no use to you, you will please return it to me. This manifesto referred to may suggest some further names, which it might be well to call to give evidence. Hoping an opportunity can be given them to prove those charges.

Yours respectfully,

H. GILCHRIST,

*Ex Secy. D. L. S. A.*

P. S.—The inclosed marked B was duly sent me, but as there were some who thought the investigation could do but little good, it was not forwarded owing to the unsettled condition of the association at the time. This is the list of witnesses suggested by the committee. I strike my own name off. H. G.

WM. L. MAGEE, Marine Department, Ottawa.

B.

TORONTO, 11th December, 1894.

DEAR SIR,—The committee appointed at the general meeting of the association relating to ocean freights, met to-day and decided that you should notify the committee appointed by the government to make inquiries relating to ocean freights, that a meeting of these committees be arranged for between the 1st and 15th day of January, 1895, for the taking of evidence on the subject, and that the subjoined list of gentlemen may be notified to attend and give evidence:

Mr. C. Coughlin,  
Mr. Robert Bickerdike, Montreal;  
Mr. A. J. Thompson,  
Mr. John Dunn, Toronto;  
Mr. John Coughlin, London or St. Thomas;  
Mr. J. W. Elliott, Kingston;  
Mr. John Scott, Galt;  
Mr. John Brown, Galt;  
Mr. A. Rawlings, Forest.

Faithfully yours,

THOS. CRAWFOD.

H. GILCHRIST, Esq., Secretary, Dominion Live Stock Association, Montreal.

OTTAWA, 8th March, 1895.

DEAR SIR,—I have your letter of the 6th instant, stating that you had been instructed by a number of those who were formerly members of the Dominion Live Stock Association, to inform me that they have in no way receded from the charges which they made against the steamship companies carrying live stock from Montreal to British ports, and that they have noticed in the public press statements to the effect

that the association failed to appear before the commissioner, and that the commissioner so reported to the government, and that they complain they were not notified of the investigation, nor were they summoned to attend. Also, that they are fully prepared to prove all charges as stated in their manifesto of the 11th April, 1894, and that you understand they are desirous of having this inquiry reopened, and that if it is possible to do this, you would suggest that certain gentlemen be called to give evidence.

I also notice that you state the inclosure marked "B," dated 11th December, 1894, was sent you, but as there were some of the cattle shippers (members, I presume of the association) who thought that the investigation could do but little good, you did not send it to me, owing to the unsatisfactory condition of the association at the time.

In reply I have to state, as you are aware, that I did not correspond individually with the cattle shippers, but I corresponded with yourself and Mr. Robson, president of the association, and if the cattle shippers who now instruct you to write to me were in ignorance of the fact that the machinery was provided for an investigation, the reasons for their not being notified can better be explained by yourself and the president of the association than by me.

With reference to the manifesto of the 11th April, 1894, I may state that I know nothing about it. I have never seen a copy of it, although I should have been glad to have received one.

In regard to their desire to have the inquiry reopened, I may state that having waited a very long time for the association to appoint a delegation of their members to appear before me, and furnish whatever evidence they had to furnish, and having noticed indications that the association was about to dissolve, and for reasons connected with the printing of my report and the laying of it before Parliament, I deemed it expedient to leave the matter open no longer, and I am of the opinion that when I closed and presented my report to the Minister of Marine and Fisheries, I surrendered whatever powers I held as commissioner and am therefore unable to reopen the matter.

As I before stated, the correspondence was between yourself, the president of the association and myself, and I am inclined to think you will agree with me that if the shippers of cattle are given access to the correspondence, they will be satisfied as to where the failure rests in the matter.

As requested I return you the inclosures. I will be pleased to know if there is any prospect of the association being reorganized?

Yours truly,

WM. L. MAGEE.

H. GILCHRIST, ex-Secretary Dominion Live Stock Association, Montreal.

58 Victoria.

Sessional Papers (No. 11c.)

A. 1895

## S U P P L E M E N T

TO THE

TWENTY-SEVENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES BEING FOR THE FISCAL YEAR ENDED 30<sup>TH</sup> JUNE, 1894.

## MARINE

---

## R E P O R T S

OF THE

CHAIRMAN OF THE BOARD OF

# STEAMBOAT INSPECTION

THE

## HARBOUR COMMISSIONERS

FOR

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

THE PILOTAGE AUTHORITIES

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

CHIEFLY UP TO THE

31<sup>ST</sup> DAY OF DECEMBER, 1894

*PRINTED BY ORDER OF PARLIAMENT*



O T T A W A

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

1895

[No. 11c—1894.] *Price 15 cents.*



## Steamboat Inspection.

OTTAWA, 26th May, 1895.

Hon. JOHN COSTIGAN,  
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith Supplement to the twenty-seventh Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1894, containing the report on merchant shipping, consisting of steamboat inspection and statement of wrecks and casualties, list of certificates granted to engineers of steamboats, and certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; report of harbour master at Halifax; list of harbour masters: reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

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

WM. SMITH,  
*Deputy Minister of Marine and Fisheries.*



# Steamboat Inspection.

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# Steamboat Inspection.

## APPENDIX No. I.

STEAM Vessels inspected for the year ended 30th June, 1894.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
1894.						
Lorraine.....	Fish'g tug	July 7....	23	6 84		Screw, Lake Erie.
A. H. Jennie.....	Freight...	" 11....	148	16 84		" Lakes.
Hazard.....	Fish'g tug	" 11....	34	7 72		" Lake Erie.
*Maid of the Mill.....	"	" 12....	8	11 28		" "
Ivey Alderson.....	85	" 12....	39	8 04		" Pt. Dover and Pt. Rowan.
A. J. Tynon.....	398	" 17....	194	23 52		" Toronto and Wilson.
Lillie Smith.....	Freight...	" 20....	275	27 00		" Windsor and Georg'n Bay.
Despatch.....	Fish'g tug	" 21....	33	7 64		" Lake Huron.
Kittie Haight.....	Tug.....	" 21....	60	9 80		" " "
Snowstorm.....	Fish'g tug	" 25....	17	6 36		" " Erie.
Enterprise.....	"	" 26....	18	6 44		" " "
Lottie Maud.....	"	" 26....	10	5 80		" " "
Conservative.....	"	" 26....	7	5 56		" " "
Kingfisher.....	"	" 27....	14	6 12		" " "
Ida Bell.....	"	" 27....	6	5 48		" " "
Nina.....	Tug.....	Aug. 2....	11	5 88		" Sydenham River.
Willie Scagel.....	"	" 2....	22	6 76		" " "
W. S. Ireland.....	Freight...	" 3....	105	13 40		" Detroit "
Ariadne.....	Tug.....	Sept. 16....	38	13 04		" Sydenham "
Harry Sewell.....	"	Aug. 4....	25	7 00		" " "
Ripple.....	"	" 4....	15	6 60		" " "
Euna.....	"	" 5....	6	5 48		" " "
City of Mt. Clemens.....	Freight...	" 5....	102	13 16		" Detroit "
Frankie.....	Yacht.....	" 5....	24	6 92		" Sydenham "
Byron Trerice.....	378	June 27....	268	29 44		" Wallaceb'g & L. Erie ports.
St. George.....	Tug.....	Aug. 8....	21	6 60		" Lake Ontario.
Juno.....	Freight...	" 11....	210	21 80		" Buffalo and Georgian Bay.
Energy.....	"	" 11....	116	14 28		" L. Erie and Detroit River.
LaBelle.....	"	" 12....	75	11 00		" Detroit River.
Chub.....	"	" 15....	57	9 56		" Lake Ontario.
R. Kendrick.....	"	" 18....	15	6 20		" Simcoe.
Minota.....	Yacht.....	" 22....	29	7 32		" " "
Queen.....	20	" 22....	7	5 56		" Bell Ewart & Roaches Pt.
Daisy.....	Tug.....	" 23....	11	5 88		" Lake Huron.
Juno.....	Fish'g tug	" 28....	28	7 24		" " "
Clucas.....	"	" 28....	28	7 24		" " "
Sea Queen.....	"	" 29....	17	6 44		" " "
Sea Gull.....	"	" 29....	19	6 52		" " "
Anderson.....	"	" 29....	16	6 28		" " "
Masonic.....	Yacht.....	Sept. 13....	39	8 12		" " Ontario.
Arabian.....	10	" 20....	1,073	93 84		" Montreal and Duluth.
Nellie Bly.....	Fish'g tug	" 21....	6	5 48		" Lake Ontario.
Coponaning.....	Tug.....	" 25....	18	6 44		" French River.
Maggie McLean.....	"	" 25....	37	7 96		" " "
Nocross.....	"	" 25....	20	6 60		" " "
Lilly.....	"	" 26....	22	6 76		" " "
Vera.....	"	Oct. 5....	14	6 12		" Thames "
Dominion.....	Freight...	" 5....	138	16 04		" Detroit "
Owen.....	"	" 6....	103	13 24		" " "
*W. F. McRae.....	Tug.....	" 7....	46	17 36		" Lakes.
Lewis Shickluna.....	"	" 19....	16	6 28		" Lake Ontario.
Nautilus.....	"	Nov. 17....	9	5 72		" Welland Canal.
Fanny Moore.....	Fish'g tug	Not issued..	4	5 32		" Lake Erie.

## STEAM Vessels inspected, &amp;c.—West Ontario Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Susan C. Doty.....	Tug.....	Nov. 20.....	2¢	7 08	Screw, Georgian Bay.
Sea Gull.....	".....	Not issued.....	9	5 72	" " "
Minnie Martin.....	".....	Nov. 21.....	10	5 80	" " "
Sweet Mary.....	".....	" 21.....	13	6 05	" " "
		1895.			
Morning Star.....	Freight.....	Mar. 8.....	5	5 40	" Lake Ontario.
Ontario.....	400.....	" 17.....	1,615	137 20	Paddle, Windsor and Detroit.
Michigan.....	400.....	" 17.....	1,730	146 40	" " "
Lakeside.....	319.....	" 21.....	348	35 84	Screw, Pt. Stanley and Cleveland.
Wales.....	Tug.....	April 3.....	350	33 00	" Lakes.
Home Rule.....	Tug.....	" 4.....	81	11 48	" Lakes.
Tecumseh.....	Freight.....	" 6.....	840	67 20	" Kingston and Duluth.
Frank Jackman.....	Tug.....	" 7.....	39	8 12	" Lake Ontario.
Electric.....	Yacht.....	" 10.....	23	6 84	" " "
T. J. Collop.....	Freight.....	" 11.....	63	10 04	Paddle, Chatham and Detroit.
United Lumberman.....	".....	" 5.....	399	36 92	Screw, Montreal and Duluth.
Africa.....	".....	" 12.....	482	43 56	" Kingston and Pt. Arthur.
W. B. Hall.....	".....	" 16.....	608	53 64	" " Duluth.
Dolphin.....	Tug.....	" 16.....	13	6 04	" Georgian Bay.
Garden City.....	700.....	" 17.....	637	58 96	Paddle, Toronto, St. Catharines.
Augusta.....	Tug.....	" 17.....	57	9 56	Screw, Welland Canal.
Harvey Neelon.....	".....	" 17.....	65	10 12	" " "
Erin.....	10.....	" 17.....	651	60 08	" Montreal and Duluth.
Mary.....	Tug.....	" 18.....	62	9 96	" Welland Canal.
Inez.....	".....	" 18.....	59	9 72	" " "
Sylvester Kneeland.....	".....	" 18.....	46	8 68	" " "
Golden City.....	".....	" 18.....	35	7 80	" " "
Hector.....	".....	" 18.....	43	8 44	" " "
Alert.....	".....	" 18.....	47	8 76	" " "
Abino.....	Fish'g tug.....	" 19.....	8	5 64	" Lake Erie
St. Magnus.....	Freight.....	" 21.....	853	73 24	" Montreal and Duluth.
Lake Michigan.....	".....	" 21.....	573	50 84	" " "
Evelyn.....	Tug.....	" 23.....	85	11 80	" French River and vicinity.
Lurline.....	Yacht.....	" 23.....	66	10 28	" Lakes.
Saginaw.....	Tug.....	" 24.....	357	33 56	" " "
Harold Gauthier.....	Fish'g tug.....	" 24.....	9	5 72	" Lake Huron.
Walter Scott.....	".....	" 24.....	26	7 08	" " "
Gordon Gauthier.....	".....	" 24.....	26	7 08	" " "
Chas. E. Armstrong.....	Tug.....	" 26.....	49	8 92	" Welland Canal.
Escort.....	".....	" 26.....	40	8 20	" " "
Wm. Wilson.....	Fish'g tug.....	" 26.....	12	5 06	" Lake Erie.
Jas. Norris.....	Tug.....	" 27.....	50	9 00	" Welland Canal.
United Empire.....	295.....	" 28.....	1,961	164 88	" Sarnia and Duluth.
		1894.			
Monarch.....	332.....	Sept. 11.....	2,017	169 36	" " "
		1895.			
Jessie.....	Tug.....	April 30.....	118	14 44	" Lakes.
Ocean.....	100.....	May 1.....	684	62 72	" Montreal and Hamilton.
Union.....	300.....	" 3.....	267	29 36	Paddle, Black Rock and Ft. Erie.
Jessie Hume.....	Tug.....	" 4.....	58	9 64	Screw, Lakes.
City of Chatham.....	553.....	" 5.....	341	35 28	" Chatham and Detroit.
Vick.....	Tug.....	" 5.....	13	6 04	" Thames river.
Acadia.....	100.....	" 7.....	806	72 50	" Montreal and Duluth.
Onaping.....	Tug.....	" 9.....	256	25 48	" Lakes.
City of Dresden.....	100.....	" 9.....	194	23 52	" Windsor and Lake Erie.
City of Windsor.....	400.....	" 29.....	511	48 88	" Toronto and St. Catharines.
L. Shickluna.....	Freight.....	" 11.....	445	40 60	" Montreal and Duluth.
Ada Alice.....	40.....	" 12.....	15	6 20	" Pt. Dalhousie and St. Cath.
Acacia.....	165.....	" 14.....	55	9 41	" Hamilton Bay. [arines.
A. J. Tymon.....	398.....	" 15.....	194	23 32	" Buffalo and Pt. Colborne.
Hiawatha.....	300.....	" 16.....	163	20 96	" Sarnia and Pt. Huron.

# Steamboat Inspection.

STEAM Vessels inspected, etc.—West Ontario Division—Continued.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Phoenix.....	Tug.....	May 17....	37	7 96	Screw, Lake Huron.
George Swann.....	Fish'g tug	" 17....	18	6 45	" "
Sea Shell.....	Tug.....	" 17....	7	5 60	" "
Shamrock.....	360	" 18....	154	20 32	Paddle, Toronto Bay.
Chicoutimi.....	267	" 16....	110	16 80	" "
Eurydice.....	550	" 19....	590	55 20	" Toronto and Lorne Park.
John Hanlan.....	169	" 19....	37	7 96	Screw, " Bay.
Thames.....	300	" 21....	82	11 56	Paddle, London and Springbank.
Mazzepa.....	300	" 22....	146	19 65	Screw, Burlington Bay.
Island Queen.....	140	" 18....	23	6 84	" Toronto
Luella.....	122	" 18....	38	8 04	" "
Cleopatra.....	Yacht.....	" 22....	104	13 32	" Lakes.
Esperanza.....	".....	" 23....	17	6 36	" "
Ella Taylor.....	Tug.....	" 24....	34	7 72	" Welland Canal.
Joe Milton.....	200	" 29....	93	12 44	" Pt. Stanley and Cleveland.
Joe Mac.....	Tug.....	June 1....	44	8 44	" Welland Canal.
M. R. Mitchell.....	".....	" 2....	40	8 20	" "
Elite.....	Fish'g tug	" 5....	22	6 76	" Lake Huron.
Evelyn.....	".....	" 5....	32	7 56	" "
Sea King.....	".....	" 5....	26	7 08	" "
W. H. Siebold.....	".....	" 5....	22	6 76	" "
Imperial.....	40	" 6....	150	20 00	" Sarnia and Pelee Islands.
Luther Westover.....	Tug.....	" 7....	127	15 16	Paddle, Lake Huron.
Jno. Lee, sr.....	40	" 13....	52	9 16	Screw, Wallaceburg and vicinity.
E. Windsor.....	Freight..	" 14....	86	11 88	" Detroit and Sydenham riv.
Messenger.....	Tug.....	" 14....	15	6 20	" "
Grace Darling.....	".....	" 14....	26	7 08	" "
Elmer.....	".....	" 19....	38	8 04	" Lake Huron.
A. Chambers.....	Fish'g tug	" 19....	23	6 84	" "
Welcome.....	".....	" 19....	21	6 68	" "
Iris.....	Yacht.....	" 19....	9	5 72	" "
Killarney Belle.....	Fish'g tug	" 20....	28	7 24	" "
John Logie.....	".....	" 20....	29	7 32	" "
Earl.....	".....	" 20....	18	6 44	" "
J. W. Steinhoff.....	377	" 25....	312	32 96	" Grimsby and Victoria Pk.
J. C. Clark.....	40	" 28....	145	19 60	" Courtwright and St. Clair.
G. P. McIntosh.....	Fish'g tug	" 29....	58	9 64	" Lake Erie.
			25,118	2,838 62	

JOHN DODDS,  
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 30th June, 1894.

WEST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not Inspected and Class of Vessel.
			\$ cts.	
Ontario .....	1,338	910		Screw, passenger. Not running.
Huron .....	1,052	688		Twin Screw, ry car ferry. "
International .....	351	539		" " " "
Meteor .....	337	181		Paddle, tug. "
Cecebe .....	11	8		Screw " "
Herbert M. ....	26	18		" " " "
Mary of Pt. Stanley .....	4	3		" " " "
Rosamond .....	23	13		" yacht. " "
Siesta .....	3	2		" " " "
Adrelexa, .....	15	10		" " " "
Evangeline .....	24	16		" " " "
City of Stratford .....	4	3		" " " "
Ranger .....	8	5		" " " "
Campana .....	1,679	1,267		Twin screw, passenger. "
Queen of the Isles .....	40	27		Screw " " "
Baltic .....	1,324	834		Paddle " " "
Alfred Wilson .....	33	22		Screw, tug. " "
Albani .....	5	4		" yacht " "
Blandina .....	46	32		" " " "
Hope .....	170	115		" ferry. " "
Grace Darling .....	28	19		" fishing tug. " "
Gertrude A. Rennie .....	14	9		" " " "
Persia .....	757	500		" passenger. " "
Scotia .....	458	269		" freight. " "
*Zypher .....	19	11		" yacht. Left the district.
*Mary A. Day .....	45	36		" fishing tug " "
*Siskiwit .....	47	34		" tug. " "
*Mabel McDonald .....	42	28		" " " "
*Minnie Kidd .....	18	12		" " " "
*C. H. Merritt .....	122	83		" passenger. " "
Sarah E. Day .....	5	4		" tug. No application for inspection.
A. M. Petrie .....	20	13		" yacht. " "
Douglas .....	5	4		" tug. " "
Ocean Lilly .....	3	2		" " " "
Ethel May .....	4	2		" yacht. " "
Port Elgin Queen .....	37	25		" tug. " "
Rover .....	51	35		" " " "
Severn .....	44	30		" " " "
Verbena May .....	5	3		" " " "
Victoria .....	3	2		" " " "
Mary Arnot .....	8	6		" " " "
Ontario .....	57	30		" " " "
	8,492	5,650		

\* The 6 steamers reported as having left the district and their gross tonnage are not counted in Table "A."

JNO. DODDS,  
 JAMES JOHNSTON,  
*Steamboat Inspectors.*

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

WEST ONTARIO DIVISION—Continued.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Rescue.....		July 7		5 56	Screw, tug.
Chippewa.....	1,813	" 10	1,514	129 12	Paddle, passenger.
Cleopatra.....		" 11	104	13 32	Screw, yacht.
John William.....		" 17	14	12 24	" tug, 2 years' dues.
Mayflower.....		" 17	14	6 12	" tug.
Waubashene.....		" 17	97	12 76	" tug.
Meganetawa.....		" 17	187	29 52	" tug.
Equal Rights.....	12	" 17	6	5 46	" passenger.
H. L. Lovering.....		" 18	55	9 40	" tug.
J. C. Else.....		" 18	32	7 64	Paddle, "
Fred Davidson.....		" 19	43	8 46	Screw, "
Alfred Morrell.....		" 20	40	8 76	" "
Minniehaha.....		" 20	35	7 56	" "
Mizpah.....	20	" 21	18	6 44	" passenger.
Carlton.....		" 21	8	5 72	" tug.
Osprey.....	50	" 22	39	8 12	" passenger.
Pochahontas.....		" 24	32	7 56	Paddle, tug.
A. V. Crawford.....		Aug. 1	51	9 16	Screw, "
Agnes.....		" 1	23	6 92	" "
Arbutus.....		" 1	49	8 92	" "
James Clarke.....		" 2	48	8 92	" "
J. H. Jones.....	60	" 2	151	17 24	" passenger.
Naiad.....		" 5	29	7 32	" yacht.
Onagamoh.....	25	June 23	19	6 52	" passenger.
Rosseau.....		Aug. 5	52	9 24	" tug.
Edith May.....	40	" 7	45	8 60	" passenger.
Southwood.....		" 7	19	6 52	" tug.
Kate Murray.....		" 7	3	10 48	" "
Jennie Wilson.....		" 8	7	5 56	" "
Sunbeam.....		" 8	3	5 32	" "
Ontario.....		" 8	11	5 88	" "
Mary Louise.....	40	" 10	64	10 12	" passenger.
Florence.....		" —	27	7 16	Muskoka Lakes, not certi'd
Lady-of-the-Lake.....	Tug	" 11	10	17 40	" "
Excelsior.....	40	" 11	96	12 68	" "
Erastus Wiman.....	35	" 12	53	9 32	" "
Northern.....	Tug	" 12	99	62 14	Paddle, "
Ada Alice.....	"	" 16	15	6 20	Screw, Toronto Bay.
Adam Ainslie.....	"	" 18	59	9 72	" Georgian Bay.
Heather Bell.....	Fish. tug.	" 18	20	6 60	" "
Scotch Thistle.....	Tug	" 19	17	6 36	" Lake Huron.
James Storey.....	"	" 21	48	8 84	" "
Rival.....	"	" 21	125	15 00	Paddle, "
Delight.....	"	" 23	26	7 08	Screw, "
Vixen.....	"	" 23	68	20 88	" "
Edgar P. Sawyer.....	"	" 24	52	9 16	" "
W. A. Rooth.....	"	" 26	52	9 16	" "
Alpha.....	"	" 26	34	7 72	" "
Clara Hickler.....	"	" 28	42	8 36	" "
Surprise.....	"	" 29	19	6 52	" "
Annie Clark.....	"	" 31	51	9 08	" "
Hattie Vinton.....	"	Sept. 1	55	9 40	" "
Gordon Jerry.....		" 9	124	14 92	" Lake Ontario.
Great Western.....	200	" 14	1,080	94 40	Paddle, car ferry Windsor & Det't.
Lansdowne.....	200	" 14	1,371	133 68	" " " " "
Mascott.....	Tug	" 19	21	6 68	Screw, Georgian Bay.
Spray.....	"	" 20	15	6 20	" " " " "
Bertha Endress.....	"	" 28	32	7 56	" St. Marie River.
Eagle.....	15	" 29	12	5 96	" Georgian Bay.
Stella.....	Tug	" 29	16	6 28	" " " " "
P. S. Hiesordt.....	"	" 30	45	8 60	" Lake Huron.
Ann Long.....	"	" 30	44	8 60	" " " " "



## STEAM Vessels inspected, &amp;c.—West Ontario Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Advance .....	Tug	Sept. 30....	72	10 76	Screw, Lake Huron.
Fanny Arnold .....	"	" 30.....	73	10 84	" " "
Garnet .....	"	" 30.....	19	6 52	" tug. "
Yacht Maida .....	"	Oct. 2.....	2	5 24	" " "
P. M. Campbell .....	"	" 2.....	48	8 92	" freight.
Edward Blake .....	"	" 2.....	22	6 76	" tug.
Frank Reed .....	"	" 3.....	34	7 72	" " "
Georgia .....	"	Not issued .....		7 24	" " "
Bruce .....	"	Oct. 3.....	16	6 28	" " "
John Harrison .....	"	" 4.....	44	8 52	" " "
Maggie May .....	"	" 17.....	45	8 68	" " "
W. J. Aikens .....	"	Nov. 15....	42	8 36	" " "
Tender .....	"	" 16.....	30	7 48	" " "
Purvis .....	"	" 23.....	13	18 12	" " "
		1895.			
Dalton McCarthy .....	"	April 2.....	54	9 32	" " "
Fred. Hodgson .....	"	" 2.....	63	10 04	" " "
Bob Foote .....	"	" 3.....	39	8 20	" " "
Ethel .....	"	" 4.....	13	6 04	" " "
John Hunter .....	"	" 4.....	32	7 56	" " "
Niagara .....	"	" 4.....	468	42 44	" freight.
Alberta .....	500	" 5.....	2,282	190 50	" passenger.
Manitoba .....	500	" 5.....	2,616	217 28	" " "
Athabasca .....	500	" 5.....	2,269	189 52	" " "
Algonquin .....	"	" 5.....	1,806	149 48	" freight.
Macassa .....	519	" 6.....	459	44 72	" passenger.
Madjeska .....	720	" 6.....	678	62 24	" " "
Cuba .....	120	" 6.....	931	92 48	" " "
Rosedale .....	"	" 9.....	1,507	125 56	" freight.
Seguin .....	"	" 12.....	818	73 44	" " "
Myles .....	"	" 16.....	1,211	101 88	" " "
Cambria .....	318	" 16.....	937	82 96	Paddle, passenger.
Dominion .....	"	" 16.....	478	43 24	Screw, freight.
Pacific .....	292	" 17.....	918	81 44	" passenger.
Atlantic .....	683	" 17.....	683	62 64	" " "
Nothern Belle .....	216	" 17.....	514	49 04	" " "
Favourite .....	311	" 17.....	491	47 28	" " "
Saucy Jim .....	"	" 17.....	93	12 44	" tug.
City of Collingwood .....	380	" 18.....	1,387	118 96	" passenger.
Truant .....	40	" 18.....	23	6 84	" " "
City of London .....	"	Not issued .....	516	49 28	" " "
Manitou .....	300	April 18....	497	47 76	Paddle, "
City of Midland .....	410	" 18.....	974	86 92	Screw, "
Reliance .....	"	" 19.....	311	29 88	" tug.
Nosbonsing .....	"	" 21.....	24	7 00	" " "
Booth .....	"	" 21.....	235	23 72	Paddle, "
Dauntless .....	"	" 23.....	8	5 64	Screw, "
Sparrow .....	"	" 24.....	25	7 00	" " "
Camilla .....	"	" 24.....	54	9 32	" " "
Empress .....	"	" 26.....	35	7 88	" " "
Clinton .....	"	" 13.....	430	39 40	" freight.
Metamora .....	"	May 1.....	239	24 12	" tug.
Yacht O'Dessa .....	"	" 2.....	12	5 96	" yacht.
C. W. Chamberlain .....	"	" 3.....	485	35 80	" freight.
Superior .....	"	" 4.....	88	12 12	" tug.
Chicora .....	872	" 5.....	555	82 48	Paddle, passenger
Chippewa .....	2,000	" 7.....	1,513	129 12	" " "
Cibola .....	1,176	" 7.....	961	84 88	" " "
Ongiara .....	244	" 7.....	98	12 84	Screw, "
Greyhound .....	481	" 8.....	337	34 96	" " "
Turtle .....	"	" 12.....	33	7 64	Paddle, tug.
James Playfair .....	"	" 14.....	26	7 08	Screw, "
Charlton .....	"	" 15.....	261	36 12	" " "

# Steamboat Inspection.

STEAM Vessels inspected, &c.—West Ontario Division—*Concluded.*

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Carmona .....	492	May 16 .....	980	86 40	Paddle, passenger.
Primrose .....	863	" 17 .....	189	23 12	" "
Mayflower.....	867	" 17 .....	189	23 12	" "
Thistle .....	345	" 17 .....	77	11 24	" "
Kathleen .....	196	" 17 .....	110	16 80	Screw, "
Gertrude .....	171	" 17 .....	75	11 08	" "
Mascott .....	127	" 17 .....	49	8 92	" "
Arlington.....	100	" 17 .....	23	6 84	" "
Jessie McEdwards.....	100	" 17 .....	21	6 68	" "
Uncle Jim .....		" 19 .....	11	5 88	tug.
W. L. Davis .....		" 22 .....	46	8 64	" "
Telegram .....	330	" 23 .....	198	23 84	" passenger.
Maggie A. Bennett.....		" 29 .....	34	5 72	" tug.
Viola .....		" 30 .....	68	10 44	" yacht.
John J. Long.....	30	June 2 .....	201	24 08	" passenger.
Shawanaga.....		" 5 .....	96	12 66	" tug.
Gypsy .....		" 6 .....	20	6 60	" yacht.
Longford.....	40	" 6 .....	53	9 24	" passenger.
Orilia.....	234	" 6 .....	134	18 80	" "
Lorna Doone.....		" 7 .....	5	5 40	" yacht.
Comet .....		" 7 .....	20	6 60	" tug.
Sontag .....		" 9 .....	7	5 56	" yacht.
Conqueror.....	64	" 13 .....	24	14 00	" passenger.
Seaflower .....		" 13 .....	7	11 12	" yacht.
Lillie .....	49	" 13 .....	49	9 00	" passenger.
Wenonah .....	96	" 15 .....	161	20 88	" and paddle, passenger.
Emulator .....		" 16 .....	25	7 00	" tug.
Glenrosa .....	34	" 16 .....	63	10 04	" passenger.
Medora.....	328	" 18 .....	298	31 92	" "
Nipissing.....	385	" 18 .....	275	30 00	Paddle, "
Oriole .....	40	" 18 .....	75	11 00	Screw, "
Georgia .....		" 22 .....	28	7 24	" tug.
Orcadia .....		" 25 .....	26	7 08	" "
Halcro .....		" 28 .....	8	5 64	" yacht.
Equal Rights.....	12	" 28 .....	6	5 46	" passenger.
Geraldine.....	40	" 28 .....	64	10 28	" Georgian Bay.
Home Rule.....	Fish tug.	" 28 .....	3	10 52	" " "
Maud .....	80	" 28 .....	40	8 18	" " "
Mary Beck.....	Fish tug.	" 29 .....	16	6 28	" " "
Fly .....	" "	" 29 .....	27	7 16	" " "
Emma.....	100	" 30 .....	74	11 00	" " "
Ripple.....	Yacht	" 30 .....	5	5 40	" " "
Maud S.....	Fish tug.	" 30 .....	14	6 12	" " "
Maid of the Mist.....	80	May 17 .....	62	9 96	" Niagara River.
			39,650	4,278 98	

JAMES JOHNSTON,  
*Steamboat Inspector*

## STEAM Vessels inspected for the year ended 30th June, 1894.

## WESTERN ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Union	300	July 5	266 96	21 36	Fort Erie and Black Rock.
John Lee, sr.	300	" 11	51 89	4 16	Wallaceburg and River St. Clair.
Hope	328	" 10	169 96	13 60	Windsor and Detroit.
Medora	398	" 14	298 51	23 92	Gravenhurst and Muskoka Lakes.
A. J. Tyman	335	" 17	193 85	15 52	Toronto and Alcott.
C. H. Merrit	78	" 17	121 58	9 68	Kingston & places on St. Lawrence
Ivy Alderson	1,813	" 18	38 67	3 04	Port Dover and Port Rowan.
Chippewa	40	" 20	1,513 60	121 12	Toronto and Lewiston.
Geraldine	12	" 21	65 44	5 28	Parry Sd. and islands in vicinity.
Equal Rights	100	" 21	5 73	0 46	Penetang and Penetang Hotel.
Uno	40	" 26	75 47		Sydenham River.
Highland Maid	40	Aug. 1	106 24	8 48	Kat Portage and Fort Francis.
Shamrock	40	" 1	79 84	6 40	" "
Kenina		" 2	41 86	3 36	" Keewatin.
Minnetonka		" 4	68 34		" Rainy River.
Monarch		" 4	167 64	13 44	" Port Frances.
Kakabaka	314	" 5	112 67	9 04	Port Arthur and Lake Superior.
Cambria		" 5	937 25	74 96	Windsor and Sault Ste. Marie.
J. H. Jones		" 16	152 41	12 24	Warton & places on Manitoulin.
R. Kendrick	40	" 18	14 96	1 25	Lake Simcoe.
Lillie	280	" 18	49 53	4 00	Barrie and Big Bay Point.
Enterprise	20	" 18	148 19	11 84	Barrie and places on Lake Simcoe.
Mizpah	50	" 21	18 05	1 44	Parry Sd. and islands in vicinity.
Osprey	40	" 21	39 33	3 12	Midland and Muskoka Mill.
Edith May	40	" 24	44 88	3 60	Pt. Sandfield & places on Musk. L.
Excelsior	40	" 25	95 75	7 68	Huntsville to Portage.
Mary Louise		" 24	63 62	5 12	Portage and places on Trading L.
Florence	35	" 24	27 08	2 16	" "
Erastus Wiman	20	" 25	53 53	4 32	Huntsville and places in vicinity.
Queen	332	" 5	6 63	0 56	Belle Euard and Roche's Point.
Monarch	300	" 11	2,017 41	161 36	Sarnia and Duluth.
Hiawatha		" 12	162 62	12 96	" Port Huron.
Masonic	10	Sept. 18	39 24	3 12	" "
Arabian		" 20	1,073 49	85 84	Montreal and Duluth.
Lillie Smith	200	" 22	375 41	22 00	Windsor & ports on Georgian Bay
Great Western	200	" 23	1,080 33	86 40	" Detroit.
Lansdowne		" 23	1,570 90	125 68	" "
Junco		Oct. 12	290 50	16 88	Buffalo and Georgian Bay.
		1895.			
Ontario	400	Mar. 20	1,615 40	129 20	Windsor and Detroit.
Michigan	400	" 20	1,729 80	138 40	" "
Great Western	300	" 20	1,080 33	86 40	" "
Lakeside	319	April 3	348 24	27 84	Port Stanley and Cleveland.
Niagara		" 4	468 00	37 44	Montreal and Duluth.
United Lumberman		" 5	398 91	31 92	" "
Macassa	562	" 10	459 06	36 72	Toronto and Hamilton.
Africa		" 12	482 39	38 50	Kingston to Port Arthur.
Tecumseh		" 14	839 65	67 20	" Duluth.
Myles		" 16	1,210 63	96 88	" "
Dominion		" 16	478 13	38 24	" "
Cambria	318	" 16	937 27	74 96	Windsor and Sault Ste. Marie.
Algonquin		" 17	1,805 61	144 48	All the lakes.
Alberta	500	" 17	2,282 14	182 56	Owen Sound and Fort William.
Manitoba	500	" 17	916 48	209 26	" "
Athabasca	500	" 17	2,268 63	181 52	" Port Arthur.
Erin	10	" 19	650 73	52 08	Montreal and Duluth.
Cuba	120	" 19	931 13	74 48	" "
W. B. Hall		" 20	607 70	48 64	Kingston
Pacific	292	" 21	918 08	73 44	Collingwood and Sault Ste. Marie.
Atlantic	300	" 21	682 63	54 64	" "

# Steamboat Inspection.

STEAM Vessels inspected, &c.—Western Ontario Division—Continued.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Northern Belle.....	216	April 21....	513 58	41 04	Collingwood and Georgian Bay.
City of Midland.....	410	" 21.....	974 22	79 92	" Sault Ste. Marie.
City of Collingwood...	380	" 23.....	1,387 46	101 94	" "
Favourite.....	311	" 23.....	491 33	39 28	" Georgian Bay.
Manitou.....	300	" 23.....	497 11	39 76	Midland and Parry Sound.
Truant.....	40	" 23.....	23 31	1 84	Spanish Mill and Webwood.
St. Magnus.....		" 24.....	852 85	68 24	Montreal and Duluth.
Lake Michigan.....		" 24.....	573 28	45 84	" "
Clinton.....		" 26.....	430 00	34 40	" "
United Empire.....	295	" 28.....	1,960 65	156 88	Sarnia "
Ocean.....	150	May 1.....	683 72	54 72	Montreal and Hamilton.
Rosedale.....		" 2.....	1,506 13	120 56	Kingston and Duluth.
C. W. Chamberlain.....		" 4.....	384 93	30 80	" Georgian Bay.
Cibola.....	1,176	" 5.....	961 47	76 88	Toronto and Lewiston.
Chicora.....	872	" 6.....	930 50	74 48	" "
City of Windsor.....	400	" 9.....	410 52	40 88	" St. Catharines.
City of Chatham.....	553	" 9.....	340 54	27 28	Chatham and Detroit.
Ada Alice.....	40	" 11.....	15 43	1 20	Pt. Dalhousie and St. Catharines.
Greyhound.....	481	" 11.....	337 03	26 96	Toronto and Grimsby.
Seguin.....	20	" 15.....	818 07	65 44	Kingston and Duluth.
Acacia.....	165	" 14.....	55 16	4 41	Hamilton and Burlington Beach.
Chicoutimi.....	267	" 16.....	110 47	8 80	Toronto and Island.
A. J. Tyman.....	398	" 16.....	193 85	15 52	Buffalo and Port Colborne.
Union.....	300	" 17.....	266 96	21 36	Black Rock and Fort Erie.
Maid of the Mist.....	80	" 17.....	61 97	4 96	Clifton and the Falls.
Island Queen.....	140	" 18.....	23 31	1 84	Toronto and Island.
Luella.....	122	" 18.....	37 83	3 04	" "
John Hanlon.....	169	" 19.....	36 96	2 96	" "
Mayflower.....	900	" 19.....	189 40	15 12	" "
Primrose.....	900	" 19.....	189 40	15 12	" "
Thistle.....	345	" 19.....	77 53	6 24	" "
Kathleen.....	196	" 19.....	109 82	8 80	" "
Thames.....	300	" 21.....	81 72	6 56	London and Spring Bank.
Carmona.....	492	" 22.....	979 93	78 40	Toronto and Rochester.
Mazeppa.....	300	" 23.....	145 59	11 65	Hamilton and Burlington Beach.
Eurydice.....	546	" 23.....	589 89	47 20	Toronto and Lorne Park.
Shamrock.....	360	" 25.....	154 18	12 32	" Island.
City of Dresden.....	100	" 29.....	193 87	15 52	Windsor and ports on Lake Erie.
Joe Milton.....	200	" 29.....	93 30	7 44	Port Stanley and Cleveland.
Acadia.....	100	" 30.....	806 36	64 50	Montreal and Duluth.
Chippewa.....	2,000	" 31.....	1,513 60	121 12	Toronto and Queenston.
Ongiara.....	244	" 31.....	97 77	7 84	Niagara and Lewiston.
J. L. McEdwards.....	100	June 1.....	21 40	1 68	Toronto and Island.
Nautilus.....	25	" 5.....	8 65	0 72	Pt. Robertson and Pt. Colborne.
Imperial.....	40	" 6.....	149 82	12 00	Sarnia and Pelee Island.
Garden City.....	700	" 7.....	637 25	50 96	Toronto and St. Catharines.
John J. Long.....	30	" 8.....	295 95	16 08	Collingwood and Georgian Bay.
Mascott.....	127	" 9.....	48 94	3 92	Toronto and Island.
Arlington.....	100	" 9.....	23 37	1 84	" "
Osprey.....	50	" 12.....	39 33	3 12	Penetang and Muskoka Mill.
Orillia.....	234	May 12.....	134 51	10 80	Orillia and places on Lake Simcoe.
Longford.....	40	June 12.....	53 29	4 24	" Longford.
Gertrude.....	171	" 13.....	75 54	6 08	Toronto and Island.
Melbourne.....	125	" 16.....	894 43	71 28	Montreal and Duluth.
Modjeska.....	720	" 18.....	678 05	54 24	Toronto and Hamilton.
Winonah.....	96	" 19.....	160 60	12 88	Burk's Falls and Magnattawan.
Glenrosa.....	34	" 20.....	63 18	5 04	" "
Conqueror.....	64	" 20.....	24 53	2 00	Barrie and Big Bay Point.
Enterprise.....	280	" 20.....	148 19	11 84	" places on Lake Simcoe.
Lillie.....	40	" 21.....	49 53	4 00	" Big Bay Point.
J. W. Steinhoff.....	377	" 25.....	311 80	24 96	Grimsby and Victoria Park.
Medora.....	328	" 26.....	298 51	23 92	Gravenhurst and Muskoka Lakes.
Mink.....	40	" 26.....	13 32	1 04	Port Carling "

STEAM Vessels inspected, &c.—Western Ontario Division—*Concluded.*

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Onaganah .....	25	June 27 .....	18 73	1 52	Port Cockburn and Muskoka Lake
Edith May .....	30	" 27 .....	44 88	3 60	Port Sandfield "
Kenozha .....	200	" 28 .....	191 58	15 28	Gravenhurst "
Muskoka .....	137	" 28 .....	98 98	7 92	" "
Oriole .....	40	" 28 .....	74 79	6 00	" "
Nipissing .....	380	" 28 .....	275 45	22 00	" "
Total .....	29,107		57,680 88	4,718 21	

THOS. HARBOTTLE,  
*Hull Inspector.*

## STEAM Vessels not inspected for the year ended 30th June, 1894.

## WESTERN DIVISION.

## HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not Inspected, and Class of Vessel.
Campana .....	1,287 09	875 62		Not running, A. 1.
Ontario .....	1,103 91	750 95		" " B. 1.
City of London .....	515 77	293 98		" " A. 2½.
Baltic .....	1,323 77	833 97		" " B. 1.
Persia .....	756 64	499 86		" " A. 2.
Scotia .....	458 33	268 54		" " B. 1½.
	5,445 51	3,522 02		

THOS. HARBOTTLE,  
*Hull Inspector.*

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Corella .....		July 4 .....	3 81	5 32	Screw, yacht.
Echo .....		" 5 .....	6 06	5 48	" " "
Transit .....	450	" 6 .....	140 81	19 28	Twin screw, passenger, Kingston and Prescott.
Pomona .....		" 6 .....	4 88	5 40	Screw, yacht.
Triton .....	25	" 7 .....	11 11	5 88	" passenger, Rockport and Cornwall.
Myra .....		" 8 .....	73 21	10 84	" tug.
City of Belleville .....	250	" 13 .....	101 17	16 08	" passenger, Kingston and Montreal.
Umbria .....		" 10 .....	42 98	8 44	" tug.
Dorothy .....		" 10 .....	10 09	5 80	" yacht.
Montmorency .....		" 11 .....	17 81	6 44	" tug.
D. P. Dey .....		" 11 .....	11 26	5 88	" "
Hubert Larkin .....		" 12 .....	48 73	8 92	" "
Rigaud .....		" 13 .....	46 54	8 76	" "
Sunbeam .....		" 20 .....	13 43	6 04	" "
Pearl .....		" 20 .....	7 70	5 64	" "
Daisy .....	40	" 21 .....	7 20	5 56	" passenger, Rice Lake.
Beaver .....	75	" 22 .....	18 00	6 44	" " "
Sunbeam .....	200	" 24 .....	111 89	16 96	Paddle, passenger, Victoria and Peterboro' Co's.
Golden City .....	175	" 24 .....	68 02	10 45	Screw " " "
Undine .....	20	" 25 .....	13 81	6 12	" " " "
Mary Ellen .....	130	" 25 .....	44 50	8 60	" " " "
Zetta Bruce .....	25	" 26 .....	8 75	5 72	" " " "
Waterwitch .....		" 26 .....	9 20	5 72	" tug.
Stranger .....		" 27 .....	53 41	9 24	" " "
Alice Ethel .....	175	" 27 .....	71 75	10 76	Paddle, passenger, Victoria and Peterboro' Co's.
Myrtle .....		" 28 .....	27 46	7 16	" tug.
Crandella .....	400	" 29 .....	266 20	29 28	" passenger, Victoria and Peterboro' Co's.
Express .....	20	" 29 .....	3 90	5 32	Screw " " "
Esturion .....	325	" 31 .....	118 36	17 44	Paddle " " "
Columbian .....	375	" 31 .....	271 30	29 68	" " " "
Dawn .....	40	Aug. 1 .....	20 20	6 60	Screw " " "
Beaubocage .....	150	" 1 .....	129 00	18 32	Paddle " " "
Maple Leaf .....	70	" 2 .....	26 08	7 08	Screw " " "
Dominion .....		" 2 .....	45 88	8 68	Paddle, tug, Victoria and Peterboro' Co's.
Bella Fair .....		" 3 .....	6 60	5 56	Screw " " "
Marquis of Lorne .....		" 7 .....	20 19	6 60	" yacht.
Robert Anglin .....		" 8 .....	97 18	12 76	" freight, Rideau Canal.
Bertha .....	40	" 10 .....	17 64	6 44	" passenger, Trenton and Prescott.
Iona .....	25	" 11 .....	231 53	26 56	" passenger and freight, all lakes.
Bluebell .....		" 14 .....	11 97	5 96	" yacht.
Olivia Gordon .....		" 14 .....	36 07	7 88	" tug.
South Eastern .....	600	" 16 .....	395 31	39 60	Twin screw, passenger, Prescott and Kingston.
Sarah Daly .....		" 17 .....	24 61	7 00	Screw, tug.
Albert Wright .....		" 18 .....	29 00	7 32	" " "
C. F. Dunbar .....		" 18 .....	32 86	7 64	" " "
A. B. Cook .....		" 18 .....	34 17	7 72	" " "
H. C. Curtis .....		" 19 .....	36 19	7 88	" " "
Mona .....		" 19 .....	24 87	7 00	" " "
Grenada .....	175	" 18 .....	57 00	9 56	" passenger, Kingston and Montreal.
Princess Louise .....	100	" 19 .....	26 36	7 08	" " " "
Ivy .....	35	" 18 .....	7 43	5 56	" Cornwall and Lake St. Francis.

## STEAM Vessels inspected, &amp;c.—East Ontario Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Sandy		Aug. 21	29 57	7 32	Screw, tug.
Gilbert		" 23	40 83	8 28	" "
Alaska	100	" 21	48 74	8 92	" passenger, Kingston and Montreal.
Alert	40	" 22	49 83	9 00	" " "
Fearless		" 27	46 38	8 68	" tug.
Eva		July 27	33 60	7 72	" "
Golden Eye		" 21	287 60	28 04	Paddle "
C. Anderson		Aug. 27	105 18	13 46	Screw "
Enterprise		Sept. 20	60 38	9 80	Paddle "
Elsie Ross		" 20	9 83	5 80	Screw, yacht.
May Flower		" 21	4 20	5 32	" "
Nellie	25	" 21	6 82	5 56	" pass., Kingston and Ottawa
Tropic	35	" 22	8 86	5 72	" " " "
Prince Edward		" 29	18 22	6 44	Paddle, ferry, Tyendinaga.
John Thomson			5 16	5 40	Screw, tug, Quinze Bay.
		1895.			
Pierepont	415	Mar. 14	251 98	28 16	Paddle, passenger, Trenton and Prescott.
Chieftain		" 21	434 68	39 80	" tug.
Maud	390	" 24	292 81	31 44	" passenger, Trenton and Prescott.
Hero	475	" 29	342 12	35 36	" " " "
D. D. Calvin		April 2	749 53	65 00	Screw, freight, all lakes.
Armenia		" 2	642 67	56 44	" " " "
Ella Ross	300	" 4	324 88	34 00	Paddle, passenger, Brighton and Prescott.
D. R. VanAllen		" 4	317 95	30 44	Screw, freight, all lakes.
Ranger		" 5	13 83	6 12	" tug.
Reliance	25	" 5	239 14	27 12	Twin screw, all lakes.
Deseronto	85	" 6	67 91	10 44	Screw, pass., Trenton and Prescott.
Nile		" 6	96 30	12 68	" freight.
Active		" 7	301 70	29 16	" tug.
H. F. Bronson		" 7	137 12	15 96	" "
Orion		" 11	590 99	52 28	" freight, all lakes.
Petrel		" 11	345 76	32 68	Twin screw, tug.
City of Owen Sound	15	" 12	731 77	66 56	Screw, pass. and freight, all lakes.
Thistle		" 12	36 02	7 88	" tug.
Water Lily		" 13	95 09	12 60	" freight.
Aberdeen		" 13	141 86	16 36	" "
North King	525	" 14	872 95	77 84	Paddle, pass., Lake Ontario.
Hiram A. Calvin		" 16	300 00	29 00	" tug.
Traveller		" 16	207 52	21 64	" "
Glengarry		" 16	732 41	63 56	Screw, freight, all lakes.
Jessie Hall		" 17	56 54	9 56	" tug.
James A. Walker		" 17	183 58	19 72	" "
Bannockburn		" 19	1,619 56	134 60	" freight, all lakes.
Magnet	400	" 20	1,029 47	90 32	Paddle, passenger, Hamilton and Montreal.
Arabian	10	" 20	1,073 49	93 84	Screw, pass. and freight, all lakes
Alexandria	450	" 21	863 15	77 04	Paddle, passenger, Charlotte and Montreal.
Princess Louise	240	" 23	114 88	17 20	Screw, pass., Trenton and Prescott.
Lorelei	100	" 23	44 29	8 52	" " " "
James Swift	150	" 23	265 92	29 28	" " Kingston and Ottawa.
Maud L.		" 24	14 05	6 12	" tug.
David G. Thomson		" 26	185 05	19 80	" "
Glide		" 26	77 90	11 24	" "
Rescue		" 27	52 29	9 16	" "
Armenia	100	" 27	109 99	16 80	" passenger, Trenton and Dickinson's Landing.
Omata		" 28	18 68	6 52	" yacht.
			12		

# Steamboat Inspection.

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Annie Lake.....	40	April 28....	18 52	6 52	Screw, passenger, Brighton and Prescott.
Titania.....		June 9....	16 83	8 36	" yacht.
Reginald.....		May 2....	186 26	19 88	" tug.
Rideau Belle.....	175	" 3....	130 59	18 48	" passenger, Kingston and Ottawa.
Antelope.....	40	" 4....	19 59	6 60	" passenger, Trenton and Prescott.
Quebec.....		" 9....	108 31	13 64	" freight.
Spartan.....	400	" 8....	1,168 92	101 52	Paddle, pass., Toronto, Montreal.
Columbian.....	lake 400 river 950	" 8....	703 90	64 32	Twin screw, Buffalo, Montreal.
Reindeer.....	165	" 11....	58 29	9 64	Screw, pass., Trenton, Prescott.
Varuna.....	240	" 11....	134 04	18 72	" " Brighton, "
Empress of India.....	680	" 12....	579 05	54 32	Paddle, pass., Toronto, Port Dalhousie.
C. H. Merritt.....	350	" 15....	121 58	17 76	Screw, pass., Brighton, Prescott.
John Haggart.....	250	" 15....	201 60	24 16	" " Kingston, Ottawa.
Geraldine.....		" 16....	17 00	6 44	" yacht.
Eva Belle.....		" 16....	10 10	5 80	" "
Resolute.....	25	" 19....	371 86	37 76	Twin screw, all lakes.
Siesta.....		" 19....	14 96	6 20	Screw yacht.
Edmond.....		" 21....	39 10	8 12	" tug.
J. G. Nichols.....		" 21....	130 63	15 48	" freight.
Daisy.....	40	" 22....	7 20	5 56	" pass., Rice Lake.
Golden Eye.....	300	June 27....	287 60	31 04	Paddle, " " "
Gilphie.....	40	May 26....	19 27	6 52	Screw, " Brighton, Prescott.
Wherenow.....		" 29....	47 78	8 84	" yacht.
Alexander Fraser.....		" 30....	320 20	31 60	Paddle tug.
Hiram Robinson.....		" 31....	60 90	9 88	Screw "
Ottawa.....	230	" 31....	116 28	17 28	Pa'dle, pass., Pembroke, Dejochine
Union.....	40	" 31....	75 04	11 00	Screw " " Alummette
C. B. Powell.....		June 1....	272 34	26 76	Paddle tug.
Pembroke.....		" 1....	162 00	17 96	" "
G. H. Perley.....		" 2....	102 00	8 16	Screw "
Samson.....		" 2....	15 27	6 20	Paddle "
J. L. Murphy.....		" 2....	173 05	18 84	Screw "
Amable Du Fond.....		" 4....	17 40	6 36	Paddle "
Janet Craig.....	40	" 4....	11 73	5 96	Screw pass., Amprior, Bristol and Sand Point.
G. B. Pattee.....		" 6....	30 38	7 40	Screw, tug.
Monitor.....		" 5....	332 62	31 64	Paddle "
Albert.....		" 6....	216 98	22 36	" "
Juno.....		" 6....	17 09	6 36	Screw, yacht.
Vesta.....		" 19....	14 17	6 12	" "
Minnie Bell.....		" 20....	21 74	6 76	" tug.
Maggie May.....		" 21....	29 03	7 32	" "
Allie.....		" 9....	10 74	5 88	" yacht.
Col. By.....		" 21....	9 31	5 72	" tug.
Nora.....		" 25....	28 13	7 24	" "
Pilgrim.....	450	" 29....	262 49	28 96	Paddle, pass., Toronto, Lorne Pk
Nellie Cuthbert.....	100	" 25....	59 03	9 72	Screw " Brighton, Prescott
Carmana.....		" 25....	56 08	9 48	" yacht.
Kismet.....		" 29....	5 42	5 40	" "
Carleton.....		" 18....	67 94	10 44	Paddle, pass., Mississippi River.
<b>Total.....</b>			24,555 75	2,830 57	

EDWARD ADAMS,  
*Steamboat Inspector.*



STEAM Vessels not inspected for the year ended 30th June, 1894.

EAST ONTARIO DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not Inspected and Class of Vessel.
Alberta.....	68 00	62 06	.....	Paddle, ferry. Not employed.
Freemason.....	104 82	63 18	.....	Screw, freight. " "
John A. Macdonald.....	273 00	153 00	.....	Paddle, tug. " "
Caribou.....	144 19	97 49	.....	Screw, passenger. " "
Pioneer.....	28 07	19 09	.....	" " " "
Mary Ethel.....	98 61	56 13	.....	Centre paddle. " "
Ingomar.....	22 48	12 90	.....	Screw yacht. Not ready for inspection before 30th June.
Outlet Queen.....	18 45	12 07	.....	Screw, passenger. Not ready for inspection.
Startled Fawn.....	25 49	17 34	.....	" yacht. " "
Wm. Johnston.....	80 65	54 84	.....	" tug. " "
Lily.....	16 01	2 45	.....	" " " "
Beaver.....	40 88	24 28	.....	" " " "
Marie Louise.....	15 14	8 37	.....	" passenger. " "
	935 79	583 20		

EDWARD ADAMS,  
*Steamboat Inspector.*

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

EAST ONTARIO DIVISION—Continued.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Transit.....	450	July 6..	140 89	19 28	Twin-screw, car ferry, Kingston and Prescott.
City of Belleville.....	250	" 13..	101 17	16 08	Screw, Kingston and Montreal.
Triton.....	25	" 7..	11 11	5 88	" Rochport and Cornwall.
Pearl.....		not gr'nt'd	7 70	5 64	" tug only.
Daisy.....	40	July 2..	7 20	5 56	" Rice Lake.
Beaver.....	75	" 22..	18 00	6 44	" " "
Sunbeam.....	200	" 24..	111 89	16 96	Paddle, Cos. Victoria and Peterboro.
Golden City.....	175	" 24..	68 02	10 45	Screw " " "
Undine.....	20	" 25..	13 81	6 12	" " " "
Mary Ellen.....	130	" 25..	44 50	8 60	" " " "
Jetta Bruce.....	25	" 26..	8 75	5 72	" " " "
Marie Louise.....	75	June 27..	15 14	6 20	" " " "
Alice Ethel.....	175	July 27..	71 75	10 76	Paddle " " "
Crandella.....	400	" 29..	266 20	29 28	" " " "
Express.....	20	" 29..	3 90	5 32	Screw, Scugog Lake.
Esturion.....	325	" 31..	118 36	17 44	Paddle, Cos. Victoria and Peterboro.
Columbian.....	375	" 31..	271 30	29 68	" " " "
Dawn.....	40	Aug. 1..	20 20	6 60	Screw " " "
Beaubocage.....	150	" 1..	129 00	18 32	Paddle " " "
Maple Leaf.....	70	" 2..	26 08	7 08	Screw " " "
Bertha.....	40	" 10..	17 64	6 44	" Trenton and Prescott.
Iona.....	25	" 11..	231 53	26 56	" all lakes and rivers.
Southeastern.....	700	" 16..	395 31	39 60	Twin-screw, Kingston and Prescott.
Grenada.....	175	" 18..	57 00	9 56	Screw, Kingston and Montreal.
Ivy.....	35	" 18..	7 43	5 56	" C'nwall and L'ke St. Francis.
Princess Louise.....	100	" 19..	26 36	7 08	" Kingston and Montreal.
Alaska.....	100	" 21..	48 74	8 92	" " " "
Alert.....	40	" 22..	49 83	9 00	" " " "
Nellie.....	25	Sept. 21..	6 82	5 56	" Kingston and Ottawa.
Tropic.....	35	" 22..	8 86	5 72	" " " "
Prince Edward.....	Ferry	" 29..	18 22	6 44	Centre-paddle, Tyendinaga and Sophiasburg.
R. Hurdman.....	90	Oct. 26..	93 12	12 44	Screw, Lake Kippewa.
D. D. Calvin.....	Freight	1895. April 2..	749 53	65 00	" all lakes and rivers.
Ella Ross.....	300	" 4..	324 88	34 00	Paddle, Brighton and Prescott.
D. R. Vanallen.....	Freight	" 4..	317 95	30 44	Screw, all lakes and rivers.
Reliance.....	25	" 5..	239 14	27 12	Twin-screw " " "
Deseronto.....	85	" 6..	67 91	10 44	Screw, Trenton and Prescott.
Hero.....	475	Mar. 29..	342 12	35 36	Paddle, " " "
Pierrepont.....	415	" 14..	251 98	28 16	" " " "
Maud.....	390	" 24..	292 81	31 44	" " " "
Armenia.....	Freight	April 2..	642 67	56 44	Screw, all lakes and rivers.
City of Owen Sound.....	15	" 12..	731 77	66 56	" " " "
Orion.....	Freight	" 11..	590 99	52 28	" " " "
Glengarry.....		" 16..	732 41	63 56	" " " "
Bannockburn.....		" 19..	1,619 66	134 60	" " " "
Magnet.....	400	" 20..	1,029 47	90 32	Paddle, Hamilton and Montreal.
Alexandria.....	450	" 21..	863 15	77 04	" Charlotte and Montreal.
Arabian.....	10	" 20..	1,073 49	93 84	Screw, Duluth and Montreal.
James Swift.....	150	" 23..	265 92	29 28	" Kingston and Ottawa.
North King.....	525	" 14..	872 95	77 84	Paddle, Lake Ontario and River St. Lawrence.
Armenia.....	100	" 27..	109 99	16 80	Screw, Trenton and Dickinson's Landing.
Rescue.....	25	" 27..	52 29	9 16	Screw, Trenton and Prescott.
Lorelei.....	100	" 23..	44 29	8 52	" " " "
Rideau Belle.....	175	May 3..	130 59	18 48	" Kingston and Ottawa.
Antelope.....	40	" 4..	19 59	6 60	" Trenton and Prescott.
Princess Louise.....	240	April 23..	114 88	17 20	" " " "

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

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Columbian.....	{ L. 400 R. 950 }	May 8..	703 90	64 32	Twin-screw, Montreal and Buffalo.
Empress of India.....	680	" 12..	579 05	54 32	Paddle, Toronto and Pt. Dalhousie.
Varuna.....	240	" 11..	134 04	18 72	Screw, Brighton and Prescott.
Reindeer.....	165	" 11..	58 29	9 64	" Trenton and Prescott.
C. H. Merritt.....	350	" 15..	121 58	17 76	" Brighton and Prescott.
Annie Lake.....	40	April 28..	18 52	6 52	" " "
Daisy.....	40	May 21..	7 20	5 56	" Rice Lake. "
Golden Eye.....	300	" 22..	287 60	31 04	Paddle "
Resolute.....	25	" 19..	371 86	37 76	Twin-screw, all lakes and rivers.
Gilphie.....	40	" 26..	19 27	6 52	Screw, Brighton and Prescott.
Spartan.....	400	" 8..	1,168 92	101 52	Paddle, Toronto and Montreal.
Carleton.....	200	June 18..	67 94	10 44	" Mississippi river.
Union.....	40	May 31..	75 04	11 00	Screw, Pembroke and Allumette.
Ottawa.....	230	" 31..	116 28	17 28	Paddle, Pembroke and Des Joachims.
Janet Craig.....	40	June 4..	11 73	5 96	Screw, Arnprior, Bristol and Sand Point.
Nellie Cuthbert.....	100	" 25..	59 03	9 72	" Brighton and Prescott.
John Haggart.....	250	May 15..	201 60	24 16	" Kingston, Prescott and Ottawa.
Pilgrim.....	450	June 29..	262 49	28 96	Paddle, Toronto to Lorne and Victoria parks.
			18,160 50	1,921 97	

THOMAS DONNELLY,  
Inspector of Hulls and Equipments, East Ontario Division.

## STEAM Vessels not inspected for the Year ended 30th June, 1894.

## EAST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks, Why not Inspected and Class of Vessel.
Siesta.....	14 96	9 48	.....	Screw, certificated as yacht.
Caribou.....	144 19	97 49	.....	" Not running.
Pioneer.....	28 07	19 09	.....	" "
Mary Ethel.....	98 61	56 13	.....	Centre paddle. "
Pearl.....	7 70	5 30	.....	Screw. No application.
Nora.....	28 13	19 13	.....	" used as tug.
Alberta.....	68 00	62 06	.....	Centre paddle. Not running.
	389 66	268 68		

THOMAS DONNELLY,  
Inspector of Hulls and Equipments, East Ontario Division.

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

MONTREAL DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1895.				
Bonenfant.....	30	May 5.....	21	6	68	Centre-wheel, ferry.
Welshman.....	Crew	" 5.....	143	16	44	Screw, freight boat.
Chaffey.....	50	" 3.....	42	8	36	" passenger, Valleyfield to Lancaster.
Hall.....	50	" 4.....	247	27	76	" passenger and freight.
Florence.....	Crew	" 4.....	62	9	96	" tug.
Daniel McLauchlin.....	"	" 8.....	22	6	76	Centre-wheel, tug, Shaw Lake, Arnprior.
Madawaska.....	"	" 8.....	15	6	20	" " "
Hurtibise.....	"	" 9.....	46	8	68	Screw, tug.
Empress.....	800	" 9.....	677	62	16	Paddle, passenger, Ottawa River.
Blandford.....	Crew	" 11.....	65	10	20	" tug.
Sovereign.....	688	" 12.....	637	58	96	" passenger, Montreal to Carillon.
Mattawa.....	60	" 15.....	22	6	76	Screw, passenger and freight, Lake Temiscamingue.
Charlotte.....	25	" 15.....	14	6	12	" " " "
Wenoway.....	Crew	" 18.....	99	12	92	Paddle, tug, Lake Quinze. Engineer not qualified and issued a tug certificate.
Ballantyne.....	"	" 18.....	14	6	12	Paddle, tug, Lake Quinze.
H. Trudel.....	"	" 18.....	14	6	12	" " " "
Quinze.....	50	" 19.....	32	7	56	Twin screws, passenger and tug, Lake Quinze.
Clyde.....	60	" 20.....	29	7	32	Screw, passenger and tug, Lake Temiscamingue.
Meteor.....	80	" 21.....	132	18	56	" " " "
Dora.....	40	" 22.....	48	8	84	" " " "
Argo.....	100	" 22.....	154	17	32	Paddle " " " "
R. Hurdman.....	150	" 23.....	93	12	44	Screw, passenger and tug, Lake Kippewa.
Toneata.....	35	" 24.....	14	6	12	" passenger and freight, Lake Temiscamingue.
Emerillon.....	25	" 24.....	15	6	20	" " " "
Lottie.....	Crew	" 24.....	10	5	80	" freight only " "
Prince of Wales.....	500	" 26.....	610	56	80	Paddle, passenger and freight.
Olive.....	100	" 2.....	213	25	04	Screw " " "
G. A. Harris.....	Crew	June 7.....	87	11	96	" tug.
Dahinda.....	"	" 8.....	51	9	08	" pleasure yacht.
J. R. Booth.....	"	" 11.....	132	15	56	" tug.
E. B. Eddy.....	"	" 19.....	78	11	24	" " "
Frolic.....	"	" 19.....	16	6	28	" pleasure yacht.
Shickluna.....	"	" 19.....	66	10	28	" Certificate of registers lost. No certificate issued.
Filgate.....	658	June 24.....	263	29	04	Paddle, passenger and freight.
Garnet.....	242	" 7.....	152	20	16	" " " "
Princess.....	443	" 4.....	579	54	32	" " " "
Maude.....	350	" 22.....	269	29	52	" " " "
Nellie Reid.....	Crew	" 23.....	55	9	40	Screw, tug.
W. C. Denis.....	"	" 26.....	14	6	12	" " "
Archie Stewart.....	"	" 26.....	80	11	40	" " "
Charlemagne.....	"	" 27.....	76	11	08	" " "
Grain Elevator No. 5.....	"	" 27.....	80	11	40	" " "
" " " 4.....	"	" 27.....	188	20	04	" " "
" " " 6.....	"	" 27.....	170	18	60	" " "
" " " 7.....	"	" 28.....	170	18	60	" " "
" " " 1.....	"	" 28.....	165	18	20	" " "
" " " 12.....	"	" 28.....	183	19	64	" " "
" " " 13.....	"	" 28.....	178	19	24	" " "
" " " 14.....	"	" 29.....	181	19	48	" " "

## STEAM Vessels inspected, &amp;c.—Montreal Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1895.		\$ cts.	
Grain Elevator No. 9	Crew.....	June 29.....	172	18 76	Screw
" " " 2	" .....	" 29.....	170	18 60	"
St. Lawrence " 1	" .....	" 29.....	83	11 64	"
Grain " " 8	" .....	" 30.....	80	11 40	"
" " " 10	" .....	" 30.....	173	18 84	"
" " " 11	" .....	" 30.....	169	18 52	"
Total.....	.....	.....	7,570	\$910 60	

WILLIAM LAURIE,  
Steamboat Inspector.

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

MONTREAL DIVISION—Continued.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
John A.....		Nov. 29....	20	6 60	Screw, tug.
Agnes McMahon.....		" 29....	81	11 48	" "
		1894.			
Clipper.....		July 11....	4	5 32	" tug and freight.
H. M. Mixer.....		Aug. 9....	21	6 68	" "
Lady of the Lake.....	700	" 14....	607	56 56	Paddle, passenger.
Antelope.....		" 24....	83	11 64	Screw, tug.
Rocket.....	400	" 24....	321	33 68	Paddle, passenger.
Wm. Paul.....		Sept. 4....	7	5 56	Screw, tug.
Sir Hector.....		" 12....	40	8 20	" "
Cultivateur.....	100	" 20....	152	20 16	Paddle, passenger.
Glide.....	50	" 29....	80	11 40	Screw, "
Owens.....		" 29....	156	17 48	Paddle, tug.
James.....	200	Oct. 6....	138	19 04	" passenger.
Gertie.....		" 27....	17	6 36	Screw, tug.
Thurso.....	50	Nov. 12....	20	6 60	Centre wheel, passenger.
Aid.....		None issued.	25	7 00	" " tug.
R. Stoker.....		" "	14	6 12	Screw, tug.
Wennona.....		" "	12	5 96	" yacht and tug.
W. C. Francis.....		" "	37	7 96	" tug.

Above vessels inspected by Mr. Clift.

		1895.			
Richelieu.....		April 26....	113	17 00	Paddle, passenger.
Paul Smith.....		" 26....	293	31 44	" "
Melbourne.....		" 30....	890	79 28	Screw, passenger and freight.
McNaughton.....		" 14....	100	15 96	
Monargue.....		May 1....	136	15 88	
Plover.....		" 1....	40	8 20	
Maid-of-the-Mist.....		" 17....	62	9 96	
			11,039	1,342 22	

Inspected by Mr. Meneilly.

WM. LAURIE.

STEAM Vessels not inspected for the year ended 30th June, 1894.

## MONTREAL DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
Ida .....	26	19	.....	Srew, tug.
John Heney .....	19	113	.....	" "
Mansfield .....	121	103	.....	" ferry.
Ida .....	247	53	.....	" "
T. Osborne .....	25	17	.....	" tug.
Ada .....	29	91	.....	" "
Rockland .....	78	50	.....	" "
E. G. Laverdure .....	54	49	.....	" ferry.
Agnes .....	29	20	.....	" passenger and freight.
Mildred .....	15	13	.....	" " "
Squaw .....	22	18	.....	" tug.
Bonito .....	17	12	.....	" ferry.
John .....	35	24	.....	Centre wheel, ferry.
Annie C. ....	6 33	4 30	.....	Screw, freight.
May Flower .....	.....	.....	.....	" Not running.
Emile .....	12	8	.....	" ferry.
Eilun .....	.....	.....	.....	" Not running.
G. A. Notter .....	14	9	.....	" tug.
Jeanne .....	16	11	.....	" pleasure yacht.
Enterprise .....	13	9	.....	" tug.
Mary A. Lauchlin .....	23	12	.....	" "
Mabel Macdonald .....	42	28	.....	" "
Dolphin .....	70	37	.....	" "
Hiram Easton .....	34	28	.....	" "
D. A. Martin .....	78	57	.....	" Not running.
Louis Cyr .....	15	12	.....	" Not notified.
Beaver .....	13	6	.....	Warping tug. Not notified.
John Thompson .....	5	4	.....	Screw. Not running.
St. George .....	68	29	.....	" In Government employ.
	1,126	.....	.....	

WM. LAURIE.

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 31st December, 1894.

QUEBEC DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1894.		\$ cts.	
Queen .....	350	July 28 .....	367	37 36	Screw, winter ferry, Quebec and Lévis.
C. S. Parnell .....	Crew .....	" 7 .....	17	6 36	Screw, Quebec Harbour, tug.
Randolph .....	" .....	" 12 .....	16	6 28	" " " "
Spray .....	" .....	" 13 .....	24	6 92	" " " "
Deasy .....	" .....	" 21 .....	14	6 12	" " " "
Richelieu .....	141	" 22 .....	33	7 64	Screw, passenger, Montreal and St. Hilaire.
Magnet .....	400	" 22 .....	1029	90 32	Paddle, passenger, Montreal and Hamilton.
Pogaris .....	350	" 27 .....	533	50 64	Screw, winter ferry, Quebec and Lévis.
Pilot .....	350	" 29 .....	426	42 08	" " " "
Fairy .....	Crew .....	" 31 .....	16	6 28	Screw, Quebec Harbour, tug.
Ida .....	30	Aug. 1 .....	5	5 40	" " " "
Mistassini .....	400	" 2 .....	249	27 92	Paddle, passenger, Lake St. John.
Barihonka .....	Crew .....	" 3 .....	179	22 32	" " " "
Undine .....	" .....	" 3 .....	17	6 36	Screw, tug, Lake St. John.
Oak Day .....	" .....	" 16 .....	27	7 16	Paddle, tug, Restigouche River.
Christiana .....	" .....	" 16 .....	57	9 56	" " " "
Frances .....	60	" 14 .....	19	6 52	Paddle, ferry, Cross Point and Campbellton.
Vulcan .....	Crew .....	" 14 .....	22	6 76	Screw.
Commodore Holiwell .....	" .....	" 17 .....	9	5 72	Screw, Quebec Harbour, tug.
Swallow .....	" .....	" 17 .....	9	5 72	" " " "
Marie Louise .....	" .....	" 21 .....	99	12 92	Paddle, tug, Bersimis Point.
St. Louis .....	" .....	" 21 .....	5	5 40	Screw, tug, " "
Forest .....	" .....	" 22 .....	26	7 08	" Saguenay River.
Thor .....	" .....	" 26 .....	322	30 76	Paddle " " "
Kimogani .....	" .....	" 26 .....	21	6 68	Screw " " "
Activity .....	" .....	" 31 .....	22	6 76	" Quebec Harbour, tug.
Blandford .....	" .....	Sept. 6 .....	65	10 20	Paddle, river tug.
Anglesea .....	Crew .....	May 5 .....	153	17 24	Paddle, river tug.
Ste. Anne .....	50	Sept. 25 .....	18	6 44	Paddle, ferry, Chicoutimi and Ste. Anne.
Coukoo .....	Crew .....	" 21 .....	6	5 48	Screw, Chicoutimi Harbour, tug.
Tiber .....	Freight 80	" 25 .....	1736	146 88	Screw, freight and passenger, Montreal and foreign ports.
Ellida .....	Crew .....	" 25 .....	37	10 96	Screw tug, Sorel and Montreal.
Glacial .....	145	July 7 .....	109	16 72	Screw, ferry, Ste. Angèle and Three Rivers.
John Young .....	Crew .....	Sept. 25 .....	163	18 04	Paddle, tug, Montreal and Chambly.
Laurier .....	" .....	" .....	14	6 12	Screw, ferry, Sorel and Lonorai.
Bourgeois .....	200	July 1 .....	94	12 52	Paddle, ferry, Laval and Three Rivers.
Beatrice .....	Crew .....	" 1 .....	40	8 20	Paddle, tug, Three Rivers and Harbour.
Arthur .....	Paid for 1892 and broken		33	7 64	" " " "
Florence .....	Crew .....	July 1 .....	20	6 60	Screw, tug, Grand Piles River.
Ivan R. .....	" .....	" 1 .....	20	6 60	" " " "
Genereux .....	" .....	" 1 .....	8	5 64	" " " "
Como .....	100	" 1 .....	75	11 00	Paddle, ferry, Nicolet and Three Rivers.
Maud .....	Crew .....	" 1 .....	50	9 00	Tug, Three Rivers Harbour.
Lea .....	" .....	" 1 .....	12	5 96	Screw, " " " "
Lucie .....	" .....	" 15 .....	25	7 00	Paddle, tug, Nicolet River.
St. Michel .....	Registry not completed .....		.....	.....	.....
		1895.			
Lena .....	Crew .....	Oct. 19 .....	22	6 76	Screw, tug, Three Rivers.
Campania .....	" .....	" 20 .....	23	6 84	Screw, tug, Lake Megantic.
Arthur for 1892 .....	Paid for 1892 .....		33	7 64	Paddle, tug, Three Rivers.



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

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
L'Ami .....	Crew .....	Oct. 30 .....	16	6 28	Screw, Quebec Harbour, tug.
Five Brothers .....	" .....	" 30 .....	10	5 80	" " " "
		1895.			
Almanda .....	" .....	Oct. 31 .....	16	6 28	" " " "
Greetland .....	" .....	" 21 .....	1091	95 28	Screw, freight, Montreal and foreign ports.
Sorel .....	300	April 29 .....	158	20 64	Paddle, passenger, Montreal and Ste. Thérèse.
Arthur .....	Crew .....	" 28 .....	78	11 24	Paddle, tug, Sorel and Pierreville.
Polino .....	30	" 14 .....	807	72 56	Screw, freight, Montreal and Gaspé
Relief .....	Crew .....	" 4 .....	381	38 48	" " " "
Bourgeois .....	200	Mar. 29 .....	94	12 52	Paddle, ferry, Three Rivers.
Como .....	100	" 29 .....	75	11 00	Paddle, ferry, Three Rivers and Nicolet.
Miramichi .....	300	April 25 .....	727	66 16	Paddle, passenger, Montreal and Pictou, N.S.
Trois-Rivières .....	1000	" 13 .....	1710	144 80	Passenger, Montreal and Quebec.
Terbonne .....	450	" 23 .....	601	56 08	Passr., Montreal and Contrecoeur.
Quebec .....	800	" 10 .....	3056	252 48	Passenger, Montreal and Quebec.
Dandy .....	Crew .....	" 12 .....	46	8 68	Screw, tug, Montreal and Quebec.
Julia .....	" .....	" 12 .....	101	13 08	" " " "
Canada .....	800	May 7 .....	2009	168 72	Paddle, passenger, Montreal and Chicoutimi.
Hosanna .....	200	April 12 .....	89	12 12	Screw, ferry, Montreal & Longueuil
Laprairie .....	997	" 12 .....	523	49 84	Paddle, ferry, Montreal and Laprairie.
John Pratt .....	Crew .....	" 13 .....	Govt. steamer.		Screw, tug, attending Gov. steamer
Georgiana .....	" .....	" 13 .....	53	9 24	Screw, Montreal Harbour, tug.
T. H. Hasmath .....	" .....	" 13 .....	49	8 92	" " " "
Berthier .....	700	" 13 .....	1101	96 08	Paddle, passenger, Montreal and Three Rivers.
Mouche à feu .....	225	" 14 .....	214	25 12	Paddle, pass., Sorel and Berthier.
Chambly .....	600	" 14 .....	647	59 76	Paddle, passenger, Chambly and Montreal.
St. Francis .....	Crew .....	" 14 .....	Government boat.		Screw, tug, attending Gov. dredge
Contest .....	150	" 19 .....	231	26 48	Paddle, mail tender, Rimouski.
Lévis .....	350	" 19 .....	156	20 48	Screw, ferry, Quebec and St. Romuald.
Otter .....	123	" 20 .....	223	25 84	Screw, passenger, Quebec and Matagasquand.
Lord Stanley .....		" 20 .....	276	30 08	Screw.
South .....	450	" 21 .....	349	35 92	Paddle, ferry, Quebec and Lévis.
North .....	450	" 21 .....	289	31 12	" " " "
C. I. Bridges .....	Crew .....	" 21 .....			Govt. steamer. Screw-tug attending Govt. dredge.
Canada Atlantic .....	400	" 24 .....	619	57 52	Paddle, ferry, Montreal.
Le Cultivateur .....	376	" 23 .....	152	20 16	" " Huron and Verdun.
Spoon Dredge No. 1 .....	Crew .....	" 24 .....	100	13 00	Dredging Montreal harbour.
" No. 2 .....	" .....	" 24 .....	100	13 00	"
" No. 6 .....	" .....	" 24 .....	100	13 00	"
" No. 7 .....	" .....	" 24 .....	100	13 00	"
" No. 4 .....	" .....	" 24 .....	100	13 00	"
Floating Der. No. 4 .....	" .....	May 7 .....	100	13 00	"
" No. 6 .....	" .....	" 7 .....	100	13 00	"
" No. 2 .....	" .....	" 7 .....	100	13 00	"
" No. 3 .....	" .....	" 7 .....	100	13 00	"
River du Loup .....	150	" 10 .....	173	21 84	Paddle, pass., Varennes and L' somption.
Chateauguay .....	453	April 28 .....	222	25 76	" pass., Montreal.
Cultivateur .....	730	" 26 .....	362	36 96	" ferry, Montreal and Ste. Hélène Island.

# Steamboat Inspection.

## STEAM Vessels inspected, &c.—Quebec Division—Continued.

### BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Rodolphe.....	Crew.....	May 7...	116	14 28	Paddle tug, Montreal and Three Rivers.
Sincennes.....	".....	" 7.....	228	23 24	" tug, Montreal, Quebec.
Bohemian.....	500.....	April 26.....	1,138	99 04	" pass., Montreal, Toronto.
Conqueror.....	Crew.....	May 7.....	233	23 64	Screw tug Montreal and Gulf.
W. C. Francis.....	".....	" 7.....	37	7 96	" Montreal and harbour tug.
Harry Bate.....	Freight.....	April 27.....	254	28 32	" " Ottawa.
Island Queen.....	250.....	" 27.....	98	15 84	" ferry, Montreal, Longueuil.
Spray.....	Crew.....	May 7.....	107	13 56	" tug Montreal and Quebec.
Saguenay.....	777.....	" 14.....	1,104	96 32	Paddle, Chicoutimi, Saguenay.
Hudson.....	Crew.....	" 7.....	158	17 64	" tug, Mont. and Quebec.
Robert Stoker.....	".....	" 7.....	14	6 12	Screw canal tug.
Wm. Paul.....	".....	" 7.....	7	5 56	" "
St. Peter.....	".....	" 7.....	43	8 44	" Montreal harbour tug.
Floating Der. No. 5.....	".....	" 7.....	100	13 00	Floating derrick, Mont. harbour.
" No. 1.....	".....	" 7.....	100	13 00	" " "
Emma Munson.....	".....	" 7.....	32	7 56	Screw, Montreal harbour tug.
W. P. Davis.....	".....	" 7.....	11	5 88	" " "
St. Louis.....	".....	" 7.....	34	7 72	" " "
Asilda.....	".....	" 3.....	23	6 84	" " "
W. F. Logie.....	".....	" 3.....	17	6 36	" " "
Richelieu.....	141.....	" 3.....	33	7 64	" Sorel and St. Hilaire.
Charlotte.....	Crew.....	" 7.....	59	9 72	" Montreal tug.
Brothers.....	526.....	" 7.....	262	28 96	Paddle, pass., Quebec, Ste. Anne.
Almanda.....	Crew.....	" 9.....	11	5 88	Screw, Quebec harbour tug.
St. Anne.....	40.....	" 10.....	14	6 12	" ferry, Sorel and Berthier.
Canadien.....	40.....	" 10.....	26	7 08	" " Lonvroi.
C. Anderson.....	150.....	" 11.....	105	16 40	" pass., Mont., Contrecoeur.
Ed. Arpin.....	25.....	" 11.....	5	5 40	" pleasure yacht, Sorel.
Ste. Croix.....	551.....	" 12.....	445	43 60	Paddle, pass., Ste. Croix, Quebec.
Orleans.....	475.....	" 14.....	181	22 48	Screw, Quebec and Island of Orleans.
Lake.....	Crew.....	" 8.....	145	16 60	" [leans ferry.
Victor.....	".....	" 16.....	35	7 80	Screw, Quebec harbour tug.
Beaver.....	".....	" 16.....	273	26 84	Paddle tug Bic and Montreal.
Anglesea.....	".....	" 16.....	153	17 24	" Quebec and Grosse Ile.
Pilgrim.....	".....	".....	262	28 96	No certificate issued from hull inspector. Sold and taken to Ontario.
Anna McGie.....	Crew.....	May 5.....	60	9 80	Screw, wrecking in Gulf.
Montmagny.....	516.....	" 21.....	351	36 08	Paddle, pass., Quebec, Berthier.
Algerian.....	400.....	" 21.....	914	81 12	" " Mont., Toronto.
Corsican.....	400.....	" 21.....	1,203	104 24	" " "
Passport.....	400.....	" 21.....	1,034	90 72	" " "
Powerful.....	400.....	" 21.....	382	38 56	" ferry, Montreal.
Signe.....	30.....	" 23.....	12	5 96	Screw, pleasure yacht.
M. F. Pearson.....	Crew.....	".....			Govt. tug, screw attending dredge.
St. James.....	".....	June 6.....			" " "
Vega.....	250.....	" 24.....	132	18 56	" ferry, Quebec and Orleans.
Eureka.....	Crew.....	" 25.....	163	18 04	" tug, Gulf and Montreal.
Honke Doré.....	".....	" 26.....	10	5 80	" Quebec harbour tug.
Etoile.....	591.....	" 17.....	560	52 80	Paddle, pass., Quebec, Montreal.
Lady Belleau.....	Crew.....	".....	81	11 48	Screw, wrecking in Gulf. [Rivers.
Reliance.....	".....	".....	78	11 24	Not running; paddle ferry, Three Rivers.
Beatrice.....	Crew.....	June 29.....	40	8 20	Paddle tug at Three Rivers.
Glacial.....	145.....	" 29.....	109	16 72	Screw winter ferry, Three Rivers.
Lea.....	Crew.....	" 30.....	12	5 96	" tug, Three Rivers harbor.
Queen.....	350.....	" 1.....	367	37 36	" Quebec winter ferry.
M. E. Hacket.....	Crew.....	" 2.....	78	11 24	" harbour tug.
Alice.....	".....	" 4.....	67	10 36	" " "
Montreal.....	800.....	" 15.....	2,211	184 88	Paddle, pass., Montreal, Quebec.
Carolina.....	800.....	" 5.....	977	86 16	" " Chicoutimi.
Hochelaga.....	775.....	" 17.....	419	41 52	" fy., Mont., Boucherville.
Longueuil.....	800.....	" 17.....	365	37 20	" " Longueuil.

## STEAM Vessels inspected, &amp;c.—Quebec Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
St. Roch. ....	Crew.....	June 22....	18	6 44	Screw, Quebec harbour tug.
St. George.....	".....	" 22....	13	6 04	" " "
St. Louis.....	541	" 23....	428	42 24	Paddle, pass., Montreal, Quebec.
Rhoda.....	Crew.....	" 26....	182	22 56	" tug.
Albani.....	".....	" 29....	58	9 64	Screw pleasure yacht.
Mersey.....	".....	" 30....	60	9 80	" Quebec harbour tug.
			40,170	4,164 60	

JOS. SAMSON,  
Steamboat Inspector.

## STEAM Vessels not inspected for the year ended 30th June, 1894.

## QUEBEC DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees	Remarks.
			\$ cts.	Why not Inspected, and Class of Vessels.
Eva.....	4 08	2 27	5 32	New registry not completed. Screw, P. Yacht.
Swan.....	5 00	Regt. not complete	5 40	" " "
Dauntless.....	81 00	36 00	11 48	I was absent at the time she was in port. Tug, Montreal and Gulf.
Thames.....	1,684 00	1,064 00	142 72	Laid up for repairs. Screw, freight.
Florence.....	113 00	77 00	14 04	Not in port while I was in Quebec.
Admiral.....	682 00	408 00	62 56	Not having had time sooner.
Two Brothers.....	14 00	9 00	6 12	" " "
Lilly H.....	12 00	7 00	5 96	" " "
Hope.....	19 90	6 63	6 52	" " "
Acadian.....	935 33	396 32	79 48	" " "
Diver.....	86 00	59 00	11 88	" " "
Aurelia.....	32 00	19 00	7 56	" " "
Belle.....	51 00	35 00	9 08	" " "
Batiscan.....	39 76	17 06	8 20	" " "
Johanna B.....	16 72	8 74	6 36	" " "
C. H. Jones.....	38 00	25 00	8 04	" " "
Victory.....	42 00	15 00	8 36	" " "
Fearless.....	10 04	6 83	5 36	" " "
Hygia.....				Not running.
Frank.....				"
Fairy.....				"
	3,861 83	2,091 85	404 88	

# Steamboat Inspection.

STEAM VESSELS inspected for the year ended 30th June, 1894.

QUEBEC AND MONTREAL DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Fega.....	225	Nov. 25....	132	18 56	Screw, ferry, Quebec and St. Romuald.
		1894.			
Garnet.....	242	July 21....	152	20 16	Paddle, passenger, Montreal and Valleyfield.
Rocket.....	400	" 21....	321	33 68	" passenger, Montreal and Cornwall.
Prince of Wales.....	500	" 22....	610	56 80	" passenger, Montreal and Carillon.
Acadian (fee \$5.00).....	Freight...	" 24....	931	79 48	Screw, freight, Quebec & Norfolk.
Polaris.....	350	" 27....	533	50 64	" winter ferry, Quebec & Lévis
Queen.....	350	" 28....	367	37 36	" " "
Pilot.....	350	" 29....	426	42 08	" " "
Bonavista.....	50	Aug. 2....	1,306	112 48	" pass., and freight, Montreal and St. John, Nfld.
Olive.....	192	" 2....	213	25 04	" pass., Montreal and Perth
John Fraser.....	100	" 4....	118	17 44	" pass. on waters of Lake Nipissing.
Meteor.....	80	" 7....	132	18 56	" pass. on Lake Temiscamingue.
Clyde.....	60	" 7....	29	7 32	" " "
Dora.....	40	" 8....	48	8 44	" " "
Argo (fee \$5.00).....	100	" 8....	154	17 32	" " "
D. A. Martin.....	60	" 1....	47	8 76	" pass. on Lake Nipissing.
R. Hurdman.....		Not certified	93	12 44	" " "
Emerillon.....	25	Aug. 10....	15	6 20	" pass. on Lake Temiscamingue.
Charlotte.....	25	" 10....	14	6 12	" " "
Lottie.....	25	" 10....	10	5 80	" " "
Tonata.....	35	" 10....	14	6 12	" " "
Janet Craig.....	40	" 11....	12	5 96	" ferry, Arnprior and Bristol
Lady of the Lake.....	700	" 14....	607	56 56	Paddle, pass., Newport & Magog.
		1893.			
Powerful.....	400	Nov. 25....	382	38 56	" ferry, Montreal and St. Helen's Island.
Le Cultivateur.....	100	" 25....	152	20 16	" Verdun and Côte Ste. Catherine.
Magnet.....	400	April 25....	1,029	90 32	" pass., Montreal & Hamilton.
		1894.			
Coban.....	40	Aug. 30....	1,063	93 04	Screw, pass. and freight, Montreal and Prince Edward Isl'd
Ste. Anne.....	50	Sept. 25....	18	6 44	Paddle, ferry, Chicoutimi and Ste. Anne.
Mistassini.....	400	Aug. 2....	249	27 92	" pass. on Lake St. John.
Undine.....	40	" 3....	17	6 36	Screw, " "
Peribonca.....	289	" 3....	179	22 32	Paddle, " "
Ida.....	30	" 1....	5	5 40	Screw, ferry, Lake St. Joseph.
Tiber.....	80	Sept. 25....	1,736	146 88	" pass. and freight, Montreal and Cape Breton
Laurier.....		Not running	14	6 12	" passenger.
Bourgeois.....	200	July 1....	94	12 52	Paddle, ferry, Three Rivers and St. Gregoire.
Como.....	100	" 1....	75	11 60	" ferry, Three Rivers and Nicolet.
Glacial.....	145	" 1....	109	16 72	Screw, ferry, Three Rivers and Ste. Angèle.
Ellida (fee \$8.00).....	75	Unfit to carry pass.	37	10 96	" passenger.
Cape Breton.....	Freight...	Feb. 1....	1,764	149 12	" freight, Montreal and foreign ports.

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

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Remarks.
		1894.		\$ cts.	
Harry Bate.....	Freight... 80	Oct. 13....	254	28 32	Screw, freight, Montreal & Ottawa
Greetlands.....		June 1....	1,091	95 28	" pass. and freight, Montreal and St. John, Nfld.
Relief.....	30	" 1....	381	38 48	" pass. and freight, Montreal and Paspebiac.
Hall.....	F. & P. 50	" 1....	247	27 76	" pass. and freight, Montreal Ottawa and Kingstou.
Louisburg.....	Freight... 60	Feb. 1....	1,816	153 28	" freight, Montreal & Sydney
Francis.....		Aug. 14....	19	6 52	Paddle, ferry, Campbellton and Cross Point.
Vulcan.....		Unfit to carry pass.	22	6 76	Screw, ferry, Dalhousie and Florent.
Bonenfant.....		Did not run.			Paddle, ferry, Charlemagne and Bout de l'Isle.
Lena.....		Unfit to carry pass.	22	6 76	Screw, ferry on Lake Megantic.
		1895.			
Terrebonne.....	450	April 23....	601	56 08	Paddle, pass., Montreal and Contrecoeur.
Sorel.....	300	" 29....	158	20 64	" pass., Sorel and Berthier.
Polaris.....	30	" 14....	807	72 56	Screw, pass. and freight, Montreal and Cape Breton.
Contest.....	150	" 19....	231	26 48	Paddle, mail tender and passenger, Rimouski.
Canada.....	830	May 7....	2,009	168 72	" pass., Montreal and Chicoutimi.
Quebec.....	800	April 10....	3,056	252 48	" pass., Montreal & Quebec.
Mouche à feu.....	225	" 14....	214	25 12	" pass., Montreal, Berthier and Sorel.
Ste. Anne.....	40	May 10....	14	6 12	Screw, ferry, Sorel and Berthier.
Hosanna.....	200	April 12....	89	12 12	" ferry, Montreal and Longueuil.
Chambly.....	600	" 14....	647	59 76	Paddle, pass., Montreal and Chambly.
Trois-Rivières.....	1,000	" 13....	1,710	144 80	" pass., Montreal and Ste. Anne de Beaupré
Longueuil.....	800	June 17....	365	37 20	" ferry, Hochelaga and Longueuil.
Hochelaga.....	775	June 17....	419	41 52	Paddle, ferry, Montreal and Boucherville.
Laprairie.....	997	April 12....	523	49 84	" ferry, Montreal and Laprairie.
Maud.....	350	" 24....	269	29 52	" pass., Montreal & Ottawa.
Filgate.....	658	" 24....	263	29 04	" passenger, Montreal and Beauharnois.
Berthier.....	700	" 13....	1,101	96 08	" passenger, Montreal and Berthier.
Otter.....	123	" 20....	223	25 84	Screw, passenger and freight, Quebec and Natashquan.
Saguenay.....	773	May 14....	1,104	96 32	Paddle, passenger, Montreal and Chicoutimi.
North.....	450	April 21....	289	31 12	" ferry, Quebec and Lévis.
South.....	450	" 21....	349	35 92	" " "
Miramichi.....	300	" 25....	727	66 16	" passenger and freight, Montreal and Pictou.
Olive.....	100	May 2....	213	25 04	Screw, passenger and freight, Montreal and Perth.
Island Queen (fee \$8).....	250	April 27....	98	15 84	" ferry, Montreal and Longueuil.
Chaffee.....	50	May 3....	42	8 36	" ferry, Valleyfield and Lancaster.

## Steamboat Inspection.

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

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1895.				
Hall.....	50	May 4.....	247	27	76	Screw, passenger and freight, Montreal, Ottawa and Kingston.
Princess.....	443	" 4.....	579	54	32	Paddle, pass., Montreal & Carillon.
Richelieu.....	415	April 26.....	113	17	04	" passenger, Montreal and Bout de l'Isle.
Bonenfant.....	20	May 5.....	21	6	68	" ferry, Charlemagne and Bout de l'Isle.
Canada Atlantic.....	400	April 24.....	619	57	52	" ferry, Hochelaga and Longueuil.
Empress.....	800	May 8.....	677	62	16	" pass., Ottawa & Grenville.
Chateauguay.....	443	April 28.....	222	25	76	" passenger, Montreal and Chateauguay.
Cultivateur.....	730	" 26.....	362	36	96	" ferry, Montreal and Isle Ste. Hélène.
Rivière du Loup.....	150	May 10.....	173	21	84	" ferry, Varennes and L'Assomption.
Mattawa.....	60	" 14.....	22	6	76	Screw, passenger, on Lake Temiscamingue.
Charlotte.....	25	" 15.....	14	6	12	" " "
Wenoway.....	75	" 18.....	99	12	92	Paddle, passenger, on Lake Quinze, her certificate was not granted on account of engineer, no certificate.
Quinze.....	50	" 19.....	32	7	56	Screw, passenger, on Lake Quinze.
Clyde.....	60	" 21.....	29	7	32	" passenger, on Lake Temiscamingue.
Meteor.....	120	" 21.....	132	18	56	" " "
Dora.....	40	" 22.....	48	8	84	" " "
Argo (fee \$5).....	75	" 22.....	154	17	32	Paddle " " "
R. Hurdman.....	150	June 23.....	93	12	44	Screw, pass., on Lake Nipising.
Lottie.....	Freight.	May 24.....	10	5	80	" passenger, on Lake Temiscamingue.
Emerillon.....	25	" 24.....	15	6	20	" " "
Toneata.....	35	" 24.....	14	6	12	" " "
Powerful.....	400	" 21.....	382	38	56	Paddle, ferry, Montreal and Ste. Hélène Island.
Prince of Wales.....	500	" 26.....	610	56	80	" pass., Montreal & Carillon.
Passport.....	400	" 21.....	1,034	90	72	" " " Toronto.
Ed. Hopsin.....	25	" 11.....	5	5	40	Screw, ferry, Sorel and Berthier.
Corsican.....	400	" 21.....	1,203	104	24	Paddle, pass., Montreal & Toronto.
Canadian.....	40	" 10.....	26	7	08	Screw, pass., Sorel and Vaudreuil.
Algerian.....	400	" 21.....	914	81	12	Paddle, pass., Montreal & Toronto.
Relief.....	Freight.	April 4.....	381	38	48	Screw, freight, Montreal and Natashquan.
Montmagny.....	516	May 21.....	351	36	08	Paddle, pass., Quebec & Berthier.
Garnet.....	242	June 7.....	152	20	16	" passenger, Montreal and Valleyfield.
Gatineau.....	300	" 7.....	293	31	44	" " " "
Orleans.....	475	May 14.....	181	22	48	Screw, ferry, Quebec and Island of Orleans.
Levis.....	350	April 19.....	156	20	48	" ferry, Quebec & St. Romuald
St. Louis.....	541	June 23.....	428	42	24	Paddle, passenger, Quebec and St. Jean Deschailions.
Bohemian.....	500	April 26.....	138	99	04	" pass., Quebec & Toronto.
C. Anderson.....	150	May 11.....	1,105	16	40	Screw, pass., Montreal and Sorel.
Richelieu.....	141	Nov. 25.....	33	7	64	" " " & St. Hilaire.
Montreal.....	800	June 15.....	2,211	184	88	Paddle, pass., Quebec & Montreal
Ste. Croix.....	541	May 12.....	445	43	60	" " " St. Croix

STEAM Vessels inspected, &c.—Quebec and Montreal Division—*Concluded.*

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Thames.....	Freight.	June 27....	1,683	142 64	Screw, freight, Montreal and St. John, Nfld.
Etoile.....	591	" 26....	560	52 80	Paddle, passenger, Quebec and St. Jean Deschailions.
Carolina.....	800	" 5....	977	86 16	" passenger, Montreal and Chicoutimi.
Vega.....	250	" 6....	132	18 56	Screw, ferry, Quebec & St. Romuald
			49,655	4,786 40	

PIERRE D. BRUNELLE,  
*Hull Inspector.*

## STEAM Vessels not inspected for the year ended 30th June, 1894.

## MONTREAL AND QUEBEC DIVISION.

## HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not Inspected and Class of Vessel.
			\$ cts.	
Birdie Jones.....	2 17	1 86	.....	Screw, pleasure yacht. Not running.
Pearl.....	5 02	3 42	.....	" " " " "
Hygia.....	57 69	29 23	.....	" " " " "
Mayflower.....	18 09	11 40	.....	" " " " "
Admiral.....	681 51	407 50	62 56	Paddle, passenger. Could not inspect her before
	764 48	453 41	62 56	

PIERRE D. BRUNELLE,  
*Steamboat Inspector.*

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

MARITIME PROVINCES DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed	Date Certificate expires.	Gross Tons	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1894.				
East Riding .....		July 1.....	85 55	11 88		Paddle, tug.
Henrietta .....		" 3.....	19 12	6 52		Screw "
Flushing .....	250	June 19.....	257 09	28 56		" passenger, Grand Manan, St. John and Eastport.
Rescue .....		July 10.....	124 09	14 92		" wrecker.
Dorcas .....		" 12.....	215 34	22 20		" tug and freight.
Mic-Mac .....	250	" 13.....	150 63	20 00		Paddle, ferry, passenger, Halifax and Dartmouth.
Lunenburg .....	175	" 25.....	265 55	29 28		Screw, passenger, Halifax and Lunenburg.
Highland Mary .....		" 13.....	73 73	10 92		Twin-screw, barge.
St. Pierre .....	50	" 28.....	496 44	47 68		Screw, passenger, Halifax, St. Pierre and C. B.
Commodore .....		Aug. 2.....	12 84	6 04		Screw, tug.
Worcester .....	275	" 3.....	1,332 56	114 64		" passenger, Boston, Halifax and P. E. I.
Peerless .....	200	" 5.....	94 27	12 52		" passenger, Sydney and North Sydney.
Gladiator .....		" 5.....	70 40	10 60		" tug.
M. & E. Rudderham .....		" 5.....	33 54	7 64		" and water boat.
Marion .....	250	" 7.....	478 49	46 24		Paddle, passenger, Sydney and Mulgrave.
Merrimac .....		" 7.....	85 80	11 80		Screw, tug.
Zaidee .....		" 7.....	18 36	6 64		" water boat.
L. Boyer .....		" 8.....	60 00	9 80		" tug.
Bessie and Harry .....		May 9.....	22 00	5 40		" water boat.
Douglas H. Thomas .....		" 9.....	211 91	21 96		" tug.
Mascott .....		Sept. 15.....	22 88	6 84		" "
Curlew .....		" 15.....	157 85			" fisheries protection.
Mulgrave .....	275	Aug. 29.....	484 86			" ferry, passenger, Mulgrave, Pt. Tupper and Hastings
Albert .....		Oct. 7.....	530 58	47 48		" freight, North Atlantic.
Springhill .....		Nov. 1.....	189 06	20 12		" tug.
Bridgewater .....	200	Oct. 24.....	207 79	24 64		" passenger, Halifax and Bridgewater.
Delta .....		Nov. 1.....	871 21	77 84		" freight, North Atlantic.
Henry Hoover .....		" 13.....	54 64	9 40		" tug.
Gambrinus .....		" 24.....	28 36	7 24		" "
Salvor .....		Dec. 8.....	44 93	8 60		" lighter.
Halifax .....	140	Nov. 2.....	338 42	35 04		Paddle, ferry, passenger, Halifax and Dartmouth.
Weymouth .....			153 93	12 32		Screw, passenger.
		1895.				
Newfoundland .....		Feb. 19.....	918 75	78 44		" seal fisher, North Atlantic.
Halifax .....	400	" 6.....	1738 45	147 04		" passenger, Halifax and Boston.
La Tour .....	75	" 12.....	154 43	20 32		" passenger, Yarmouth, Shelburne and Liverpool.
Alpha .....	30	" 12.....	306 91	32 48		" passenger, Yarmouth, Halifax and St. John.
Yarmouth .....	350	" 13.....	1451 92	124 16		" passenger, Yarmouth and Boston.
Edna R. .....		" 12.....	49 66	8 92		" freight and tug, Yarmouth and Barrington.
Marina .....		" 13.....	32 46	7 56		" tug, Yarmouth Harbour.
Island Gem .....		" 13.....	15 62	6 28		" fish boat, Yarmouth.
		1894.				
City of St. John .....	120	Dec. 31.....	709 12	64 72		Paddle, passenger, Halifax and Yarmouth.



## STEAM Vessels inspected, &amp;c.—Maritime Provinces Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Coban .....	25	Mch 26....	1063 30	93 04	Screw, passenger, Montreal, P. E. I. C. B., and Newfound'd.
Louisbourg .....		" 20....	1815 60	155 28	" freight, Canada and North Atlantic.
Cacouna .....		" 26....	1450 78	124 08	" freight, Montreal, Sydney and North Atlantic.
St. Michael .....		" 20....	39 20	8 12	" tug, Liverpool, N.S. and Coast.
Clipper.....		April 24....	29 85	7 40	" " Bay of Fundy.
Ralph E. S.....		" 6....	27 82	7 24	" fish boat, Halifax and Sambro.
Bonavista.....	60	" 7....	1306 33	112 48	" passenger, Atlantic ports.
Douglas H. Thomas.....		" 13....	211 91	21 96	" tug, Canada and Newfoundland.
A. C. Whitney.....		" 12....	62 67	10 04	" " Halifax Harbour.
Evangeline.....	85	" 17....	78 74	11 32	" passenger, Kingsport and Parrsboro'.
Nereus.....		" 20....	16 39	6 24	" yacht, Halifax Harbour.
St. Olaf.....	150	Dec. 20....	305 27	32 40	" passenger, Pictou, Magdalen Is. and C.B.
Fastnet .....	50	May 1....	337 71	35 04	" passenger, Halifax, P. E. I. and Eastern Shore.
Harlaw .....	75	April 30....	451 36	44 08	" passenger, Halifax, C. B., and Newfoundland.
City of Ghent.....	55	" 28....	198 64	23 92	" passenger, Halifax and coast.
Premier .....		" 27....	373 56	37 92	" freight, Canada and Atlantic Ports.
Collector.....		" 30....	52 02	9 16	" lighter, Halifax Harbour.
Dartmouth.....	307	May 1....	311 23	32 88	Paddle, ferry, passenger, Halifax and Dartmouth.
Acadia .....			520 00		Screw, Fisheries Service.
Newfield.....			784 91		" lighthouse service.
Zuleika .....		May 2....	12 38	5 96	" yacht, Bras d'Or Lakes.
Rob Roy .....		" 4....	13 97	6 12	" water boat, Avon River.
Avon .....	30	April 20....	64 66	10 12	" passenger, Avon River and Minas Basin.
Scotia .....		May 4....	41 58	8 36	" tug, Avon River.
W. M. Weatherspoon.....		" 4....	59 29	9 72	" " Minas Basin.
Chester .....		" 5....	79 50	11 40	" " Bay of Fundy.
Hiawatha.....	280	April 20....	229 79	26 40	" passenger, Windsor and St. John.
Boston .....	346	May 7....	1694 50	143 52	" passenger, Yarmouth and Boston.
Islet.....		" 7....	5 05	5 40	" fish boat, Tusket Islands.
J. B. Hamblin.....	12	Dec. 1....	31 71	7 56	" passenger, Pictou and Strait of Canso.
Arcadia .....		May 11....	61 64	9 96	" passenger, Pictou and Mulgrave.
Elsie .....		" 11....	22 14	6 76	" tug, Pictou Harbour.
Shannon .....		" 16....	75 11	11 10	" " "
Egerton .....	200	" 15....	112 10	16 96	Paddle, ferry, passenger, Pictou and New Glasgow.
Leonora.....		June 5....	5 00	5 40	Screw, yacht, Halifax Harbour.
Aid .....		" 14....	98 55	12 84	" wrecker, Coasting.
Anticosti.....		" 14....	19 00	6 52	" fish boat, N.S. coast.
Mayflower.....		" 15....	5 92	5 48	" fish boat, Bridgewater and La Have.

## Steamboat Inspection.

### STEAM Vessels inspected, &c.—Maritime Provinces Division—Continued.

#### BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
La Have Fairy.....		June 16....	15 55	6 28	Screw, water boat, Lunenburg Harbour.
Maggie.....		" 16....	21 43	6 68	" tug, Lunenburg.
Cape Breton.....		" 22....	1764 19	149 12	" freight, Canadian and foreign ports.
Marion.....	250	" 22....	478 49	46 24	Paddle, passenger, Sydney and Mulgrave.
Elenor M. Cates.....		" 22....	58 81	9 72	Screw, tug, Sydney Harbour.
C. M. Winch.....		" 23....	87 72	11 96	" " Little Glace Bay.
	4,877		27,064 90	2,456 32	

**DOUGLASS STEVENS,**  
*Steamboat Inspector.*

### STEAM Vessels not inspected for the year ended 30th June, 1894.

#### MARITIME PROVINCES DIVISION.

#### BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected, and Class of Vessel.
			\$ cts.	
Goliah.....	146 83	99 85		Laid up, screw, tug.
Sir C. Ogle.....	126 09	76 90		" paddle, ferry.
Water Boat.....	6 17	2 02		" screw, water boat.
Pinafore.....	25 86	14 67		Inspection not applied for, screw, passenger.
Acadia.....	74 21	66 53		Laid up, screw, passenger.
Westport.....	80 06	55 65		Not yet inspected, screw, passenger.
Carrie.....	14 83	7 37	6 12	Laid up, screw, tug.
Tusket.....	3 07	2 00		Not yet inspected, screw, tug.
Daisy.....	10 74	7 30		" " " "
Ellida.....	37 52	25 51		Out of district, screw, yacht.
Eldon.....	37 91	21 25		Not yet inspected, screw, tug.
Magnolia.....	260 50	151 00		Laid up, paddle, passenger.
Ulala.....	13 7	3 55	6 12	" screw, yacht.
	837 49	533 60	12 24	

**D. STEVENS,**  
*Steamboat Inspector.*

STEAM Vessels inspected for the year ended 30th June, 1894.

## NOVA SCOTIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Arcadia .....	12	May 1 .....	61	9 96	Screw, passenger and freight. Sidney to Bay St. Lawrence' C. B.
Boston .....	346	" 7 .....	1694	143 52	Screw, passenger and freight. Yarmouth, N.S., to Boston, U.S.A.
Cape Breton .....	Nil.	June 22 .....	1764	149 12	Screw, freight. Canadian and foreign ports.
Can, John L. ....	100	Aug. 3 .....	142	16 36	Tug, and day excursion.
Dartmouth .....	207	June 1 .....	311	16 96	Paddle, ferry. Halifax Harbour.
Egerton .....	200	" 15 .....	112	35 04	" " Pictou "
Fastnet .....	50	" 1 .....	338	7 56	Screw, passenger and freight. Nova Scotia and Newfd.
Hamblin, I. B. ....	12	Dec. 1 .....	32	44 08	Screw, passenger and freight. Nova Scotia and Cape Breton.
Harlow .....	75	Ap. 30 .....	451	20 32	Screw, passenger and freight. Nova Scotia and Newfd.
La Tour .....	75	Feb. 12 .....	155	46 24	Screw, passenger and freight. Yarmouth to La Tour, N.S.
Marion .....	250	June 22 .....	478	10 44	Paddle, Bras d'Or Lakes, C.B.
Pastime .....	175	" 29 .....	68	18 00	Screw, barge, excursion. Halifax Harbour.
Rimouski .....	70	" 29 .....	125	32 40	Screw, passenger and freight. Straits of Canso.
St. Olaf .....	150	Dec. 28 .....	305		Screw, passenger and freight. Pictou, N.S., and Magdalene Island.
	1,722		6,036	582 88	

The above is from time of entering upon discharge of my duties April 30th, 1894, until 30th June, 1894.

S. R. HILL,  
Inspector of Hulls and Equipments, Nova Scotia and Cape Breton

## Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date. Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Yarmouth .....	350	Feb. 13. ....	1,451 '92	124 16	Screw, passenger, Yarmouth and Boston.
City of St. John .....	120	Dec. 31. ....	709 '12	64 72	Paddle, passenger, Halifax and Yarmouth.
Louisbourg .....		Mar. 20 .....	1,815 '60	155 28	Screw, freight, Canada and North Atlantic.
Coban .....	25	" 26. ....	1,063 '30	93 04	Screw, passenger, Montreal, P.E. I., C.B. and Nfld.
Cacouna .....		" 26. ....	1,450 '78	124 08	Screw, freight, Montreal, Sydney and N. Atlantic.
Bonavista .....	60	April 7. ....	1,306 '33	112 48	Screw, passenger, Atlantic ports.
Evangeline .....	85	" 17. ....	78 '74	11 32	" " Kingsport and Parrsboro'.
City of Ghent .....	55	" 28. ....	198 '64	23 92	Screw, passenger, Halifax coast.
Premier .....		" 27. ....	373 '56	37 92	Screw, freight, Canada and Atlantic ports.
Avon .....	30	" 20. ....	64 '66	10 12	Screw, passenger, Avon River, Minas Basin.
	725		8,512 '65	757 04	

The above, judging from data at hand, were inspected by Capt. McElhinney.

S. R. HILL.

## STEAM Vessels inspected for the year ended 30th June, 1894.

## NOVA SCOTIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Dorcas.....		July 12....	215·34	22 20	Screw, tug and freight.
Mic-Mac.....	250	" 13....	150·63	20 00	Paddle, ferry passenger, Halifax and Dartmouth.
Lunenburg.....	175	" 25....	265·55	29 28	Screw, passenger, Halifax and Lunenburg.
St. Pierre.....	50	" 28....	496·44	47 68	Screw, passenger, Halifax, St. Pierre and Cape Breton.
Worcester.....	275	Aug. 3....	1,332·56	114 64	Screw, passenger, Boston, Halifax and P. E. Island.
Peerless.....	200	" 5....	94·27	12 52	Screw, passenger, Sydney and North Sydney.
Marion.....	250	" 7....	478·49	46 24	Paddle, passenger, Sydney and Mulgrave.
May Queen.....	100	" 17....	142·09	19 36	Paddle, passenger, Grand Narrows, C. B.
Blue Hill.....	100	" 9....	195·83	23 68	Twin screw, pass'r, Cape Breton.
Lennox.....	100	" 8....	66·29	10 28	Paddle, ferry, Lennox Passage.
May Flower.....	100	" 8....	392·05	39 36	Twin screw, ferry passenger, Pt. Mulgrave and Pt. Tupper.
Carroll.....	300	" 24....	1,372·29	117 76	Screw, passenger, P. E. Island, Halifax and Boston.
Mulgrave.....	275	" 29....	484·86	.....	Screw, ferry passenger, Mulgrave, Pt. Tupper and Hastings.
Maple Leaf.....	40	Sept. 28....	129·06	18 32	Paddle, ferry, Pictou and Pictou Landing.
Albert.....		Oct. 7....	530·58	47 48	Screw, freight, North Atlantic.
Bridgewater.....	200	" 24....	207·79	24 64	" passenger, Halifax and Bridgewater.
Delta.....		Nov. 1....	871·21	77 84	" freight, North Atlantic.
Halifax.....	140	" 2....	338·42	35 04	Paddle, ferry passenger, Halifax and Dartmouth.
Weymouth.....			153·93	12 32	Screw, passenger, North Atlantic.
		1895.			
Newfoundland.....		Feb. 19....	918·75	78 44	" seal fisher, Halifax and Boston.
Halifax.....	400	" 6....	1,738·45	147 04	" passenger, Yarmouth, Halifax and St. John.
Alpha.....	30	" 12....	306·91	32 48	" passenger.
Total.....	2,985		10,881·79	\$976 60	

The above, judging from the data at hand, were inspected by the late C. R. Coker, Esq.

S. R. HILL,  
Steamboat Inspector.

# Steamboat Inspection.

STEAM Vessels not inspected for the year ended 30th June, 1894.

NOVA SCOTIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not Inspected and Class of Vessel.
			\$ cts.	
W. M. Weatherspoon..	59 29	34 41	9 72	Inspected for tug, screw.
Pinafore.....	25 86	14 67	.....	Inspection not applied for, screw passenger.
Acadia.....	74 21	66 53	.....	Laid up, screw passenger.
Westport.....	80 06	55 65	.....	Not yet inspected, screw passenger.
Magnolia.....	260 50	151 00	.....	Laid up, paddle passenger.
Total.....	499 92	322 26	9 72	

S. R. HILL,  
*Steamboat Inspector.*

## STEAM Vessels inspected for the year ended 30th June, 1894.

## MARITIME PROVINCES DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Bellisle.....	125	Dec. 12....	155·44	20 40	Stern wheel, passenger, St. John.
Gulnare.....		" 31.....	246·87	24 76	Screw, tug, coasting.
		1894.			
Shannon.....		July 4.....	75 11	11 00	" " Pictou, N. S.
St. Lawrence.....		" 4.....	50·82	9 00	" " " "
Yantic.....		" 5.....	14·16	6 12	" " Tidnish, N.S.
Lion.....		" 5.....	19·82	6 52	" " Pugwash.
Wenola.....		" 6.....	25 10	6 36	" " Port Elgin, N.B.
Atlas.....		" 6.....	15·79	5 88	" " " "
Bessie Ardella.....		" 10.....	11·17	5 88	" " Deer Island, N.B.
Calla.....		" 11.....	5·92	5 48	" " " "
Dirigo.....		" 14.....	70 13	10 60	" " St. John.
Alcyone.....		" 28.....	15·05	9 20	" yacht, " "
Rita.....		" 15.....	16 23	9 60	" yacht, St. John.
Wanda.....		" 17.....	38 48	8 04	" tug and fish b't, Yarmouth.
Freddie V.....		" 18.....	26 69	7 08	" " " "
Robbie Burns.....		" 22.....	88 93	12 12	" lighter, Halifax.
Bridgetown.....		" 24.....	14 66	6 20	" tug & fish b't, Point du Chêne.
Alice.....		" 26.....	15 77	6 28	" " Buctouche, N.B.
Victor.....		" 26.....	45 51	8 60	Paddle, tug, Richibucto, N.B.
Calluna.....		" 26.....	22 26	6 76	Screw, tug and fish boat, " "
Ouangondy.....	200	" 29.....	249 75	31 52	Paddle, ferry, St. John, N.B.
Dream.....		" 31.....	44 51	8 52	Screw, yacht, St. John, N.B.
John L. Cann.....		Aug. 4.....	142 08	16 35	" tug, Yarmouth, N.S.
Glencoe.....		" 5.....	32 21	7 56	" ferry, Annapolis, N.S.
David Duncan.....		" 5.....	20 59	6 68	" tug, Digby, N.S.
Jessie Gray.....		" 10.....	76 00	11 00	Stern wheel, Bras d'Or Lake.
May Queen.....	100	" 17.....	142 09	19 36	Paddle, pass., Gr'd Narrow, C. B.
Mary Odell.....		" 12.....	22 53	6 84	Screw, fish boat, coasting.
Rover.....		" 12.....	4 72	5 40	" tug, Mulgrave.
Blue Hill.....	100	" 9.....	195 83	23 68	Turn screw, passenger, C. Breton.
Lennox.....	100	" 8.....	66 29	10 28	Paddle, ferry, Lennox passg., C.B.
Gipsy.....		" 14.....	16 17	6 36	Screw, tug, C. Breton.
Meadow Flower.....		" 6.....	5 56	5 28	" water boat, Canso.
May Flower.....	100	Aug. 8.....	392 00	39 36	Twin screw, ferry, passenger.
Carroll.....	300	" 24.....	1,372 29	117 76	Screw, passenger, to Boston.
Tangent.....		" 28.....	35 74	7 80	Twin screw, St. John, N.B. [Isld.
Yaha.....		" 12.....	12 04	5 96	Screw, ferry, Barrington to Sable
Anticosti.....		Sept. 14.....	19 00	6 52	" tug, Liverpool, N.S.
La Have.....		" 16.....	49 27	8 92	" tug, La Have River.
May Flower.....		" 16.....	5 92	5 48	" fish boat, La Have River.
Maple Leaf.....	40	" 28.....	129 06	18 32	Paddle, ferry, Pictou, N.S.
Kingsville.....		Oct. 2.....	36 59	7 88	Screw, tug, St. John, N.B.
Victor.....		" 4.....	9 62	5 80	" " Northport, N.S.
Annie.....		" 11.....	42 12	8 36	" water boat, Halifax, N.S.
Coila.....		" 28.....	325 45	34 00	" freight, coasting.
St. John.....		Dec. 7.....	47 28	12 70	" tug, Sherbrook, N.S.
Western Extension.....	250	" 28.....	424 89	41 92	Paddle, ferry, St. John, N.B.
Caber Feidh.....		Nov. 29.....	61 07	9 88	Screw, tug, Pictou, N.S.
Elliot.....		Dec. 11.....	367 48	34 36	" freight, coasting.
		1895.			
Captani.....		Feb. 12.....	68 43	10 44	" tug, St. John, N.B.
Waring.....		" 13.....	28 74	7 32	" " " "
Leader.....		" 15.....	29 32	7 32	" " " "
Dirigo.....		Mar. 1.....	70 13	10 60	" " " "
E. Ross.....	39	" 13.....	29 63	7 32	" ferry " "
Fannie.....		" 13.....	33 44	7 64	" " " "
Olivett.....	247	" 22.....	318 37	33 44	Paddle, passenger " "
Star.....	300	" 22.....	461 03	44 88	" " " "
David Weston.....	430	" 24.....	765 15	69 20	" " " "
Hercules.....		" 24.....	87 11	11 96	Screw, tug " "
Springfield.....	145	" 28.....	232 73	26 56	Stern wheel, passenger, St. John, N.B.
May Queen.....	350	" 28.....	539 40	51 12	Paddle, passenger, St. John N.B.

# Steamboat Inspection.

## STEAM Vessels inspected, &c.—Maritime Provinces—*Concluded.*

### BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Clifton.....	150	Mar. 30....	138 20	19 04	Stern wheel, passenger, St. John, N.B.
G. D. Hunter.....		" 31....	67 97	10 36	Screw, tug, St. John, N.B.
Northumberland.....	350	April 6....	1,255 46	108 40	Twin screw, passenger, P. E. Isla'd.
St. Lawrence.....	350	" 6....	845 63	75 60	Paddle " " "
Jacques Cartier.....	300	" 6....	379 96	38 40	" " " "
Elfin.....	100	" 6....	122 42	17 76	" " ferry " "
City of Montecella.....	401	" 13....	1,033 65	90 64	" " passenger, St. John N.B.
Hero.....		" 13....	127 60	15 16	Paddle, tug, St. John, N.B.
Admiral.....		" 13....	158 20	17 64	" " " "
Champion.....		" 13....	190 14	20 20	" " " "
Lilly Glasier.....		" 21....	209 31	21 72	" " " "
Storm King.....		" 26....	107 87	13 56	Screw " " "
Sea King.....		" 26....	128 63	15 32	" " " "
Hope.....		" 21....	315 77	29 40	Paddle " " "
Hampstead.....	150	" 25....	234 52	26 72	Screw, passenger " "
Lillie.....	60	May 1....	71 64	10 76	" " " "
Aberdeen.....	400	" 10....	243 86	27 44	Stern wheel, passenger, St. John, N.B.
Wm. H. Murray.....	39	" 10....	72 55	10 76	Screw, passenger, St. John, N.B.
Ada G.....		" 11....	102 08	13 16	Paddle, tug " "
New City.....		" 11....	78 38	11 24	Screw " " "
Martello.....		" 12....	18 78	6 44	" " " "
Electric.....		" 17....	3 74	5 32	" " " Woodstock.
Tourist.....	39	" 22....	16 15	5 88	" " passenger, St. John.
Maggie Miller.....	150	" 25....	104 66	16 32	Paddle, ferry " "
Alameda.....	39	June 2....	33 93	7 72	Screw, passenger, P. E. Island.
Frank C. Batt.....	39	" 2....	32 90	7 56	" " " "
Southport.....	200	" 4....	239 92	27 20	Paddle, ferry " "
T. A. Stewart.....		" 4....	35 94	7 88	Screw, tug and freight " "
May Queen.....	35	" 5....	35 92	7 88	" " passenger " "
Fred. M. Batt.....		" 7....	59 90	9 72	" " tug " "
Montague.....	75	" 7....	129 55	18 32	Paddle, ferry " "
Electra.....	35	" 8....	106 26	16 48	Screw, passenger " "
Maggie M.....		" 13....	65 78	10 20	" " tug, St. John.
Winnie.....		" 13....	12 46	5 96	" " " "
Amanda Green.....		" 13....	19 63	6 52	" " " "
Rustler.....	170	" 18....	77 47	11 16	Paddle, ferry, Newcastle.
Lady Dufferin.....	39	" 18....	47 48	8 76	" " " "
Bessie.....		" 18....	5 18	5 40	Screw, fish boat " "
Marion.....		" 18....	11 57	5 96	" " yacht " "
Laura.....		" 18....	13 55	6 12	" " tug " "
Zulu.....		" 19....	17 60	6 44	Paddle, tug " "
Loyalist.....		" 19....	17 57	6 44	" " " "
Bridgetown.....		" 19....	14 66	6 20	Screw " " "
Nelson.....	100	" 20....	64 34	10 12	" " passenger, Chatham.
Mascott.....		" 20....	70 50	10 60	" " tug " "
Sybella H.....	39	" 20....	70 68	10 60	Paddle, ferry " "
St. Andrew.....		" 20....	76 64	11 08	Screw, tug " "
St. George.....		" 20....	160 57	17 80	Paddle " " "
Sarcella.....		" 20....	21 86	6 68	Screw " " "
Rover.....		" 20....	4 72	5 40	" " " "
St. Nicholas.....	100	" 21....	62 20	9 96	" " passenger " "
Miramichi.....	100	" 21....	75 18	11 00	" " " "
St. Lawrence.....		" 22....	50 82	9 00	" " tug, Bathurst.
East Riding.....		" 23....	85 55	11 88	Paddle, tug, Dalhousie.
Squirrel.....		" 25....	13 11	6 04	Screw " " "
Henrietta.....		" 25....	19 12	6 52	" " " "
William Aitken.....		" 27....	74 87	11 00	" " " P. E. Island.
<b>Total.....</b>			15,836 13	1,944 37	

W. L. WARING,  
Steamboat Inspector.



## STEAM Vessels not inspected for the year ended 30th June, 1894.

## MARITIME PROVINCE DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected, and Class of Vessel.
			\$ cts.	
W. E. Vroom.....	10 05	6 83	.....	Laid up ; screw, ferry.
Wee Laddie.....	16 60	11 29	.....	" " tug.
Quiddy.....	30 59	14 27	.....	" paddle "
Peri.....	11 77	8 00	.....	" screw "
Novelty.....	42 66	28 88	.....	" paddle "
Fanchon.....	95 66	60 27	.....	Not called for ; paddle, tug.
Eva Johnson.....	15 77	6 67	.....	" " screw, "
Ada.....	3 66	2 49	.....	" " " yacht.
Bismark.....	49 04	10 44	.....	" " paddle, tug.
Ernest.....	12 58	8 55	.....	" " screw, "
Arbutus.....	46 76	31 80	.....	" " " passenger.
Marguerite.....	19 66	12 30	.....	Laid up ; screw, yacht.
Grip.....	4 81	3 27	.....	" " tug.
Derby.....	11 66	8 66	.....	" paddle "
Utopia.....	25 00	17 00	.....	" " "
Princess of Wales.....	935 54	685 62	.....	" " passenger.
M. A. Starr.....	244 32	166 14	.....	" screw, freight.
Totals.....	1,576 13	1,082 48	.....	

W. L. WARING.  
Steamboat Inspector.

# Steamboat Inspection.

**STEAM Vessels inspected for the year ended 30th June, 1894.**  
**MARITIME PROVINCES DIVISION.**

HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Clifton.....	150	April 25..	138·21	19 04	Stern wheel, passenger, St. John River and tributaries.
Lillie.....	60	May 1..	71·64	10 76	Screw, tug and passenger, St. John River and Bay of Fundy.
Hampstead.....	150	" 4..	234·56	26 72	" passenger, St. John River and tributaries.
Aberdeen.....	400	" 10..	243·86	27 44	Stern wheel, passenger, St. John River and tributaries.
Tourist.....	39	" 29..	16·15	5 88	Screw, pass'r, St. John River and trib'r's.
Maggie Miller.....	150	" 25..	104·66	16 32	Paddle, ferry, Milledgeville and Milkish.
Northumberland.....	350	June 1..	1255·46	108 40	Twin-screw, passenger, Charlottetown, Summerside and Point du Chêne
Jaques Cartier.....	300	" 4..	379·96	38 40	Paddle, Charlottetown, Orwell Cape and East River, P.E.I.
Saint Lawrence.....	350	" 9..	845·63	75 60	" Charlottetown to Picton.
Frank C. Batt.....	39	" 2..	32·90	7 56	Screw, ferry, Summerside to Bedeque.
Electra.....	35	" 8..	106·96	16 48	" Montague, Picton, Charlottetown and intermediate points.
May Queen.....	35		35·92	7 88	" Charlottetown, East and West rivers, P. E. I.
Elfin.....	100		122·42	17 76	Paddle, ferry, Charlottetown to Southp't, P. E. I.
Southport.....	200		239·92	27 20	" ferry, Ch'town, East and West rivers, P. E. I.
Montague.....	75	June 7..	129·55	18 32	" Georgetown, Montague whf. ferry
Lady Dufferin.....	39	" 18..	47·48	8 76	" ferry, Newcastle to Chatham Hd.
Rustler.....	170	" 18..	77·47	11 16	" Red Bank, Newcastle, Chatham and Escuminac.
Nelson.....	100	" 26..	64·34	10 12	Screw, ferry, Chath'm, Nelson, Newcastle.
Miramichi.....	100	" 26..	75·18	11 00	" Chatham, Neguac and Escuminac.
Sybella H.....	39	" 26..	70·68	10 60	Paddle, ferry, Chatham to Morefield.
St. Nicholas.....	100	" 26..	62·20	9 96	Screw, Nelson, Escuminac and Miramichi River.
		1894.			
Ouangondy.....	200	July 29..	294·75	31 52	Paddle, ferry, St. John to Carleton.
Wm. H. Murray.....	39	May 31..	72·55	10 76	Screw, pass'r, St. John River and trib'r's.
Belisle.....	125	Dec. 10..	155·94	20 40	Stern wheel, St. John River and trib'r's.
Marguerite.....	25	Sept. 30..	19·66	5 80	Screw, St. Stephen to Campobello.
Arbutus.....	86	July 6..	46·76	8 76	" Deer Island, St. Stephen and Campobello.
		1895.			
E. Ross.....	39	April 12..	29·63	7 32	" ferry, Indiantown and Lancaster.
Olivette.....	247	" 17..	318·00	33 44	Paddle, St. John River and tributaries.
David Weston.....	430	" 12..	765·15	69 20	" " " "
Springfield.....	145	" 17..	232·73	26 56	Stern wheel, " " " "
May Queen.....	350	" 24..	539·40	51 12	Paddle, " " " "
Star.....	300	" 12..	461·03	44 88	" " " "
City of Monticello..	401	" 23..	1033·65	90 64	" St. John, Digby and Annapolis.
		1893.			
Elliott.....		Nov. 21..	367·48	34 36	Dominion and West Indies, freight.
Carroll.....	300	" 8..	1372·29	117 76	Screw, P.E.I. to Boston, U.S.
		1894.			
Worcester.....	275	Sept. 13..	1322·56	114 64	" " " "
Albert.....		Oct. 10..	530·58	50 44	Dominion, as a freight boat.
			21,917·27	1,202 96	

I. J. OLIVE,  
Inspector of Hulls, &c.

STEAM Vessels not inspected for the year ended 30th June, 1894.

MARITIME PROVINCES DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected, and Class of Vessel.
W. E. Vroom. ....	10·05	6·83	.....	Laid up, screw.
Princess of Wales.....	935·54	685·62	.....	" paddle.
Western Extension.....	424·89	169·48	.....	" for repairs, paddle.
M.A. Starr .....	244·32	166·14	.....	" screw.
	1,614·80	1,028·07		

I. J. OLIVE,  
Inspector of Hulls, etc.

# Steamboat Inspection.

STEAM Vessels inspected for the year ended 30th June, 1894.

BRITISH COLUMBIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		8 cts.	
Active.....	20	July 4...	171 74	21 76	Screw, tug, coast.
Courser.....	100	" 4...	160 79	20 88	Stern wheel, passenger, Fraser River.
Joe Adams.....		" 4...	11 89	5 96	Fishing tug, Fraser River.
May Queen.....		" 3...	14 10	6 12	" " "
Buzz.....		" 3...	12 59	6 04	" " "
Idaho.....		" 17...	6 04	5 48	Screw, tug, Kootenay Lake.
Kaslo.....		" 15...	51 17	9 08	" " "
City of Ainsworth.	50	" 16...	193 49	23 44	Stern wheel, passenger, Kootenay Lake.
Spokane.....	120	" 17...	399 77	40 00	" " " "
Nelson.....	125	" 18...	496 01	47 68	" " " "
Marion.....		" 20...	14 78	6 20	" " Columbia River.
Illecillewaet.....	40	" 21...	97 92	12 84	" " "
Lytton.....	125	" 21...	451 66	44 16	" " "
Hyak.....	Deck, 40	" 22...	39 04	8 12	" " "
Duchess.....	80	" 24...	145 48	19 60	" " "
Penticton.....	25	" 28...	49 69	9 00	Twin screw, Otanagon Lake.
Aberdeen.....	200	" 27...	554 04	52 32	Stern wheel, passenger, Okanagan Lake.
Transfer.....	120	" 30...	264 16	29 12	" " Fraser River.
Sunbury.....		Aug. 11...	73 36	10 84	Twin screw, tug, Fraser River.
Senator.....	30	" 11...	27 63	7 24	Screw, ferry, Burrard Inlet.
Swan.....		" 12...	16 65	6 36	" " tug, coast.
Spray.....		" 12...	7 36	5 56	" " yacht.
Princess Louise....	98	July 25...	931 76	82 56	Paddle, passenger, coast.
Joan.....		Aug. 7...	821 21	73 68	Twin-screw, " "
Georgie.....		" 19...	32 16	7 56	Screw, fishing tug.
Nora.....		" 20...	19 43	6 60	" " "
Caledonia.....	14	" 21...	237 00	26 96	Stern-wheel, Skeena River.
Nell.....	25	" 21...	207 97	24 64	Twin-screw, coast.
Florence.....		" 22...	30 41	7 40	Screw fishing tug.
Chieftain.....		" 23...	64 80	10 20	" " "
Minnie.....		" 23...	9 53	5 80	" " "
Muriel.....		" 24...	44 13	8 52	" " "
Westminster.....		" 25...	18 29	6 44	" " "
Yosemite.....	400	May 20...	1,525 03	130 00	Paddle, passenger, coast-wise.
Mary Hare.....		Sept. 11...	47 00	8 76	Screw, tug.
Delta.....		" 14...	25 20	7 00	" " "
Eva.....		" 18...	34 99	7 80	" " "
Delta.....		July 5...	14 90	6 20	" " "
Winnefred.....		" 1...	12 97	6 04	" " "
Iris.....		Sept. 19...	19 32	6 60	" " "
Brunnette.....		" 19...	37 03	7 96	" " "
Wildonan.....		" 20...	51 41	9 08	" " "
Staffa.....		" 28...	51 30	9 08	" " and freight.
Mystery.....	20	" 29...	64 80	10 20	" " "
Dreadnought.....	30	Oct. 9...	32 84	7 64	" " "
Saturna.....	12	" 10...	22 05	6 76	" " "
Lorne.....	20	Sept. 3...	287 96	31 04	" " "
Etta White.....	15	" 16...	97 35	12 76	" " "
Thistle.....		" 29...	222 36	25 76	" " and freight.
Jenny June.....		" 8...	4 24	5 32	Yacht.
Naramo.....		Oct. 23...	70 79	10 68	Stern-wheel, water boat.
Esperanza.....		" 23...	30 88	7 48	Screw, tug.
Swan.....		" 24...	12 27	5 96	" " yacht.
Estelle.....	12	" 24...	84 06	11 72	" " tug.
Skidegate.....	20	" 23...	37 08	7 96	" " "
Comox.....	140	" 27...	101 17	16 08	" " passenger, coast-wise.
Maude.....	32	" 3...	174 99	22 00	" " " "
Falcon.....		" 20...	52 44	9 24	" " tug.
Danube.....	300	" 25...	886 89	78 96	" " passenger, coast-wise.
Velos.....	15	Nov. 20...	72 52	10 84	" " tug.
Gypsy.....		" 21...	49 63	.....	Stern-wheel, tug.
Robt. Dunsmuir.....	50	Oct. 24...	231 75	26 56	Twin-screw, passenger, coast-wise.

## STEAM Vessels inspected, &amp;c.—British Columbia Division—Continued.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Phantom.....		Oct. 15...	46 53	8 76	Screw, tug, coast.
Delaware.....	150	" 24...	475 20	46 00	Stern wheel, passenger, Fraser River.
Telephone.....	40	" 11...	80 66	11 48	" " " "
Belle.....		" 11...	66 62	10 36	Screw, tug, coast.
Sadie.....	10	Dec. 14...	49 30	8 92	" " " "
		1895.			
Ba Boscowitz.....	150	Jan. 3...	269 08	29 52	" passenger, coastwise.
City of Nanaimo..	380	" 11...	761 37	68 88	Twin-screw passenger coastwise.
Shelby.....		" 17...	23 50	6 92	Screw, sealing schooner.
Hope.....		" 10...	78 49	11 32	" tug, coast.
Vachie.....		" 29...	9 97	5 80	" yacht.
Spinster.....		Feb. 18...	15 41	6 20	" " "
Capilaro.....	Deck, 25	" 3...	231 14	26 48	" freight, coast.
Surrey.....	50	" 10...	263 26	29 04	Paddle, ferry, Fraser River.
Mischief.....	Deck, 20	" 26...	65 49	10 28	Screw, schooner, freight, coast.
Iona.....	25	" 14...	52 62	9 24	" tug.
Burt.....	20	Mar. 2...	50 41	9 00	" " "
Muriel.....		" 14...	44 13	8 52	" " "
Florence.....		" 16...	59 44	9 80	Stern-wheel, water boat.
Glady's.....	60	" 19...	211 23	24 88	" passenger, Fraser River.
Bon Accord.....	45	" 19...	84 15	11 72	" " "
Blonde.....		" 20...	32 64	7 64	Screw, tug, Fraser River.
Brant.....		" 20...	18 66	6 52	" " "
Agnes.....		" 20...	22 70	6 84	" " "
Tepic.....	15	" 24...	70 78	10 68	" " coast.
Erie.....		" 30...	26 72	7 16	" " "
Transfer.....	120	Apl. 4...	264 16	29 12	Stern-wheel, passenger, Fraser River.
Cruiser.....		Feb. 16...	12 74	6 04	Screw, tug, coast, Fraser River.
Islander.....	450	Apl. 10...	1495 09	127 60	Twin-screw, passenger, coastwise.
Stella.....		" 11...	16 32	6 28	Screw, tug, coast.
Popcum.....		" 12...	12 64	6 04	Paddle, tug, Fraser River.
Lottie.....		" 17...	29 24	7 32	Screw, tug, coast.
Daisy.....	12	" 18...	60 10	9 80	" " "
Nagasaki.....		" 27...	15 13	6 20	" " "
		1894.			
R. P. Rithet.....	81	Oct. 15...	816 69	73 36	Stern-wheel, passenger, coast.
		1895.			
Maime.....		May 2...	9 21	5 72	Screw, launch, fishing.
Duchess.....	80	" 10...	145 48	19 60	Stern-wheel, passenger, Columbia River.
Hyak.....	Deck, 20	" 10...	39 04	8 12	" " " "
Gwendoline.....	30	" 10...	90 59	12 28	" " " "
Wm. Hunter.....	25	" 13...	50 67	9 08	Twin-screw, passenger, Slocan Lake.
Arrow.....	12	" 15...	4 50	5 40	Screw, launch.
Queen.....	50	" 17...	77 28	11 16	Stern-wheel, passenger, Kamloops Lake.
		1894.			
T. W. Carter.....	50	May 26...	26 94	7 16	Screw, tug.
		1895.			
Mischief.....	30	May 23...	65 49	10 28	" schooner, passenger, inside harbour.
		1894.			
Mary Hare.....	50	May 26...	47 00	8 76	" tug and passenger.
Florence.....	140	" 26...	59 44	9 80	Stern-wheel, passenger, Victoria Harbour.
		1895.			
Belle.....	12	May 30...	66 62	10 36	Screw, tug.
Edgar.....	50	" 25...	165 13	21 20	Stern-wheel, passenger, Fraser River.
Comet.....	12	" 31...	85 26	11 80	Screw, tug, coast.
Active.....	20	" 31...	171 74	21 76	" " "
Wm. Irving.....	200	June 7...	737 86	67 04	Stern-wheel, passenger, Fraser River.
Clyde.....		" 7...	67 87	10 44	Twin-screw, freight, coast.
Dreadnought.....	30	" 8...	32 84	7 64	Screw, tug, coast.
Cutch.....	150	" 6...	324 27	33 92	" freight and passenger, coast.
Leonora.....		" 11...	33 00	7 64	" tug, coast.
Lois.....		May 18...	25 15	7 00	" " "
Alert.....	20	" 29...	43 81	8 52	" " "

## Steamboat Inspection.

STEAM Vessels inspected, &c.—British Columbia Division—*Concluded.*

BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1895.		\$ cts.	
Coquitlam.....	25	June 6...	256·33	28 48	Screw, freight, coast.
Gorge.....		" 20...	2 70	5 24	" yacht.
Ina.....		" 25...	7 52	5 64	" fishing tug, Fraser River.
Delta.....		" 25...	14 90	6 20	" " "
Buzz.....		" 25...	12 59	6 04	" " "
Winnefred.....		" 26...	12 97	6 04	" " "
May Queen.....		" 26...	14 10	6 12	" " "
Joe Adams.....		" 26...	11 89	5 96	" " "
Premier.....	500	" 25...	1,044 41	91 52	" passenger, coast.
		1894.			
T. W. Carter.....		Sept 23...	26 94	14 32	" tug, coast ; 2 years' dues.
Constance.....	17	" 21...	49 52	9 00	" " Fraser River.
Total.....			19,685 94	2,326 60	

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

STEAM Vessels not inspected for the year ended 30th June, 1894.

BRITISH COLUMBIA DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and Class of Vessel.
			\$ cts.	
Clara Young.....	30 75	21 22	7 48	Screw, tug, laid up.
Vancouver.....	49 96	33 96	9 00	" " " "
Bella.....	8 01	5 61	5 64	Beyond reach, except at great expense.
Morris.....	11 66	8 04	5 96	" " " "
Red Star No. 2.....	36 85	23 21	7 96	Stern wheel, laid up.
Lilly.....	33 38	27 74	7 64	Screw, tug, " "
Glad Tidings.....	43 02	27 15	8 44	" " " "
Galena.....	47 64	33 35	8 84	" " " "
Angerona.....	13 79	9 52	6 12	" " " "
Rainbow.....	207 21	140 04	24 64	" passenger, laid up, dues paid 23rd Oct., '93
Warlock.....	44 57	39 31	8 60	Sold, out of the country.
Cora.....	25 12	17 07	7 00	Screw tug, laid up.
Spratt's Ark.....	307 88	143 04	32 64	Twin screw, freight, laid up.
	859 84	529 26	139 94	

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

## STEAM Vessels inspected for the year ended 30th June, 1894.

## BRITISH COLUMBIA

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1894.				
Transfer	120	July 30	264 16	29	12	Stern-wheel, passenger.
Active	20	" 4	171 74	21	76	Screw, tug and passenger.
Princess Louise	98	" 25	931 76	82	56	Paddle, passenger.
Joan	400	Aug. 7	821 21	73	68	Twin-screw "
Courser	100	July 4	160 79	20	88	Stern-wheel "
Senator	30	Aug. 11	27 63	7	24	Screw "
Yosemite	400	May 20	1525 03	130	00	Paddle "
Constance	17	Sept. 21	49 52	9	00	Screw "
Mystery	20	" 29	64 80	10	20	" "
Saturna	12	Oct. 10	22 05	6	76	" "
Dreadnaught	30	" 9	32 84	7	64	" "
Lorne	20	Sept. 8	287 96	31	04	" tug.
Thistle		" 29	222 36	25	76	" "
Skidegate	20	Oct. 23	37 08	7	96	" "
Comox	140	" 27	101 14	16	08	" "
Estelle	12	" 24	84 06	11	72	" "
Maude	32	" 3	174 99	22	00	" "
Etta White	15	Sept. 16	97 35	12	74	" "
Danube	300	Oct. 25	886 89	78	96	" "
Velos	15	Nov. 20	72 52	10	54	" "
Robert Dunsmuir	50	Oct. 24	231 75	26	56	Twin-screw.
Delaware	150	" 24	475 20	46	00	Stern-wheel "
Sadie	10	Dec. 24	49 30	8	92	Screw, "
		1895.				
Barbara Boscowitz	150	Jan. 3	269 08	29	52	" "
City of Nanaimo	380	" 11	761 37	68	88	Twin-screw "
Capilano	25	Feb. 3	231 14	26	48	Screw "
Surrey	50	" 10	263 26	29	04	Paddle "
Mischief	20	" 26	65 49	10	28	Screw "
Java	50	" 14	52 62	9	24	" "
Burt	20	Mar. 2	50 41	9	00	" "
Gladys	60	" 19	211 23	24	28	Stern-wheel "
Bon Accord	45	" 19	84 15	11	72	" "
Tepis	15	" 24	70 87	10	68	Screw "
Transfer	120	April 4	264 16	29	12	Stern-wheel "
Islander	450	" 10	1,495 09	127	60	Twin-screw "
Daisy	12	" 18	60 10	9	80	Screw "
		1894.				
R. P. Rithet	81	Oct. 15	816 69	73	36	Stern-wheel "
		1895.				
Mischief	80	May 23	65 49	10	28	Screw "
		1894.				
T. W. Carter	50	May 26	26 94	7	16	" "
Mary Hare	50	" 26	47 00	8	76	" "
Florence	140	" 26	59 44	9	80	Stern-wheel "
		1895.				
Comet	12	May 31	85 26	11	80	Screw "
Active	20	" 31	171 74	21	76	" "
Wm. Irving	200	June 7	737 86	67	04	Stern-wheel "
Dreadnaught	30	" 8	32 84	7	64	Screw "
Cutch	150	" 6	324 27	33	92	" "
Alert	20	May 29	43 81	8	52	" "
Coquitlam	25	June 6	256 33	28	48	" "
Premier	500	" 25	1,044 41	91	52	" "
Totals	4,766		14,483 18	1,470	42	

R. COLLISTER,  
Hull Inspector.

## Steamboat Inspection.

STEAM Vessels not inspected for the year ended 30th June, 1894.

BRITISH COLUMBIA DIVISION.

HULL INSPECTION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			8 cts.	
Clara Young.....	30·75	21·22	7 48	Screw tug, laid up.
Vancouver.....	49·96	33·96	9 00	" " "
Rainbow.....	207·21	140·04	.....	Screw, freight and passenger. Dues paid 23rd October, 1893.
Spratt's Ark.....	307·08	143·04	32 64	Twin screw freight, laid up.
	595·00	338·26	49 12	

R. COLLISTER,  
*Hull Inspector.*



STEAM Vessels inspected for the year ended 30th June, 1894.  
MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1894.		\$ cts.	
Algoma .....		July 26. ....	99 13	12 92	Screw, tug.
		1895.			
Athabasca .....		June 4. ....	166 73	21 36	Stern-wheel, freight.
Alma T .....		April 26. ....	15 78	6 28	Screw, tug.
Annie Mac .....		May 5. ....	25 22	7 00	" "
Beaver .....		April 26. ....	34 15	7 72	" "
Caro .....		Sept. 1. ....	14 47	6 12	" "
Chieftain .....		April 26. ....	40 00	8 20	" "
City of Selkirk. ....	25	June 1. ....	322 12	33 77	" passenger and freight.
Colville .....	25	July 5. ....	164 41	21 12	" " "
D. L. Mathers .....		May 1. ....	103 32	13 24	" tug.
Empress .....		April 26. ....	109 28	18 32	" "
Fisherman .....		June 1. ....	44 22	8 52	" "
Gimli .....		July 22. ....	29 82	7 40	" "
Grahame .....		June 16. ....	332 18	34 56	Stern-wheel, freight.
Keewatin .....	24	Sept. 22. ....	41 25	8 25	Screw, passenger and freight.
Kennina .....	40	" 22. ....	41 86	8 36	" ferry boat.
Lady Brooks .....	12	May 25. ....	6 34	5 50	" pleasure yacht.
Lady Ellen .....		June 1. ....	18 57	6 52	" tug.
Marquette .....	100	July 22. ....	149 27	19 72	Stern-wheel, river boat.
Miles .....		June 1. ....	63 04	10 04	Screw, tug.
Millie Howell .....		" 9. ....	24 11	6 92	" "
		1894.			
Minnetonka .....		Aug. 12. ....	34 15	7 75	" "
		1895.			
" .....		April 26. ....	34 15	7 75	" "
		1894.			
Monarch .....		New .....	167 64	21 41	Side-wheel, passenger.
		1895.			
Nintongis .....		New .....	7 60	5 60	Alligator, tug.
North west. ....	{ 65, cabin } { 35, deck. }	July 5. ....	425 00	42 00	Stern-wheel, river boat.
Ogema .....		June 1. ....	62 05	9 96	Screw, tug.
		1894.			
Queen .....		July 26. ....	31 64	7 56	" "
		1895.			
" .....		April 26. ....	31 64	7 56	" "
Regina .....		" 24. ....	6 78	5 54	" "
Ripple .....		June 19. ....	9 83	5 80	Side-wheel, tug.
Rover .....		May 5. ....	4 07	5 32	Screw, tug.
Saskatchewan .....		Burnt. ....	366 84	34 96	Side-wheel, freight.
Shamrock .....	40	Sept. 22. ....	79 84	11 40	Screw, passenger and freight.
St. Joseph .....		June 18. ....	49 13	8 95	Side-wheel, freight.
Thistle .....		May 1. ....	23 33	6 84	Screw, tug.
Victoria .....		April 25. ....	40 10	8 20	" "
Wrigley .....		" 27. ....	90 04	12 20	" "
			3,309 10	480 64	

CHARLES E. ROBERTSON,  
Steamboat Inspector.

## Steamboat Inspection.

STEAM Vessels not inspected for the Year ended 30th June, 1894.

MANITOBA KEEWATIN, N. W. T. DIVISION.

BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and Class of Vessel.
			\$ cts.	
Aberdeen .....	26 34	26 34	7 10	Stern-wheel ferry, new.
Alice Sprague.....	98 49	62 05	.....	Stern-wheel, not running.
Angler.....	16 16	10 99	6 28	Screw, tug, did not catch.
Aurora.....	244 50	141 43	25 96	" put in commission after my visit.
Arcadia.....	.....	.....	.....	" too far to go this season.
Brothers.....	17 50	11 90	6 44	" inspect at Port Arthur.
Couchiching.....	105 42	90 54	.....	" not running.
Cruiser.....	11 59	7 88	5 96	" not at Rat Portage.
Clara.....	.....	.....	.....	" not at Port Arthur when there
Ethel Banning.....	37 54	25 53	.....	" too far to go this season.
Fleet Wing.....	.....	.....	.....	" can't find.
Georgina.....	43 78	29 78	8 52	" too far to inspect at Port Arthur.
Harry Montgomery.....	3 65	2 49	5 32	" not at Selkirk when there.
Hazel.....	7 52	5 11	5 64	" " "
Highland Maid.....	106 24	72 95	16 48	Screw, passenger, not at Rat Portage when there.
Ida.....	19 37	13 17	6 55	Screw, tug, too far to inspect at Port Arthur.
Idell.....	53 49	36 67	9 32	" not at Selkirk when there.
Josie.....	70 15	54 02	10 65	Side-wheel, too far to inspect at Prince Albert
Kakabeca.....	112 67	94 94	17 04	Screw, pass., too far to inspect at Port Arthur
Kate Marks.....	54 15	43 09	9 32	Screw, tug, too far to inspect at Port Arthur.
Maple Leaf.....	75 07	51 05	11 00	" too far to go this season.
Marquis.....	753 76	474 87	.....	Not in commission.
Mary Ann.....	87 00	57 00	11 96	Screw, tug, too far to inspect at Port Arthur.
Mary Hatch.....	121 18	82 40	.....	" not running.
May Queen.....	8 07	5 45	.....	" " "
Minnie Kidd.....	17 60	11 97	6 44	" too far to inspect at Port Arthur.
Minnow.....	20 05	15 57	6 65	Stern wheel, " inspect at Edmonton.
Mocking Bird.....	38 02	25 85	8 04	Screw, tug, " inspect at Port Arthur.
Mountain Bell.....	90	60	5 08	" yacht, owner went out of his mind before inspection was finished.
Northcote.....	461 34	289 48	.....	Not running, stern-wheel.
Princess.....	530 50	289 48	.....	" side-wheel.
Rambler.....	13 57	9 19	6 08	Steam, tug, not at Rat Portage.
Red River.....	166 47	113 20	21 28	Screw, passenger, not ready.
Richmond.....	14 32	9 74	6 12	" tug, too far to inspect at Port Arthur.
Saathy Jack.....	44 62	28 24	8 60	" " " " " "
Sawit.....	47 17	34 27	8 80	" " " " " "
Sultana.....	357 55	243 13	36 64	" passenger, not ready.
Sunbeam.....	2 86	1 04	.....	Can't find.
Upas.....	23 35	14 52	6 70	Screw, pleasure yacht, too far to inspect at Edmonton.
Lena.....	.....	.....	.....	Can't find.
Zypher.....	19 27	11 25	6 54	Screw, pleasure yacht, too far to inspect at Port Arthur.
	3831 66	2497 18	\$290 51	

CHARLES E. ROBERTSON,  
*Steamboat Inspector.*

STATEMENT of Steam Vessels lost, broken up or laid up as unfit for service, in the Dominion during the year ending 30th June, 1894, and where and how employed.

## WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Byron Terrice.....	Lake Erie, passenger.	Thomas .....	Georgian Bay, freight.
Excelsior.....	Muskoka Lakes, passenger.	George Douglas.....	" " tug.
Truant.....	Georgian Bay.	Maggie.....	Welland Canal, tug.
Canadian.....	Toronto Bay.		

THOS. HARBOTTLE,  
JAMES JOHNSTON,  
JOHN DODDS,  
*Steamboat Inspectors,  
Western Ontario Division.*

## EAST ONTARIO DIVISION.

Annie Gilbert ....	Screw, passenger, Trenton and Picton.	Olivia Gordon ...	Screw, tug.
		Dominion.....	Screw, tug, burned.

EDWARD ADAMS,  
*Steamboat Inspector.*

## EAST ONTARIO DIVISION.

Annie Gilbert.....	Passenger Str. Trenton and Picton		
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THOMAS DONNELLY,  
*Steamboat Inspector,  
Eastern Ontario Division.*

## QUEBEC DIVISION.

L'Isle aux Noix...	Screw, tug, towing lumber for the use of their mill.	Lady Belleau....	Screw, wreckingschooner in the gulf. Engine taken out of her.
Calumet.....	Screw, Montreal Harbour, tug.	Beaver .....	Screw, freight and passenger, stranded in gulf.
John Young.....	Paddle wheel, tug, Montreal and Quebec.	Lucis .....	Stern wheel, tug, Nicolet River.

JOS. SAMSON,  
*Boiler and Machinery Inspector.*

## MARITIME PROVINCES DIVISION.

Dorcas .....	Halifax & Sydney, towing barges.	Chebucto.....	Halifax and Dartmouth, ferry.
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D. STEVENS,  
*Steamboat Inspector.*

## NOVA SCOTIA DIVISION.

Dorcas .....	Halifax and Sydney, towing barges	Chebucto.....	Halifax and Dartmouth, ferry.
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S. B. HILL,  
*Inspector of Hulls and Equipment.  
Nova Scotia and Cape Breton.*

## Steamboat Inspection.

### MARITIME PROVINCES DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Lulu C. ....	Richibucto, fish boat.	Fred Clinch .....	St. John, N.B., tug.
Rita .....	St. John, N.B., yacht.	Norman .....	" " "
Bertha .....	" tug.	Florenceville .....	" " passenger.

**W. L. WARING,**  
*Steamboat Inspector.*

Florenceville .....	St. John River, passenger.		
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**I. J. OLIVE,**  
*Inspector of Hulls.*

### BRITISH COLUMBIA DIVISION.

Phantom .....	Victoria and Nanaimo, coal, freight. Lost.	Penticton .....	Twin screw, freight, O'kanagon Lake. Dismantled.
Estelle .....	Tug, coast. Lost.	Isabel .....	Paddle, freight and passenger Victoria and Nanaimo. Dismantled.
Wm. Irving .....	Stern wheel, passenger, Fraser River. Wrecked, total loss.	Delaware .....	Stern wheel, freight and passenger. Fraser River. Dismantled.
Surprise .....	Screw, tug, Kootenay Lake. Lost.		
Mascotte .....	Twin screw, freight, coast, burnt, total loss.		

**J. A. THOMPSON,**  
*Steamboat Inspector.*

Phantom .....	Coal trade from Nanaimo to Victoria. Lost.	Penticton .....	Twin screw, freight, Okanagon Lake. Dismantled.
Estelle .....	Tug and passenger, coasting. Lost.	Isabel .....	Paddle, freight and passenger. Victoria and Nanaimo. Dismantled.
Wm. Irving .....	Stern wheel, passenger, Fraser River. Wrecked.	Delaware .....	Stern wheel, freight and passenger. Fraser River. Dismantled.
Surprise .....	Tug, Kootenay Lake. Wrecked.		
Mascotte .....	Twin screw, freight, coasting. Burnt.		

**R. COLLISTER,**  
*Hull Inspector.*

### MANITOBA, KEEWATIN AND N. W. T. DIVISION.

Saskatchewan .....	Lake Manitoba, freighting lumber. Burnt near the Narrows Sept. 16th, 1893.		
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**CHARLES E. ROBERTSON,**  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Chippewa.....	187.05	Paddle.....	Steel.....	1,514	764	Hamilton.....	Passenger, Toronto and Niagara.
Cleopatra .....	31.66	Screw.....	" .....	104	71	" .....	Pleasure yacht, the Lakes.
Yacht Odessa .....	1.2	" .....	Wood.....	12	8	Collingwood.....	" " Georgian Bay.
James Playfair.....	8.4	" .....	" .....	26	18	" .....	Fishing tug " " "
John J. Long.....	29.87	" .....	" .....	201	137	" .....	Passenger " " "
Lorna Doone.....	1.2	" .....	" .....	5	4	Orillia.....	Pleasure yacht, Lake Simcoe.
Thistle.....	41.66	Paddle.....	" .....	189	119	Oakville.....	Passenger ferry, Toronto Bay.
	300.49			2,051	1,121		

JAMES JOHNSTON,  
Steamboat Inspector, West Ontario Division.

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894, their Class and Horse power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—*Continued.*

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Lorraine.....	3 33	Screw	Wood	23	16	Buffalo, N. Y.	Lake Erie, fishing tug.
Chub.....	3 00	"	"	57	39	Bronte.....	" Ontario, freight.
Daisy.....	2 13	"	"	11	7	Point Frank.....	" Huron, tug.
Masonic.....	2 13	"	"	39	26	Hamilton.....	" Ontario, pleasure yacht.
Fanny Moose.....	533	"	"	4	2	Dunnville.....	" Erie, fishing tug.
Sea Gull.....	1 2	"	"	9	6	Port Severn.....	Georgian Bay.
Morning Star.....	53	"	"	5	3	Toronto.....	Toronto Bay, freight.
T. J. Collop.....	4 80	Paddle.	"	63	42	Mitchell's Bay.....	Lake St. Clair and vicinity, freight.
Abino.....	83	Screw	"	8	5	Fort Erie.....	" Erie, fishing tug.
Chas. E. Armstrong.....	10 80	"	"	49	33	St. Catharines.....	Welland Canal, tug.
Escort.....	10 95	"	"	40	27	Port Colborne.....	" " "
Jessie Hume.....	11 00	"	"	58	40	St. Catharines.....	Great Lakes, " "
George Swann.....	2 70	"	"	18	14	Kincardine.....	Lake Huron, fishing tug.
Sea Shell.....	1 2	"	"	7	5	"	" " "
Elite.....	6 2	"	"	22	15	Goderich.....	" fishing tug.
Luther Westover.....	15 00	Paddle	"	127	80	Bay City, Mich.....	" " "
	76 333			540	360		

JNO. DODDS,  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage, where built, and where and how employed—Continued.

HULLS AND EQUIPMENT INSPECTED.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Chippewa.....	.....	A1... value, \$200,000	Steel.....	1,513·60	763·55	Hamilton.....	Passenger, between Toronto and Lewiston.
Minitonka.....	.....	B1.... " 7,000	Wood .....	68·34	46·47	Fort Francis.....	Freight, between Rat Portage and Rainy River.
Monarch.....	.....	A2.... " 17,000	" .....	167·64	105·61	" .....	" .....
Thistle.....	.....	A2.... " 13,000	" .....	77·53	67·86	Toronto .....	Passenger, between Toronto and Island.
John J. Long.....	.....	A1.... " 18,000	" .....	205·95	136·65	Collingwood.....	Passenger and tug, between Collingwood and Islands in Georgian Bay.
Masonic.....	.....	B1.... " 2,500	" .....	39·24	26·14	Hamilton .....	Not certificated, not completed.
Acacia.....	.....	A2.... " 5,500	" .....	55·16	37·51	" .....	Passenger, between Hamilton and Burlington Beach.

THOMAS HARBOTTLE,

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894, their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage, where built, and where and how employed—Continued.

Name of Vessel.	Horse-power. — (Nominal.)	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how Employed.
Annie Lake.....	2·13	Screw .....	Wood.....	18·52	12·60	Belleville, Ont.....	Passengers, Brighton and Prescott.
Bannockburn.....	157·76	" .....	Steel. ....	1,619·56	1,034·79	Middlesborough, G.B.....	Freight, all lakes.
Reginald.....	48·00	" .....	Wood.....	186·26	12·82	Garden Island, Ont.....	Tug, all lakes.
J. G. Nichols.....	16·66	" .....	" .....	130·63	70·85	Fort Howard, U.S.....	Freight, all lakes.
Amable Du Fond.....	2·70	Paddle .....	" .....	17·40	11·11	Arnprior, Ont.....	Tug, Ottawa River.
Kismet.....	2·80	Screw .....	" .....	5·42	3·69	Belleville, Ont.....	Pleasure yacht.
	230·05			1,977·79	1,145·86		

EDWARD ADAMS,  
*Steamboat Inspector.*



STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—*Continued.*

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Annie Lake.....	2 13	Screw.....	Wood.....	18 52	12 60	Belleville.....	Passenger, Brighton and Prescott.
Bannockburn.....	157 76	".....	Steel.....	1,619 56	1,034 79	Middlesborough, Eng.....	Freight, all lakes and rivers.
				1,638 08	1,147 39		

THOMAS DONNELLY,  
Hull Inspector East Ontario Division.

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—*Continued.*

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Jeanne.....	3·33	Screw.....	Wood.....	16	10	Montreal, Que.....	St. Lawrence River, pleasure yacht.
Honoré.....	3·33	".....	".....	2	15	Vercheres, Que.....	Between Montreal and Sorel, tug.
Wenoway.....	9·63	Paddle.....	".....	99	84	Quinze Bay.....	Lake Quinze and Wenowa, passenger and tug.

WILLIAM LAURIE.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; the Gross and Registered Tonnage; where built, and where and how employed—Continued.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Ste. Anne	3 3	Paddle, ferry	Wood	18 14	11 43	Ste. Anne, 1893	Ferry between Chicoutimi and Ste. Anne.
Colon	11 26	" passenger	"	173 13	109	Roberval, Lake St. John, 1894	Paddle pass., Roberval and River Mistissini.
Chateauguay	19 2	"	Steel	223 27	118 58	Montreal, 1894	pass., Montreal and Beauharnois.
Sincenne	30	" tug	"	228 42	128 67	"	" tug, Montreal and Quebec.
Carolina	120	" passenger	Iron	968 90	610 41	Deleware, U.S., 1877	" passenger, Montreal and Chicoutimi.
Campania	2 13	Screw, tug	Wood	22 88	15 56	Lake Magantic, 1893	Screw tug, Lake Magantic.
Laurier	2 16	" pleas. yacht.	"	14 28	9 71	Sorel, 1893	Pleasure yacht, Montreal and Sorel.
Daisy	53	"	"	4 31	3 42	Island of Orleans, 1894	" " Quebec.
Eva	10 8	" tug	Steel	67 16	2 27	"	" " Lake Kiskissing.
Alice	2 66	"	Wood	17 77	45 68	Sorel, 1894	Screw tug, Montreal and Quebec.
Florence	3 3	" passenger	"	18 23	12 69	Grandé Silles, 1892	Tug, towing on River St. Maurice.
Ivan R.	1 2	"	"	5 63	12 44	"	Passenger, Grande Piles and La Tuque.
Genevex	16 66	" Paddle, tug	"	78 00	35 95	" 1892	Pleasure yacht on River St. Maurice.
Arthur	6 75	Screw, pleas.	"	12 06	8 20	Island of Orleans, 1889	Tug steamer, Sorel and Pierreville.
Cygne	5 4	Paddle, tug	"	39 76	28 94	Three Rivers, 1893	Pleasure yacht, Montreal.
Beatrice	1 2	Screw,	"	12 26	8 34	"	Tug steamer, Harbour of Three Rivers.
Lea	11 4	"	"	78 47	53 36	Quebec, 1894	" " " "
M. E. Hacket	33	" pleas. yacht.	"	5 19	4 84	"	" " Montreal and Quebec.
Swan							
				1,986 81	1,269 45		

PIERRE D. BRUNELLE,  
Hull Inspector.

JOS. SAMSON,  
Boiler and Machinery Inspector.

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—Continued.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Clipper.....	8·93	Screw.....	Wood.....	29·85	14·93	New York, U.S.....	Digby, N.S., tug.
Pastime.....	18·03	Twin screw..	".....	67·71	46·04	Halifax, N.S.....	Halifax Harbour, excursion boat.
Mulgrave.....	74·93	Screw.....	Steel..	484·86	329·70	New Glasgow, N.S.....	Mulgrave, Point Tupper and Hastings, ferry.
Albert.....	107·65	".....	Iron..	530·58	319·36	Hull, England.....	North Atlantic, coasting, freight.
Springhill.....	61·46	".....	Wood.....	189·05	95·70	St. John, N.B.....	Bay of Fundy, tug.
	271·00			1,302·05	805·73		

DOUGLAS STEVENS,  
*Steamboat Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894, their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage, where built, and where and how employed—Continued.

HULLS AND EQUIPMENT INSPECTED.

Name of Vessel.	Horse Power.	Classes.	Wood, Iron or Steel.	Gross Tonnage.	Register'd Tonnage.	Where built.	Where and how employed.
Pastime .....	18·03	Twin screw.	Wood .....	67·71	46·04	Halifax, N. S. ....	Halifax Harbour, excursion boat.
Mulgrave .....	74·93	Screw .....	Steel .....	484·86	329·70	New Glasgow .....	Mulgrave, Pt. Tupper and Hastings, ferry.
• Albert .....	107·65	" .....	Iron .....	530·58	319·36	Hull, England .....	North Atlantic, coasting, freight.
				1,083·15	695·10		

S. R. HILL,  
Inspector of Hulls and Equipments, Nova Scotia and Cape Breton.

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the Year ended 30th June, 1894, their Class and Horse-power, whether of Wood or Iron, their Gross and Registered Tonnage, where built, and where and how employed.—Continued.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Aleyone.....	2·13	Screw.....	Wood.....	15·05	10·73	St. John, N. B.....	St. John, N. B., yacht.
Rita.....	11·70	"	"	16·23	11·04	"	"
Calluna.....	7·26	"	"	22·26	15·14	Richibucto, N. B.....	Richibucto, N. B., tug and fish boat.
Elliot.....	61·44	"	"	367·48	227·37	Charlottetown, P. E. I.....	Coasting, freight.
E. Ross.....	7·26	"	"	29·63	20·15	St. John, N. B.....	St. John, N. B., north end, ferry.
Leader.....	4·80	"	"	29·32	19·94	"	tug.
Hampstead.....	20·40	"	"	234·52	159·47	Hampton.....	passenger.
Wm. H. Murray.....	33·63	"	"	72·55	49·33	St. John.....	tug.
Randolph.....	8·00	Twin screw.	"	8·71	8·71	"	yacht.
Aberdeen.....	17·06	Stern wheel.	"	243·86	137·22	"	passenger.
	173·68			1030·61	650·10		

W. L. WARING,  
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—Continued.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Hampstead.....		Screw.....	Wood.....	234.52	159.47	Hampton, N.B.....	St. John River, freight and passengers.
Aberdeen.....		Stern wheel.	".....	243.86	137.22	St. John, N.B.....	" " " "
Wm. H. Murray.....		Screw.....	".....	72.55	49.33	".....	" " " "
E. Ross.....		".....	".....	29.63	20.15	".....	Indian town to Lancaster, ferry.
Elliot.....		".....	".....	367.48	227.37	Charlottetown, P.E.I.....	Dominion and West Indies.
				948.04	593.54		

I. J. OLIVE,  
Inspector of Hulls, &c.

## Steamboat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power, whether of Wood or Iron; their Gross and Registered Tonnage, where built, and where and how employed—*Continued.*

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Spokane.....	9·6	Stern wheel...	Wood.....	399·77	251·66	Bonner's Ferry, U.S.A.....	Passenger service, Kootenay Lake.
Illecillewaet.....	4·3	" "	" "	97·92	61·69	Revelstoke.....	Freight and passenger, Columbia River.
Aberdeen.....	17	" "	" "	564·04	349·05	Okanagon Landing.....	" " Okanagon Lake.
Transfer.....	9·6	" "	" "	264·16	97·72	Victoria.....	" " Fraser River.
Spray yacht.....	4·3	Screw yacht...	" "	7·36	5	Vancouver.....	Pleasure yacht, coast.
Mary Hare.....	11·2	Screw tug....	" "	47	32	Victoria.....	Freight and towing, coast.
Delta.....	2	" "	" "	25·20	17·14	Fraser River.....	" " "
Staffa.....	3	" "	" "	51·90	34·88	Vancouver.....	" " "
Jenny June.....	2	Screw yacht..	" "	4·24	4	Seattle, U.S.A.....	Pleasure, coast.
Swan.....	2	" "	" "	12·27	8·35	Nanaimo.....	" "
Shelby.....	2	Screw schooner	" "	23·50	15·98	Victoria.....	Sealing schooner, Pacific.
Erie.....	9·1	Screw tug....	" "	26·72	18·44	New Westminster.....	Towing, Fraser River.
Popcum.....	2·4	Paddle tug....	" "	12·64	7·97	Popcum, Fraser River.....	" " "
Gwendoline.....	4·3	Stern wheel..	" "	90·59	57·08	Golden.....	Freight and passenger, Kootenay River.
Wm. Hunter.....	3·3	Twin-screw....	" "	50·67	34·46	New Denver, Slocan Lake.	" " Slocan Lake.
Arrow.....	1·5	Screw launch..	" "	4·50	3·06	Revelstoke.....	Passengers, Columbia River.
Queen.....	4·3	Stern wheel..	" "	77·28	48·69	Kamloops.....	Freight and passengers, Kamloops Lake.
				1,751·16	1,047·17		

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



STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—*Continued.*

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Spokane.....	9·6	Stern wheel.	Wood.....	399·77	251·66	Bonner's Ferry, U.S.....	Freight and passenger, Kootenay Lake.
Illecillewaet.....	4·3	"	"	97·92	61·69	Revelstoke.....	"
Aberdeen.....	17·0	"	"	554·04	349·05	Okanagan Landing.....	"
Transfer.....	9·6	"	"	264·16	97·72	Victoria.....	Okanagan Lake.
Spray.....	4·3	Screw.....	"	7	5·00	Vancouver.....	"
Mary Hare.....	11·2	"	"	47·00	32·00	Victoria.....	Yacht.
Delta.....	2·0	"	"	25·20	17·14	Fraser River.....	Freight and towing.
Staffa.....	3·0	"	"	51·30	34·38	Vancouver.....	"
Jenny June.....	2·0	"	"	4·24	4·00	Seattle.....	Yacht.
Swan.....	2·0	"	"	7	8·35	Nanaimo.....	"
				1,463·26	861·49		

R. COLLISTER,  
*Hull Inspector.*

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 30th June, 1894; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed—*Concluded*

## Steamboat Inspection.

Name of Vessel.	Horse Power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Shelby .....	2 0	Screw schr.	Wood	23 50	15 98	Victoria	Seal hunting.
Erie .....	9 1	"	"	26 72	18 44	New Westminster	Towing, Fraser River.
Popcum .....	2 4	Paddle	"	12 64	7 97	Popcum	"
Gwendoline .....	4 3	Stern-wheel.	"	90 59	57 08	Golden	Freight and passenger, Kootenay River.
Wm. Hunter .....	3 3	Twin-screw.	"	50 57	34 46	Slocan Lake	" Slocan Lake.
Arrow .....	1 5	Screw	"	4 50	3 06	Revelstoke	Passenger, Columbia River.
Queen .....	4 3	Stern-wheel.	"	77 28	48 69	Kamloops	Freight and passenger, Kamloops Lake.
Minnetonka .....	4 8	Screw	"	68 34	46 47	Fort Francis	Lake of the Woods, fishing.
Monarch .....	17 0	Side-wheel.	"	167 64	105 61	"	" and Rainy River to Fort Francis, passenger and freight.
St. Joseph .....	2 4	"	"	49 13	34 41	Fort Chipewyan	Freight on Athabasca River.
Shellah .....	None.	Tow barge.	"	25 69	25 69	Keewatin	Lake of the Woods, general cargo.
Piper .....	"	"	"	17 28	17 28	Fort Francis	"
Carl .....	"	"	"	31 68	31 68	Rat Portage	" fish.
Jay .....	"	"	"	31 68	31 68	"	"
C. E. Robertson .....	"	"	"	28 18	28 18	"	"
W. P. Andrews .....	"	"	"	28 18	28 18	"	"
				447 80	349 18		

CHARLES E. ROBERTSON,  
*Steamboat Inspector.*

LIST of Certificates of Competency granted to Engineers of Steamboats during the year ended 30th June, 1894.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1893.					\$ cts.
1449	July 4.	John McRae	3rd class	Penetanguishene	Penet'shene	5 00
1450	" 4.	Alexander Munro	2nd "	Glencoe, Ont.	Windsor	5 00
1451	" 4.	Wm. Colquhoun	1st " U.K.	Halifax, N.S.	Halifax	5 00
1452	" 6.	Charles G. Dunn	2nd "	Toronto, Ont.	Toronto	5 00
1453	" 15.	R. B. Halhed	Permit	Shawenigan Lake	Victoria	2 00
1454	" 17.	Thos. O'Mara	"	Lombardy, Ont.	Kingston	2 00
1455	" 17.	Samuel R. Heenan	"	Cardinal, Ont.	Prescott	2 00
1456	" 27.	Wm. F. Oakes	"	Penetanguishene	Muskoka	2 00
1457	Aug. 7.	Thos. Evans	"	Lakefield, Ont.	Lakefield	2 00
1458	" 14.	Alexis Samson	2nd class	Village Lauzon, P.Q.	Quebec	5 00
1459	Sept. 12.	E. T. Robertson	Permit	Millroche, Ont.	Cornwall	2 00
1460	" 12.	John Blesedell	3rd class	North Sydney, N.S.	Montreal	5 00
1461	" 22.	John Roxburgh	2nd " U.K.	S.S. Bonavista	"	5 00
1462	" 14.	Arthur W. Jenkins	3rd "	Dartmouth, N.S.	Halifax	5 00
1463	Oct. 17.	George Lawson	2nd " U.K.	Montreal, P.Q.	Montreal	5 00
1464	" 20.	Frank J. Hussey	3rd "	"	"	5 00
1465	Nov. 13.	Matthew Shea	4th "	Little Current, Ont.	Little Current	5 00
1466	" 24.	Donald Todd	4th "	Victoria, B.C.	Victoria	5 00
1467	" 24.	Anthony McLellan	3rd "	Vancouver, B.C.	"	5 00
1468	Dec. 4.	James Bain, jr.	4th "	Hamilton, Ont.	Toronto	5 00
1469	" 22.	George Sylvester	4th "	Chatham, Ont.	"	5 00
1470	" 28.	James T. Steel	3rd "	Gravenhurst	"	5 00
	1894.					
1471	Jan. 18.	Devere J. Mannion	4th "	Vancouver, B.C.	Victoria	5 00
1472	" 18.	John Fyfe	3rd "	Victoria, B.C.	"	5 00
1473	" 18.	Simeon Stover	4th "	Owen Sound, Ont.	Toronto	5 00
1474	" 18.	Jean B. Breconnier	4th "	Sorel, P.Q.	Quebec	5 00
1475	" 18.	John S. Anderson	3rd "	West Selkirk, Man.	Winnipeg	5 00
1476	" 18.	Chas. Robertson	2nd "	Owen Sound, Ont.	Toronto	5 00
1477	" 18.	George Judge	2nd "	Halifax, N.S.	Halifax	5 00
1478	" 18.	Richard Taylor	4th "	Kingston, Ont.	Kingston	5 00
1479	" 29.	Thomas Bard	4th "	Hamilton, Ont.	Toronto	5 00
1480	Feb. 3.	Chas. St. Pierre	3rd "	Three Rivers, P.Q.	Quebec	5 00
1481	" 3.	Edmund J. O'Dell	2nd "	Toronto, Ont.	Toronto	5 00
1482	" 6.	Moses Johnson	4th "	Collingwood, Ont.	"	5 00
1483	" 6.	Joseph Blanchet	4th "	Village Lauzon, P.Q.	Quebec	5 00
1484	" 8.	Omer H. Miller	4th "	Hamilton, Ont.	Toronto	5 00
1485	" 8.	Frederick Corkey	3rd "	Kingston, Ont.	Kingston	5 00
1486	" 10.	James S. Adam	2nd "	Toronto, Ont.	Toronto	5 00
1487	" 15.	Wm J. Ritchie	1st "	Quebec, P.Q.	Quebec	5 00
1488	" 15.	Josiah Dawson	2nd "	St. Catherines, Ont.	Toronto	5 00
1489	" 16.	Jchn Simons	4th "	Garden Island, Ont.	Kingston	5 00
1490	" 16.	Robert H. Veech	4th "	"	"	5 00
1491	" 19.	Eugene Gendron	3rd "	Sorel, P.Q.	Quebec	5 00
1492	" 19.	John C. McFadden	2nd "	Toronto, Ont.	Toronto	5 00
1493	" 19.	Geo. A. Ostrout	4th "	Montreal, P.Q.	Montreal	5 00
1494	" 19.	Alfred Many	4th "	Village Lauzon, P.Q.	Quebec	5 00
1495	" 21.	George Gagnon	3rd "	"	"	5 00
1496	" 21.	James Donaldson	3rd "	Owen Sound, Ont.	Toronto	5 00
1497	" 21.	James W. Halpin	4th "	Kingston, Ont.	Kingston	5 00
1498	" 21.	Reginald A. Jefferd	2nd " U.K.	Thunder Bay, B.C.	Victoria	5 00
1499	" 21.	Michael D. Tetro	3rd "	Kingston, Ont.	Kingston	5 00
1500	" 26.	Jean Fiset	4th "	Village Lauzon	Quebec	5 00
1501	" 26.	Robt. B. Newcombe	4th "	Collingwood, Ont.	Toronto	5 00
1502	" 26.	Emmanuel Filteau	3rd "	Levis, P. Q.	Quebec	5 00
1503	" 26.	George N. Smith	4th "	Penetanguishene	Toronto	5 00
1504	" 26.	Robert Rennie	2nd "	Selkirk, Man.	Selkirk	5 00
1505	" 27.	Wm. W. Milne	3rd "	Toronto, Ont.	Toronto	5 00
1506	Mar. 1.	James Wallace	2nd " U. K.	James Bay, B. C.	Victoria	5 00
1507	" 1.	Geo. O. Madigan	4th "	Victoria, B. C.	"	5 00
1508	" 2.	Frederick Costin	2nd "	Levis, P. Q.	Quebec	5 00

# Steamboat Inspection.

## List of Certificates of Competency granted to Engineers of Steamboats, &c.—*Con.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1894.					\$ cts.
1509	Mar. 3.	John E. Kane.....	4th class.....	Kingston, Ont.....	Kingston.....	5 00
1510	" 3.	Andrew Simmons.....	3rd ".....	" ".....	" ".....	5 00
1511	" 6.	Neil J. Morrison.....	3rd ".....	St. John, N. B.....	Pictou.....	5 00
1512	" 6.	Chas. E. Ryan.....	4th ".....	Toronto, Ont.....	Toronto.....	5 00
1513	" 6.	Patrick Deveney.....	4th ".....	Belleville.....	Kingston.....	5 00
1514	" 10.	Daniel McSorley.....	4th ".....	Kingston ".....	" ".....	5 00
1515	" 10.	George W. Mackie.....	4th ".....	Hamilton.....	Toronto.....	5 00
1516	" 12.	Malcolm A. Morris.....	2nd ".....	St. John, N. B.....	St. John.....	5 00
1517	" 13.	Cléophas Samson.....	2nd ".....	Village Bienville.....	Quebec.....	5 00
1518	" 21.	Wm. A. McWilliam.....	4th ".....	Kingston, Ont.....	Kingston.....	5 00
1519	" 21.	Richard Thompson.....	4th ".....	London.....	Toronto.....	5 00
1520	" 21.	James L. Smith.....	3rd ".....	Collingwood.....	Collingwood.....	5 00
1521	" 21.	Daniel Brisbin.....	4th ".....	Toronto.....	Toronto.....	5 00
1522	" 21.	John F. McEwen.....	3rd ".....	Collingwood.....	Collingwood.....	5 00
1523	" 21.	Chas. N. Shaw.....	3rd ".....	Warton.....	Warton.....	5 00
1524	" 27.	Sidney G. Harding.....	3rd ".....	Chatham, N.B.....	Chatham.....	5 00
1525	" 29.	Frank Beecher.....	4th ".....	Brockville, Ont.....	Ottawa.....	5 00
1526	" 31.	Joseph Servais.....	3rd ".....	Port Arthur, ".....	Winnipeg.....	5 00
1527	April 4.	Hiram S. Sweet.....	3rd ".....	Nelson, B. C.....	Nelson.....	5 00
1528	" 4.	Wilbert C. Harris.....	Permit.....	Gores Landing, Ont.....	Kingston.....	2 00
1529	" 5.	George A. Ostrout.....	" ".....	Montreal, P. Q.....	Montreal.....	2 00
1530	" 5.	David Fraser.....	1st class U. K.....	" ".....	" ".....	5 00
1531	" 6.	Clement Mandville.....	Permit.....	Thurso ".....	" ".....	2 00
1532	" 6.	George Gendron.....	3rd class.....	Sorel.....	Sorel.....	5 00
1533	" 7.	Henry W. Mansfield.....	2nd " U. K.....	London.....	Halifax.....	5 00
1534	" 7.	George I. Woolaver.....	4th ".....	Hatssport, N.S.....	" ".....	5 00
1535	" 12.	Bruno Pimtal.....	3rd ".....	Champlain, P. Q.....	Quebec.....	5 00
1536	" 12.	Alphonse Samson.....	4th ".....	Village Bienville, P. Q.....	" ".....	5 00
1537	" 12.	Louis Lavelle.....	4th ".....	Sorel, P. Q.....	Sorel.....	5 00
1538	" 12.	Alfred A. Norton.....	3rd ".....	Penetanguishene.....	Toronto.....	5 00
1539	" 13.	Amos Knox.....	2nd ".....	North, Sydney, N. S.....	Halifax.....	5 00
1540	" 13.	Alex. Milne.....	2nd ".....	Kingston, Ont.....	Kingston.....	5 00
1541	" 16.	Samuel B. Little.....	3rd ".....	Selkirk, Man.....	Winnipeg.....	5 00
1542	" 20.	John Insley.....	3rd ".....	Port Arthur, Ont.....	" ".....	5 00
1543	" 23.	Jules Lefebvre.....	4th ".....	Point aux Trembles.....	Sorel.....	5 00
1544	" 23.	Louis Petit.....	4th ".....	Sorel, P. Q.....	" ".....	5 00
1545	" 26.	George H. Shutliff.....	Permit.....	Gananoque, Ont.....	Kingston.....	2 00
1546	" 27.	Alfred Langstroth.....	2nd class U. K.....	King's Co., N. B.....	St. John.....	5 00
1547	May 4.	Alex. L. DeMartigny.....	4th ".....	Montreal, P. Q.....	Montreal.....	5 00
1548	" 14.	John W. Dean.....	3rd ".....	Fort Erie, Ont.....	Fort Erie.....	5 00
1549	" 14.	Harry Lowry.....	2nd ".....	Windsor.....	Windsor.....	5 00
1550	" 15.	Thos. A. Rushbrook.....	4th ".....	Portage la Prairie.....	Winnipeg.....	5 00
1551	" 15.	Walter G. Tatton.....	4th ".....	North Head, N.B.....	St. John.....	5 00
1552	" 15.	Chas. J. Lowry.....	4th ".....	Windsor, Ont.....	Windsor.....	5 00
1553	" 15.	Wm. A. Cross.....	4th ".....	Port Arthur, Ont.....	Winnipeg.....	5 00
1554	" 16.	John Corkey.....	Permit.....	Kingston, Ont.....	Kingston.....	2 00
1555	" 23.	Wm. Drever.....	3rd class.....	Winnipeg, Man.....	Winnipeg.....	5 00
1556	" 26.	Joseph Boisvert.....	3rd ".....	Sorel, P. Q.....	Sorel.....	5 00
1557	" 28.	August Amerback.....	3rd ".....	Rat Portage, Ont.....	Winnipeg.....	5 00
1558	" 29.	Geo. H. Haring, jr.....	4th ".....	St. John, N.B.....	St. John.....	5 00
1559	" 31.	Andrew S. Foster.....	1st " U. K.....	" ".....	" ".....	5 00
1560	June 1.	Jerome Young.....	Permit.....	Peterboro', Ont.....	Peterboro'.....	2 00
1561	" 1.	John Gonyea.....	" ".....	Smith's Falls.....	Kingston.....	2 00
1562	" 1.	Arthur T. Low.....	" ".....	Port Carling, Ont.....	Port Carling.....	2 00
1563	" 1.	Albert Wheeler.....	" ".....	Belleville, Ont.....	Kingston.....	2 00
1564	" 13.	Wm. C. Bell.....	1st class, U.K.....	Montreal, P. Q.....	Montreal.....	5 00
1565	" 21.	David D. Sinclair.....	4th ".....	" ".....	Halifax.....	5 00
1566	" 21.	Alex. McDonald.....	4th ".....	Sydney, C.B.....	" ".....	5 00
1567	" 21.	Daniel Cameron.....	4th ".....	" ".....	" ".....	5 00
1568	" 22.	Robert Downie.....	2nd ".....	Halifax, N.S.....	" ".....	5 00
1569	" 22.	Franklin Greig.....	2nd ".....	" ".....	" ".....	5 00
1570	" 22.	Edwin S. Pratt.....	3rd ".....	Parry Sound, Ont.....	Collingwood.....	5 00
1571	" 26.	Sampson Bloor.....	3rd ".....	Victoria, B. C.....	Victoria.....	5 00
1572	" 27.	Daniel O. Connell.....	Permit.....	Belleville, Ont.....	Belleville.....	2 00
1573	" 27.	Wm. Powles.....	Permit.....	Iyendinaga.....	Kingston.....	2 00
1574	" 27.	Thomas Evans.....	" ".....	Lakefield, Ont.....	Lakefield.....	2 00
1575	" 28.	Jean B. Mathiew.....	3rd class.....	Sorel, P. Q.....	Sorel.....	5 00

## APPENDIX No. 2.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL, FOR  
CALENDAR YEAR ENDING 31st DECEMBER, 1895.

MONTREAL, April 10th, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statement of the general receipts and disbursements of the Trust, for the year ended 31st December, 1894.

The net ordinary revenue was \$272,068.34, being \$44,627.61, or about 14 per cent less than in 1893, which, in view of the existing general depression in commerce, may be considered as not unsatisfactory.

The expenditure for management, maintenance and interest was \$248,840.18 net, leaving a surplus of \$23,228.16 over working expenses.

This surplus was, as usual, applied to expenditure on new works, which for the year amounted to \$250,721.83 net.

During the year \$599,000.00 of thirty year 4 per cent Harbour bonds were sold, of which \$269,000.00 were for new works and \$330,000.00 to pay off 6½ per cent bonds which had matured.

The usual reports for the past year, of the Montreal decayed pilots' fund, the Montreal pilotage district, and the harbour master, have already been forwarded you; while that of the chief engineer on the works for the improvement and maintenance of the harbour is transmitted herewith.

From the harbour master's report it will be noticed that there was a decrease in the number and tonnage of both ocean and inland vessels as compared with 1893. Of the former there were 70 vessels and 54,868 tons, or about 5 per cent less, and of the latter 578 vessels and 173,791 tons, or about 15 per cent less.

In the report of the Montreal pilotage district it might have been stated that, owing to the completion of the ship channel at Cap à la Roche and Grondines in 1893, the semaphore, which had stood at the former point for many years, was early last summer removed by the Marine Department to Lotbinière where it did equally good service for the shipping during 1894, by indicating daily from daylight to dark every three inches of rise and fall of the tide and the exact depth of water in the channel through the Barre à Boulard.

At the last session of Parliament an Act to amend and consolidate the Acts relating to the Harbour Commissioners of Montreal (57-58 Vic., chap. 48) was assented to; and the by-laws of the corporation, having been revised in accordance therewith, have been approved by His Excellency the Governor-General in Council and are now in force.

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

ALEXANDER ROBERTSON.

*Secretary.*

# HARBOUR COMMISSIONERS OF MONTREAL.

## STATEMENT of General Receipts and Disbursements for the year ended 31st December, 1894.

	Revenue.	Capital.		Revenue.	Capital.
	\$ cts.	\$ cts.	DISBURSEMENTS.	\$ cts.	\$ cts.
<i>Balance at 31st December, 1894</i> —			Harbour revenue, refunds of wharfage, paid twice or overpaid . . . . .	604 96	
Cash on hand . . . . .	122 06		Harbour revenue, bank exchange on New York draft received from Export Lumber Co. (see <i>contra</i> for credit) . . . . .	1 88	
Sundry accounts due for rentals, &c. . . . .	1,792 21		Harbour revenue, Mrs. John Young, annuity . . . . .	690 00	
Value of stores on hand . . . . .	10,498 06		Harbour interest, on debentures and Government demand loan . . . . .		
	\$ 12,412 33		Harbour interest, Bank of Montreal, for paying coupons and bonds . . . . .	\$126,660 51	
Less—Harbour interest coupons outstanding . . . \$ 517 50			Harbour interest, Bank of Montreal, for overdraft . . . . .	936 48	
At credit of Cash-Suspense Account . . . . .	5 07		Harbour interest, discount on harbour bonds, proportion for one year (see balance below) . . . . .	4,092 79	
Due Collector H. M. Customs, Montreal . . . . .	3,906 39		Harbour interest, Royal Electric suit in connection with harbour lighting contract (see <i>contra</i> for credits) . . . . .	390 77	
	4,428 96		Harbour administration staff, salaries and horse allowances . . . . .	300 94	132,381 49
	\$ 7,983 37		Harbour expenses, president's salary, commissioners' fees, taxes, lighting, heating, &c. (see <i>contra</i> for credit) . . . . .	12,601 67	
<i>Montreal Decayed Pilots' Fund</i> (held in trust for)—			Printing, stationery, &c., advertising, drawing materials, &c. . . . .	14,083 53	
Montreal Harbour debentures . . . . .	\$44,000 00		Travelling and incidental expenses . . . . .	2,496 88	
City of Montreal Consolidated Fund . . . . .	5,000 00		Legal and notarial expenses, including consolidation of statutes and by-laws . . . . .	151 58	
Deposit in Montreal City and District Savings-Bank . . . . .	2,482 19		Manufacturers' Accident Insurance Co., claims made by injured employees (see <i>contra</i> for credit) . . . . .	3,341 46	
	51,432 19	59,415 56	Accident account, claims made by injured employees . . . . .	343 20	
			Electric light, Citizens' Light and Power Co. (including \$511.87 for 1891) . . . . .	146 63	
			Pilotage expenses, salary of Quebec Agent, expenses of committee of pilots at examination of apprentice pilots, &c. (see <i>contra</i> for credit) . . . . .	5,703 02	
				931 24	
			RECEIPTS.		
<i>From Collector H. M. Customs, Montreal</i> —			From Collector H. M. Customs, Montreal—	\$128,200 56	
Wharfage dues on imports . . . . .	102,854 88		Wharfage dues on imports . . . . .	102,854 88	
" " exports . . . . .	231,055 44		" " exports . . . . .	231,055 44	
<i>From Wharfinger for Local Traffic</i> —			From Wharfinger for Local Traffic—		
Wharfage on goods inwards . . . . .	\$ 9,751 38		Wharfage on goods inwards . . . . .	\$ 9,751 38	
" " outwards . . . . .	3,948 22		" " outwards . . . . .	3,948 22	
Commutation on steamers . . . . .	10,000 00		Commutation on steamers . . . . .	10,000 00	
Rentals of spaces for coal piled . . . . .	2,889 40		Rentals of spaces for coal piled . . . . .	2,889 40	
" " lumber piled . . . . .	1,620 00		" " lumber piled . . . . .	1,620 00	

HARBOUR COMMISSIONERS OF MONTREAL.

STATEMENT of General Receipts and Disbursements for the year ended 31st December, 1894—Continued.

RECEIPTS.		Revenue.	Capital.	DISBURSEMENTS.—Continued.		Revenue.	Capital.
		\$	cts.			\$	cts.
From <i>Wharfinger for Local Traffic</i> —Continued.				Harbour survey, soundings, surveys and office work on plans.			
Rentals of spaces for firewood piled.	591 64			Harbour repairs, maintenance of wharfs and roads.	1,864 93		
" " " sand.	81 00			Harbour dredging fleet, clearing out basins (see <i>contra</i> for credit).	73,455 24		
" " " bricks.	30 00			Harbour dredging fleet, repairing tug "St. Louis" with insurance received.	620 69		
" " " small offices.	1,064 55			Harbour dredging, dredging of new steamship berth and rem wing shoals in current St. Mary.		1,568 00	
" " " scales.	1,000 00			Harbour of Montreal, completion of filling in of the small basin at section 26.		9,855 43	
Rental of space for coal elevators.	1,350 00			Windmill Point Basin, blasting and dredging for enlargement and deepening of.		3,597 83	
Revenue from penalties.	50 00			Harbour enlargement, new approach, dredging of island shoal for.		25,122 76	
	2 00			Guard pier construction, dredging for and depositing material for—of which the city of Montreal paid its proportion on 5th March, 1895, viz.: \$15,136.61 (see <i>contra</i> for credit).			802 80
From Dominion Coal Co. (Ltd.), interest on expenditure made on wharf and tracks at Hochelega for 1893.		32,388 19		Hochelega construction, dredging basins at Sections 43-46.			65,481 85
From Quebec in envelope (conscience money without doubt).		335 20		Hochelega construction timber work and labour on new pier.			29,471 46
From Dominion Cotton Mills Co. (Ltd.), rent for occupation of harbour land at Hochelega from 1st May, 1893, to 1st May, 1894.		7 00		Dominion Coal Company's tracks, extension and alteration of coal tower tracks, railway sidings, &c.			59,727 20
From Export Lumber Co., bank exchange on New York draft.		250 00		Harbour railway, signalling appliances and extension of siding.			9,335 31
From Canada Sugar Refining Co., wharfage on 84 tons of sugar landed during 1894 in excess of quantity paid for at custom house.		1 88		Land derricks, further expenditure on contract and alterations.			806 85
From Grand Trunk Ry. Co., rental of harbour tracks.		21 00		Three new derricks, further expenditure on contract and alterations.			12,128 43
From Canadian Pacific Ry. Co. "		3,682 50		alterations.			10,402 85
From Dominion Coal Co. (Ltd.), interest on expenditure as above for 1894.		3,043 75		Harbour plant, 3 electric light dynamos for vessels.			
From John Lee & Co., rental of portion of harbour yard.		1,580 22		Harbour plant, drilling machine for floating shop.			75 00
		300 00					
		\$ 272,675 18					
Total Ordinary Revenue.							
For credit of harbour interest, accrued interest on bonds sold.		1,151 85					
For credit of harbour interest, Citizens' Light and Power Co., on electric light plant.		60 48					
For credit of pilotage expenses, license fees from seven pilots and one apprentice.		75 00					
For credit of harbour expenses, for mast of burned barge.		4 00					
For credit of harbour dredging, old stores sold and work performed.		246 85					





**HARBOUR COMMISSIONERS OF MONTREAL.**  
**STATEMENT of General Receipts and Disbursements for the year ended 31st December, 1894.—Continued.**

	Revenue \$ cts.	Capital \$ cts.		Revenue \$ cts.	Capital \$ cts.
RECEIPTS—Continued.			DISBURSEMENTS—Continued.		
Balance and receipts on capital account.....		\$ 679,306 17	Balance—Continued.		
Receipts on revenue account.....		274,556 56	Montreal harbour debentures.....	\$45,000 00	
		\$953,862 73	City of Montreal consolidated fund.....	5,000 00	
			Deposit in Montreal City and District Savings Bank.....	3,056 05	
			\$ 53,056 05		\$ 100,725 28
			(And \$60.00 of cash included in Harbour Commissioners' cash on hand).....		\$ 953,862 73

Verified, subject to report,  
**RIDDELL & COMMON,**  
*Auditors.*

**MONTREAL, 9th April, 1895.**

**MONTREAL, 5th April, 1895.**

**ALEXANDER ROBERTSON,**  
*Secretary.*

## Steamboat Inspection.

MONTREAL, April 9th, 1895.

The Chairman Harbour Commissioners of Montreal,  
Montreal,

DEAR SIR—We beg to report having completed the audit of your secretary-treasurer's books for the year ended 31st December, 1894, and that the balance sheet and statement of general receipts and disbursements, herewith submitted, bearing our certificate, are correctly drawn up therefrom.

In dealing with the discount upon debentures sold during 1894, in the books of the Trust and in the statement above referred to, a departure from the method previously followed has been initiated. Hitherto it has been the custom to credit harbour interest with the amount of any premium realized upon debentures sold, and to charge the same account with any discount which might be allowed thereon. Inasmuch, however as the discount on debentures sold during 1894 aggregated a considerable sum, and the debentures have a long period to run, it was felt by the executive that it would not be fair to charge the revenue of 1894 with the large amount allowed for the purpose of securing a low fixed rate of interest during the many succeeding years which must intervene previous to the maturing of these debentures. Harbour interest for 1894 has therefore been charged merely with the proportion of this discount applicable to the coupons maturing in that year, and the remainder of the discount has been carried forward in special accounts, proportions of which will be written off to interest account annually as the coupons fall due, until the whole account is extinguished.

This change in the book-keeping methods brings up the question as to whether provision should not in future be made for interest accrued on debentures to 31st December in each year, but not payable until 5th January following. As already indicated, the system hitherto followed has been to deal almost exclusively with cash actually received and paid, and materials actually used. Should any general change in this system be entered upon, there are one or two other matters with which it might be advisable to deal—such as the preparation of inventories for harbour and dredging plant, machinery and tools—and the annual adjustment with these inventories of the respective accounts in the secretary's ledger.

Your obedient servants,

RIDDELL & COMMON,  
*Auditors.*

CHIEF ENGINEER'S OFFICE,

MONTREAL, 5th April, 1895.

ALEXANDER ROBERTSON, Esq.,

Secretary Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners the following report upon the works in the Harbour of Montreal for the year ended 31 December, 1894:—

## NEW WORKS.

The principal new works carried out during the year are: The building of part of a large pier at section 43, Hochelaga, and the dredging of part of an adjoining basin; the removal of an additional part of the Molson's shoal; deepening and enlargements of parts of the Windmill Point basin; the extension of the guard pier up stream, and the dredging away of a considerable part of the Island shoal for the harbour enlargement works. The main details are as follows:—

*Sections 4 to 10 (Windmill Point.)* The deepening and enlargement of the Windmill Point basin was continued throughout the summer, the work being directed as far as practicable to preparing a foundation for the cribwork wharf which is to be extended up to the intended head of the basin, and to making 22 feet depth at low water in the north-west half of the basin. Wherever the character of the bottom did not permit of working economically to 22 feet only, or when the plant could not well be confined to the north-west half of the basin, the work was directed to the making of the basin to the intended finished depth of 28 feet over the whole basin. Work was carried on throughout the summer by one to two dredges, assisted after the 11th July by a drill boat for drilling and blasting such rock as is too hard to be taken up by dredges alone. Quantity dredged during the summer:—Rock (including blasted rock), 67,161 cubic yards; earth, 12,317 cubic yards, total, 79,478 cubic yards; scow or box measurement, at a cost of \$31,981.74, half of which is charged to the basin and the remainder to the places to which the dredged material was sent. Additional cost for drilling and blasting \$8,644.26.

At the head of the basin earth was received throughout the summer from city excavations, gratis, to the extent of about 13,750 cubic yards, and was utilized in making filling upon sites of future wharfs.

*Sections 25 to 27 (Molson's Shoal.)* In accordance with an order of the board for the removal of Molson's shoal, dredging was commenced on the upper part of it on 12th July last and an area of about 540 feet in length up and down stream by about 225 feet in breadth from the wharf to the ship channel, was dredged down to 30 feet at low water, though not tested to ascertain the depth to which it is entirely clear for navigation. The dredging thus done extends the deep water down to the upper end of section 27 and makes clear navigation between the wharves and the ship channel throughout a distance of 3,000 feet from the Victoria pier downward, with exception of any stones or overlooked spots which may be found on thoroughly testing the whole area. Expenditure in 1894 \$6,364.39.

*Ship Channel.* In further pursuance of the order of the Board for the removal of Molson's shoal, dredging was continued from the head of the shoal downward along its outer or southeastern side, so as to form part of the widening of the ship channel through the current St. Mary to 525 feet. About one-half of this widening was done. Expenditure, \$9,816.88.

## Steamboat Inspection.

*Sections 34 to 36.* Some shoal places in front of the wharf were partly dredged away to a depth of 27½ feet at low water. Expenditure, \$2,704.28.

*Sections 36 to 38.* The new railway tracks and coal tower tracks which were under construction in the fall of 1893, were finished in the early part of last summer. Expenditure to the end of 1893, \$18,200.02; 1894, \$8,749.25; total, \$26,949.27.

*Section 42 (Hochelaga).* The roadway throughout the whole breadth of the wharf and of 550 feet in length was laid with macadamizing stone for the first time.

*Sections 42 to 46.* The new railway tracks laid in 1893, but not finished, were ballasted and completed in May, thus making both tracks ready for use to the outer end of the pier.

*Section 46.* The filling up of low ground alongside the tracks was resumed and practically finished early in the summer. A roadway 20 feet wide was also formed and macadamized throughout. Expenditure, \$10,311.34.

*Sections 43 and 44 (Maisonneuve).* The building of a large pier wharf in section 43—one of those in the harbour enlargement plan of 1888, measuring 850 feet by 180 feet of the usual cribwork founded at thirty feet depth at low water—was ordered by the Board in 1883 and contracts for the supply of timber for it were made in the fall of that year. The construction of the pier and the dredging out of the basins on each side were commenced on the opening of navigation in 1894, and vigorously continued until the close. The cribwork of the upper side, to the extent of 735 linear feet, was sunk and built up to about three feet above low water and filled flush inside and at the back with dredgings. Much difficulty was encountered with the foundations of the cribwork, the river bottom at that level being of soft sand which washed out from two to ten feet deep when exposed to the scour of the current by the removal of a hard stratum which covered it. The seats of the cribs thus scoured out were made up partly by filling in rock and gravel dredged up at Windmill point and the current St. Mary, and partly by building the cribwork to an increased depth. A large part of the site of the cribwork for the lower side of the pier, and of the basin on that side, were dredged out and the dredgings used in filling and backing the cribwork on the north side. Expenditure, dredging and derrick work, \$23,662.29; cribwork and other work, \$49,415.86; total, \$73,078.15.

*Sections 46 and 47.* Some dredging was done in the basin at the lower side of the pier, for the immediate object of procuring sand for roadways and in such way as to serve to enlarge the basin. Cost, \$1,762.72, part of which is chargeable to the places where the material was sent and the remainder to dredging.

*Section 26.* The construction of the new crib-work for filling in the basin, described in last annual report, which was unfinished at the end of 1893, was continued on the opening of navigation, and the whole completed by the end of May.

Expenditure in 1893, \$20,981.65; in 1894, \$3,597.83; total, \$24,579.48, including macadamizing of new wharf.

### HARBOUR ENLARGEMENT AND FLOOD PROTECTION WORKS.

The guard pier was unaffected by the winter ice and currents, and its construction was resumed upon the opening of navigation. The land derrick was floated out and placed upon the temporary landing trestle, and both derrick and trestle were then raised up to level 125·00 above the harbour datum, that being the height originally fixed upon as most suitable for making the first lift or tier of embankment through the strong cross current of the upper section. The making of embankment was then proceeded with and continued throughout the summer. At August 1st the end of the low level bank made in 1893 was reached, and at the close of navigation a total length of 2,280 feet from the trestle had been made to practically full breadth and up to level 125·00 or 27 feet above low water. The embankment, as in other parts of the pier, is wholly made of dredgings, part of which is of rock and boulders, and part of earth, the stony part being of course mainly used in freighting the current as the bank progresses, and in making a rip-rap covering upon the side slopes, while the earthy stuff is confined as far as practicable to the heart of the bank above ordinary water level.



# Steamboat Inspection.

## HARBOUR REPAIRS.

The total cost of maintenance and repairs for the year was \$75,455.24, which compares with the cost of previous years as follows :—

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

The following are the principal items of repair in 1894 :

*Sections 6 to 11 (Windmill Point).* The top and face planking and coping were renewed and repaired in many places. Cost, \$1,003.26.

*Sections 12 and 13.* The two tracks leased to the Canadian Pacific Railway Company were extended and their ends connected in order to facilitate the shunting of single cars. Total addition to length of track, 230 feet.

*Sections 15 and 16.* The lower half of the inshore or western face of the Island wharf, composed of very old cribwork and temporary pilework, was damaged and forced out of line by the dredging of the basin in front in recent years, but particularly in 1893, and in the fall of the latter year repairs were undertaken but not finished. On the opening of navigation in 1894 the repairing was resumed and soon finished. Expenditure in 1893, \$1,728.47; in 1894, \$763.71; total, \$2,492.18.

A deposit which formed in front of the shore wharves of the Dominion line berths was dredged out. Cost, \$747.69.

*Section 20 (Victoria Pier).* Part of the upper side of the pier near the outer end had become undermined gradually by the current. In the latter part of the summer, repairs were made by driving a row of close piling in front of the cribwork and rebuilding its top where sunken. Heavy repairs were also made to the top of the pier in general. Cost, \$2,254.77.

*Section 21.* The top of the wharf, 25 feet in length, which had sunk out of level was raised and repaired. Cost, \$297.75.

*Sections 23 and 24.* The cribwork wharves, founded in 20 feet of water, have been undermined in several places by necessary deepening of the basins in front and such wharfs are being protected by a row of close piling driven in front. In sections 23 and 24 a length of 1,025 feet was thus strengthened. Cost, \$7,192.59.

*Sections 30 and 31.* A portion of the 10-foot water wharf in sections 30 and 31 had, during recent years, sunk considerably below the proper level. The worst part, 357 feet in length, was raised and repaired in the latter part of the summer. Cost, \$1,944.59.

*Section 32.* The cribwork of about 135 linear feet of the 10-foot water wharf, while loaded with sand, gave way on the 28th August last by slipping outwards. The old cribwork was removed and the site levelled by dredging, after which new cribwork was built into the gap and the whole made good. Cost, timber work, \$3,330.53; dredging and filling, \$887.77; total, \$4,218.30.

*Section 33.* The roadway at the lower end of the Longueuil ferry ramp was laid with *banc rouge* block paving, with Portland cement concrete foundations, instead of the former macadamizing, and the footpath was renewed in concrete and cement, instead of the former planking. A tile drain was also laid. Cost, \$1,109

*Minor repairs* to the timber work of the wharves have been made as follows:—

New coping and sleepers in several places in sections 5 to 10 inclusive. Top planking renewed in many places from sections 5 to section 20 and from sections 37 to 39, inclusive. The face planking was renewed in many parts of sections 6 to 10, 12 and 13, 18, 20, 29, 38 and 41.

*Roadways.* Macadamizing stone to the extent of 976·73 toises has been used in the maintenance of the roadways distributed as follows:—

Sections 5 to 11.....	113·65 toises.
“ 13 to 15.....	101·70 “
“ 16 to 19.....	94·16 “
“ 20 to 25.....	127·10 “
“ 26 to 30.....	91·00 “
“ 31 & 32.....	59·43 “
“ 33 to 35.....	111·66 “
“ 36 to 38.....	155·03 “
“ 39 & 40.....	123·00 “
Total.....	976·73 “

The supply of macadamizing stone for the year was obtained as follows:—

	Toises.	Cost per Toise.
Quarried, hauled and broken by commissioners' men, by piece work.....	1,010	\$12 15
Furnished broken by H. Desjardins, by contract, at Maisonneuve.....	200	15 04
Purchased from the jail and hauled by the harbour commissioners' men.....	420½	16 28
Total quantity and average price.....	1,630½	\$13 57

The main body of the winter ice moved out of the harbour on the 8th ultimo, leaving ice lodged upon the wharfs as follows:—

Sections 40 and 41, Hochelaga. Along the front of the wharf, about 400 feet in length, 20 feet in width and about two feet average depth.

Sections 34 to 24. Along the front of the wharf, a mile in length, 20 to 100 feet in width and 2 feet to 5 feet in thickness.

Section 24 to the Lachine Canal, section 12; had only a thin sheet of ice except the outer part of Victoria pier, section 20, which had an area of 700 feet by 150 feet, covered to about 2½ feet depth.

The half of section 10 and sections 8 and 9, Windmill Point, a quarter of a mile in length, were covered to 100 feet in breadth and five feet average thickness. Section 6 was covered 500 feet in length, 100 feet in breadth and five feet thick.

Men were set to work on the 9th April to clear away the ice, beginning on the sites of freight sheds and other places first needed, and the work was finished on the 27th of April.

Total expenditure in clearing off the ice \$2,561.00.

#### HARBOUR DREDGING PLANT AND DREDGING.

The harbour dredging plant in use in 1894 was composed of six dipper dredges, six floating derricks one double land derrick, one drilling and blasting boat, five tugs, twenty-five flat deck scows, one coal barge and a floating shop, as detailed in the accompanying table.

All the dredges and floating derricks, the tugs “St. Peter,” “St. Louis” and “Emma Munson,” the floating shop and some scows were wintered in 1893-94 in the Lachine canal about half way between the Wellington bridge and St. Gabriel locks. Most of the remaining scows and the coal barge were wintered in the canal basins near by, and the small tug “M. P. Davis” was wintered in Cantin's dry-dock. The land derricks were wintered at the island above St. Gabriel locks upon two scows.

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All the repairs were made by the commissioners' own men, with exception of some heavy machine work which was done in neighbouring shops.

Dredge No. 1 had the boom strengthened in several places, the pivot of the turntable renewed and the buckets repaired.

Dredge No. 2 had the buckets repaired.

Dredge No. 4 had the oak engine frame renewed as also the deck beams beneath it.

The new floating derricks, Nos. 4, 5 and 6, were taken over from the contractor for the machinery and were made to work as originally intended.

The double land derrick was also taken over from the contractor and was strengthened and fitted up to work as originally intended.

The tug "St. Peter" had her boiler tubes renewed and light repairs made to other parts of the boiler. Her hull and housing had heavy repairs; the after deck and a great part of the rail and bulwarks being renewed, and the deck house and several other parts repaired.

The tug "St. Louis" which was damaged by fire in December, 1893, was thoroughly repaired, the cost so far as related to the damaged portion being covered by insurance.

The tug Emma "Munson" received considerable repair and renewal to her engine and slight repairs to boiler, and small repairs to hull during winter. She was also hauled out at Windmill Point during the summer and received some small repairs to planking and guards, and was caulked all over.

The vessels of the dredging fleet were brought into the harbour from their winter quarters in the canal between the 23rd and 25th of April, which was as soon as the opening of the canal permitted.

Dredges Nos. 1, 2 and 7 commenced work on the 30th of April. No. 4 and No. 6 commenced on 1st May.

Derricks No. 2 and No. 3 commenced unloading scows on 1st May, No. 1 and No. 4 on 2nd May, No. 6 on the third and No. 5 on the fifth.

The double land derrick was put upon the guard pier on 8th May after which it was raised up to its proper height and commenced to work, one side on the 22nd and the other side on the 24th of May.

The tug "Victor" commenced to work under charter on 17th May and continued until 15th June, when she was replaced by the tug M. E. Hackett, also under charter.

The drill boat "Torpedo" was chartered from the Gibert Bros. Engineering Company and commenced work on 11th July.

A large dipper dredge, No. 3, similar to No. 1 and No. 2, ordered from Messrs. Carrier, Lainé & Company, of Levis, in June last, was built by that firm and got ready for trial work in the harbour of Montreal on 10th November.

All the plant worked during the whole season of navigation except the little tug "M. P. Davis," which was not used between 27th June and 30th July; No. 1 derrick which was not used after 3rd October, and No. 2 derrick which was not used between 22nd June and 20th September. Dredge No. 2 was loaned to government for 13 days in June for dredging work at Quebec.

All the dredges except No. 1 and all the derricks except No. 4 stopped work for the season on 19th November. Dredge No. 1 and derrick No. 4 were kept working until the 24th November in order to put as much stuff as possible on the new pier at Hochelaga.

The harbour commissioners' vessels were sent at the close of navigation into the Lachine Canal for wintering, and the chartered drill boat and tug were handed back to their respective owners.

The number of days during which the dredges were on duty, reckoning every day except Sundays and the time during which No. 2 was at Quebec, from commencement to close of season was:—For No. 1, 182 days; for No. 2, 162½ days; for No. 3 (the new dredge), 8 days; for No. 4, 175½ days; for No. 6, 174, and for No. 7, 175½ days.

The number of days on which the chartered drill boat was on duty was 112 days.



The dredges worked by day only, on a nominal working time of 10 hours per day. This for the 352½ days aggregate of the three large dredges (including the work of the new No. 3) gives them a total of 3,525 hours nominal service, but the actual working time, after deducting that lost for repairs, changing positions, detentions by vessels, waiting for scows and from all other causes, was reduced to 2,450½ hours, or an average of 69.52 per cent of the nominal hours of service. The three smaller dredges had 525½ days aggregate service. Their aggregate nominal time was 5,252½ hours and their actual working time was 4,394½ hours, or an average of 83.67 per cent of the nominal time of service.

The total outlay for working the whole fleet, except the drill boat, was \$98,857.63, and this, as usual, represents the entire cost of working the plant and machinery, repairs, outfit, fuel, wages, salaries, management charges, insurance and all other outlays, except interest on capital and depreciation of plant. It also includes the cost of depositing by floating derricks of 19,220 cubic yards of stuff received in scows from city excavation.

The cost of maintaining and working the three large dredges, with their portion of maintaining and working the tugs and scows, was \$37,470.06, or an average of \$106.30 per day each, and the like cost for the three small dredges was \$34,084.41, or an average of \$64.89 per day each.

The cost of maintaining and working the six floating derricks was \$27,303.16.

## Steamboat Inspection.

The following are the comparative costs and quantities of dredging for 1894 and for previous years:—

Years.	Cubic yards dredged.	Total cost.	Cost per Cubic Yard.	Remarks
		\$	cts.	
1875.....	151,719	68,979	45	
1876.....	156,082	55,462	35·50	
1877.....	173,499	45,103	26	
1878.....	211,731	48,748	23	
1879.....	189,609	41,006	21·63	
1880.....	186,430	46,914	25·16	
1881.....	170,764	54,128	31·69	
1882.....	187,339	53,598	28·60	Spoon dredges and stone lifters.
	9,429	13,254	\$1.40·60	Elevator dredges.
	196,768	66,852	33·96	Totals and average.
1883.....	36,358	17,956	49·38	Spoon dredges and stone lifters.
	6,990	19,385	\$2.77·30	Elevator dredges, lifting rock and boulders and clearing up.
	43,348	37,341	86·14	Totals and average.
1884.....	125,648	49,468	39·37	Spoon dredges and stone lifters.
1885.....	69,494	28,563	41·10	" " "
1886.....	57,728	25,772	44	" " "
1887.....	36,993	23,259	62	" " "
1888.....	73,150	36,690	50·16	" " "
	2,077	1,333	64·18	Elevator dredges.
	75,227	38,023	50·54	Totals and average.
1889.....	205,283	54,574	26·58	Spoon dredges and stone lifters.
	9,420	2,996	31·80	Elevator dredge.
	214,703	57,570	26·81	Totals and average.
1890.....	186,670	53,674	28·60	Spoon dredges and stone lifters.
1891.....	259,267	49,571	19·12	Spoon dredges.
	43,290	14,232	32·87	Elevator dredge.
	302,557	63,803	21·08	Totals and average.
1892.....	361,947	93,595	25·58	Spoon dredges.
1893.....	235,280	93,050	39·55	" "
1894.....	312,430	98,858	31·64	" "

The cost and character of the dredging done in the different parts of the harbour last year are as follows:—All the quantities are either scow or box moorments, and the cost includes service of tugs and scows. The cost of the portion handled by floating derricks is also given.

Sections 5 to 10 (*Windmill Point Basin*). The dredging was of a very varied character, comprising loose stones and deposit in ships' berths, hard pan and boulders and compact Utica shale and trap rock. In places the hard pan overlay the shale and both were dredged up together; the shale and trap were also in most places mixed together in proportions varying from nearly all shale to nearly all trap; the trap chiefly in pockets and in a bed of 3 feet to 3½ feet thick. The rock-work was further varied by part of it having been blasted with more or less success from shale well broken up to heavy beds of trap merely cracked and not displaced. The dredging was also done by different dredges, the soft stuff and loose rock being

of course assigned to the small dredges, and the tearing up of solid and imperfectly blasted rock to the large ones.

It is impossible under such conditions to classify the dredging otherwise than as rock and earth, and to give the cost of each as done by different dredges. The general results are as follows:—

Shale and trap rock; not blasted, 30 to 35 feet depth to bottom of cut; large dredge No. 1, 28,646 cubic yards; cost 20·6 cents per yard measured loose in boxes.

Trap, mostly in heavy beds, and shale; about twenty per cent blasted and remainder solid; 28 to 35 feet depth; large dredge No. 2, 37,244 cubic yards; cost 34·5 cents per cubic yard.

Hard-pan, gravel and stones, 28 to 33 feet depth; large dredge No. 1; quantity, 3,000 cubic yards; cost, 21·3 cents per cubic yard.

Hard-pan, clay and stones; 28 to 33 feet depth; large dredge, No. 2; quantity, 2,772 cubic yards; cost, 32·4 cents per cubic yard.

Clay and stones; cleaning up bottom; 26 to 30 feet depth; small dredge, No. 6; quantity, 188 cubic yards; cost, \$1.03½ per cubic yard.

Loose and blasted rock; 28 to 30 feet depth; small dredge, No. 7; quantity, 1,271 cubic yards; cost 66½ cents per yard.

Hard-pan, clay and stones; 15 to 30 feet depth; small dredge, No. 7; quantity, 6,357 cubic yards; cost, 66·1 cents per cubic yard.

Total quantity of rock dredged 67,161 cubic yards; earth, 12,317 cubic yards; total, 79,478 cubic yards. Of this 676 cubic yards was shovelled off scows by hand, and the remaining 78,802 yards were unloaded by floating derricks at a cost of 8½ cents per cubic yard.

*Sections 15 and 16.* Cleaning out deposit at Dominion Line berths; soft mud; 30 feet depth; small dredge, No. 4; quantity, 1,372 cubic yards; cost 46½ cents per cubic yard.

*Section 26.* Cleaning up deposit and small lumps in ship's berth; mud and sand; 30 feet depth; large dredge, No. 2; quantity, 1,525 cubic yards; cost, 47½ cents per cubic yard. Of this 357 yards was shovelled off scows by hand, and the remaining 1,168 yards was unloaded by floating derricks at a cost of 8½ cents per yard.

*Section 32.* Dredging up old wharf and making foundation for new one; sand and stones, 10 to 12 feet depth; small dredge, No. 7; quantity, 2,633 cubic yards; cost 23·6 cents per cubic yard. All unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Sections 34 to 36.* Cleaning off shoal places; light cutting, gravel and stones, small dredge, No. 6; quantity, 8,414 cubic yards; cost 18·7 per yard. Large dredge No. 1; quantity, 1,804 cubic yards; cost, 16½ cents per yard. All unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Sections 43 and 44.* New wharf and basins at Maisonneuve; fine and tough to coarse and loose sand with boulders; large dredge, No. 1; 30 feet depth; quantity, 2,325 cubic yards; cost, 16·9 cents per yard.

Large dredge, No. 2; making foundations for cribs; 30 to 35 feet depth; quantity, 15,675 cubic yards; cost, 18·6 cents per yard.

Small dredge, No. 4; dredging basin; 27 to 30 feet depth; 6,750 cubic yards; cost, 27·2 cents per yard.

Small dredge, No. 6; dredging basin; 26 to 30 feet depth; quantity, 42,054 cubic yards; cost, 15·6 cents per yard

Small dredge, No. 7; dredging basin; 10 to 13 feet depth; 25,583 cubic yards; cost, 17¼ cents per yard. Total quantity dredged at sections 43 and 44, 92,387 cubic yards. All of which was unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Sections 46 and 47.* Small dredge, No. 6; dredging basin; sand; quantity, 7,275 cubic yards; cost, 16 cents per yard. All of this was unloaded by floating derricks at an additional cost of 8½ cents per yard.

*Sections 25 to 27, Molson's Shoal.* Gravel and stones; 30 to 32 feet depth; very strong current; large dredge, No. 1; quantity, 26,649 cubic yards; cost 12

## Steamboat Inspection.

cents per yard. Large dredge, No. 2; 1,764 cubic yards; cost, 47½ cents per cubic yard. All unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Ship Channel in Current St. Mary.* Gravel and stones; 30 feet deep; very strong current; large dredge, No. 1; quantity, 35,780 cubic yards: cost, 19¼ cents per yard. All unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Island Shoal.* Sand, gravel and stones; trailwork 30 feet deep; large dredge, No. 1; 2,278 cubic yards; cost, 25.9 cents per cubic yard.

Rock; 30 feet deep; new dredge, No. 3; 1,223 yards; cost, \$1.06½ per cubic yard.

Silt and stones 22 to 25 feet deep; small dredge, No. 4; 39,769 cubic yards; cost, 24.9 cents per yard. Small dredge, No. 6; 8,392 yards; cost, 21.5 cents per yard. Small dredge, No. 7; 1,687 cubic yards; cost, 19.3 cents per cubic yard. Total, silt and stones, 52,126 cubic yards.

All the material dredged at the Island Shoal was unloaded by floating derricks at an additional cost of 8½ cents per cubic yard.

*Rock Blasting.* The chartered drill boat, having four steam drills, was worked at the commissioners' expense, but under the direction of its owners. The results were as follows:—

Charter, July 11th to November 19th— working days.....	112
Working time per day.....	12 hours.
Number of holes drilled and blasted.....	1,203 holes.
Average depth of each hole.....	8¼ feet.
Total quantity of rock drilled and efficiently blasted, measured in solid and to 6 inches below finished bottom.....	7,442 cubic yards.
Cost per cubic yard measured in solid.....	\$1 16

Appended are tables giving further particulars as to the dredging plant, and work done.

Yours respectfully,

JOHN KENNEDY,  
*Chief Engineer.*

HARBOUR Commissioners' Dredging Plant employed in the Harbour of Montreal in 1894.

Description of Vessel.	HULL.			ENGINES.				Capacity of Buckets.	Depth to which Dredge can work.	Remarks.		
	Length Ft. In. over all.	Breadth Ft. In. Beam.	Depth. Ft. In. over all.	When Built.	Kind of Engine.	No. of Cylinders.	Dia. of Cylinders. Inches.				Length of Stroke. Inches.	Pressure of Steam.
<b>DREDGES.</b>												
Boom Spoon Dredge, No. 1	90-0	36-0	9-6	1890-1	Horizontal,	2	16	18	110	115	40	Wooden hull.
" " No. 2	90-0	36-0	10-3	1892		2	16	18	125			
" " No. 3	90-0	36-0	10-3	1894	non-	2	16	18	125	70	33	Rebuilt and altered, '90.
" " No. 4	77-3	27-0	6-6	1872		1	14	16	85			
" " No. 5	77-0	27-0	7-6	1874	condensing.	1	14	16	90	70	35	" "
" " No. 6	77-0	27-0	7-6	1874		1	14	16	90			
<b>DERRICKS.</b>												
Clam Shell Derrick, No. 1	56-8	23-9	5-9	1872	Horizontal,	1	8	12	90	115	40	Wooden hull.
" " No. 2	57-0	23-6	5-9			2	7	12	90			
" " No. 3	61-9	24-0	5-9	1875	non-	2	10	12	90	115	40	" "
" " No. 4	75-0	26-10	7-6	1892		2	12	14	110			
" " No. 5	75-0	26-10	7-6	1892	condensing.	2	12	14	110	70	33	" "
" " No. 6	75-0	26-10	7-6	1892		2	12	14	110			
Pair of Land Derricks	42-0	40-0		1892-3		2	12	14	110			Wooden framing.
<b>TUG BOATS.</b>												
Tug St. Louis	67-0	15-0	8-7	1875	Vertical non-	1	16	20	85	115	40	Rebuilt in 1891.
" St. Peter	71-6	16-6	8-6	1875		1	20	22	95			
" Emma Munson	67-6	12-1	6-8	1873	condensing.	1	18	20	85	70	33	Wooden hull.
" M. P. Davis	40-5	10-7	5-3	1879		1	10	12	95			
<b>BARGES.</b>												
Floating Shop (Elevator No. 3)	135-0	29-0	10-0	1874	Capacity.					115	40	All wood.
Coal Barge (Elevator No. 10)	135-0	29-0	10-0			45	45					
<b>SCOWS.</b>												
1 Sounding Scow, No. 2	70-6	18-0	5-0	1873	" "					115	40	" "
1 Flat deck Scow, No. 6	70-5	18-0	5-0	1874		45	45					
1 " " No. 11	70-0	18-3	5-1	1874	" "					115	40	" "
1 " " No. 14	69-5	18-4	5-0	1875		45	45					
1 " " No. 15	70-4	18-2	5-0	1875	" "					115	40	" "
1 " " No. 16	70-4	18-3	5-6	1875		45	45					
1 " " No. 17	75-0	20-2	6-0	1876	" "					115	40	" "
1 " " No. 18	75-0	20-2	6-0	1876		67 1/2	67 1/2					
1 " " No. 19	73-6	20-4	6-3	1876	" "					115	40	" "
1 " " No. 20	73-6	20-3	6-5	1878		67 1/2	67 1/2					
1 " " Nos. 21 and 22	75-6	20-3	6-3	1878	" "					115	40	" "
2 " " Nos. 23 and 24	85-0	25-0	7-5	1891		150	150					
2 " " Nos. 25 to 30	85-0	25-0	6-9	1891	" "					115	40	" "
5 " " Nos. 31 to 35	85-0	25-0	6-9	1892		150	150					
5 " " " " " " " "	85-0	25-0	6-9	1893	" "					115	40	" "
5 " " " " " " " "	85-0	25-0	6-9	1893		150	150					

## Steamboat Inspection.

STATEMENT showing particulars of cost of vessels employed at harbour dredging in 1894.

Vessel.	Fuel.	Wages.	Repairs, maintenance and stores.	Proportion of salaries of foremen and staff.	Total cost.	Scow service.	Tug Service.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Spoon dredges—</i>							
No. 1.....	1,342 20	3,090 42	7,071 36	688 97	12,201 95	507 60	5,211 76
No. 2.....	1,014 04	2,859 38	8,524 69	741 94	13,140 05	453 22	4,653 35
No. 3.....	180 50	418 68	392 23	59 32	1,050 73	22 32	229 08
No. 4.....	649 78	2,860 50	2,979 92	388 40	6,878 60	489 47	5,025 62
No. 6.....	682 59	2,814 87	1,998 25	328 87	5,824 58	485 28	4,982 68
No. 7.....	459 43	2,806 60	1,333 90	275 30	4,875 23	490 17	5,032 78
						Tug, days.	Cst pr day.
<i>Tugs—</i>							
St. Peter.....	2,070 74	1,995 79	2,943 40	419 51	7,429 44	191	38 90
St. Louis.....	1,352 05	1,749 04	867 17	237 52	4,205 78	186	22 61
Emma Munson.....	1,394 70	1,765 73	1,636 41	287 19	5,084 03	192	26 43
M. P. Davis.....	357 71	1,419 65	283 70	123 32	2,184 38	183	11 94
M. E. Hackett.....	1,089 52	1,195 48	2,282 06	273 30	4,840 36	137	35 33
Victor.....	118 13	96 89	488 69	42 12	745 83	26	28 69
Sundry towing.....			609 00	36 45	645 45		
Scow service.....			2,309 88	138 18	2,448 06		
Totals.....	10,711 39	23,082 03	33,720 66	4,040 39	71,554 47		25,135 27

STATEMENT showing average cost of dredging by the different dredges employed in 1894.

Vessel.	Total cost of dredge and attendance.	No. of working days.	Cost per working day of dredge.	No. of cubic yards dredged.	Cost per cubic yard.	Additional cost for unloading by derricks.	Remarks.
	\$ cts.		\$ cts.		\$ cts.	Cts. pr. yd.	
Dredge No. 1. . .	17,921 31	182	98 46 <sup>2</sup> / <sub>7</sub>	100,482	17 7 <sup>5</sup> / <sub>7</sub>	8 <sup>1</sup> / <sub>2</sub>	For description of material, see detailed statements and report.
" 2 . . .	18,246 62	162 <sup>1</sup> / <sub>2</sub>	112 28 <sup>7</sup> / <sub>10</sub>	58,980	39 3 <sup>1</sup> / <sub>10</sub>	8 <sup>1</sup> / <sub>2</sub>	
" 3 . . .	1,302 13	8	162 76 <sup>1</sup> / <sub>10</sub>	1,223	1 06 <sup>1</sup> / <sub>10</sub>	8 <sup>1</sup> / <sub>2</sub>	
" 4 . . .	12,393 69	175 <sup>1</sup> / <sub>2</sub>	70 61 <sup>1</sup> / <sub>10</sub>	47,891	25 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	
" 6 . . .	11,292 54	174	64 90	66,323	17 1 <sup>1</sup> / <sub>10</sub>	8 <sup>1</sup> / <sub>2</sub>	
" 7 . . .	10,398 18	175 <sup>1</sup> / <sub>2</sub>	59 16 <sup>1</sup> / <sub>10</sub>	37,531	27 7 <sup>5</sup> / <sub>10</sub>	8 <sup>1</sup> / <sub>2</sub>	
Totals.....	71,554 47	877 <sup>1</sup> / <sub>2</sub>	81 52 <sup>1</sup> / <sub>10</sub>	312,430	22 9 <sup>1</sup> / <sub>10</sub>	8 <sup>1</sup> / <sub>2</sub>	

NOTE—The tugs M. E. Hackett and Victor were both chartered boats and the cost of charter is included in Maintenance, &c.

## HARBOUR DREDGING.

ABSTRACT of work done by each Dredge for the Harbour of Montreal in 1894.

No. of Dredge.	Places at which dredging was done.	Time of service.		Quantities dredged, cubic yards.			Character of soil.
		Days.	Total.	Rock.	Earth.	Totals.	
No. 1.	Sections 5 to 10, Windmill Point	60	.....	28,646	.....	.....	Shale and trap rock.
	Sections " " 34 to 36, shoal places.	6½	.....	.....	3,000	.....	Hard-pan, gravel and stones.
	Sections 43 and 44, Maison-neuve	3	.....	.....	1,804	.....	Gravel and stones.
	Sections 25 to 27, Molson's Shoal	4	.....	.....	2,325	.....	Sand with boulders.
	Ship Channel in Current St. Mary	32½	.....	.....	26,649	.....	Gravel and stones.
	Island Shoal	70	.....	.....	35,780	.....	" " "
		6	.....	.....	2,278	.....	Sand, gravel and stones.
		182	.....	.....	100,482	.....	
No. 2.	Sections 5 to 10, Windmill Point	114½	.....	37,244	.....	.....	Shale and trap rock.
	Section 26, Ship's Berth	8	.....	.....	2,772	.....	Hard-pan, clay and stone.
	Sections 43 and 44, Maison-neuve	6½	.....	.....	1,525	.....	Mud and sand.
	Sections 25 and 26, Molson's Shoal	26	.....	.....	15,675	.....	Sand with boulders.
		7½	.....	.....	1,764	.....	Gravel and stones.
		162½	.....	.....	58,980	.....	
No. 3.	Island Shoal	8	.....	1,223	.....	.....	Rock
			8	.....	1,223	.....	
No. 4.	Sections 15 and 16, Dominion Line	9	.....	.....	1,372	.....	Mud and deposit.
	Sections 43 and 44, Maison-neuve	26	.....	.....	6,750	.....	Sand with boulders.
	Island Shoal	140½	.....	.....	39,769	.....	Silt and stones.
		175½	.....	.....	47,891	.....	
No. 6.	Sections 5 to 10, Windmill Point	3	.....	.....	188	.....	Stones and clay.
	Sections 34 to 36, shoal places.	24½	.....	.....	8,414	.....	Gravel and stones.
	Sections 43 and 44, Maison-neuve	101	.....	.....	42,054	.....	Sand with boulders
	Sections 46 and 47, Maison-neuve	18½	.....	.....	7,275	.....	Sand.
	Island Shoal	27½	.....	.....	8,392	.....	Silt and stones.
		174	.....	.....	66,323	.....	
No. 7.	Sections 5 to 10, Windmill Point	71	.....	.....	6,357	.....	Hard-pan, clay and stones.
	" " " "	14½	.....	1,271	.....	.....	Loose and blasted rock.
	Section 32, dredging old wharf	10½	.....	.....	2,633	.....	Sand and stones.
	Sections 43 and 44, Maison-neuve	74½	.....	.....	25,583	.....	Sand.
	Island Shoal	5½	.....	.....	1,687	.....	Silt and stones.
			175¾	.....	.....	37,531	.....
	Totals		877¾	68,384	244,046	312,430	

# Steamboat Inspection.

## HARBOUR DREDGING.

STATEMENT showing the number of days worked by each Dredge and the quantity dredged at each place for the Harbour in 1894.

Places where dredges worked.	No. of dredge.	Time of service.		Quantities dredged cubic yards.			Character of soil.
		Days.	Total.	Rock.	Earth.	Totals.	
Sections 5 to 10 Windmill Point	No. 1.	60 6½		28,646			Shale and trap rock. Hard-pan, gravel and stones
			66½		3,000	31,646	
" "	No. 2.	114½ 8		37,244		2,772	Shale and trap rock. Hard-pan, clay and stones.
			122½			40,016	
" "	No. 6.	3			188	188	Clay and stones.
" "	No. 7.	14½ 71		1,271		6,357	Loose and blasted rock. Hard-pan, clay and stones.
			85½			7,628	
Totals			277½	67,161	12,317	79,478	
Sections 15 and 16 Dominion Line	No. 4.	9			1,372	1,372	Mud and deposit.
Section 26, Ship's Berth	No. 2.	6½			1,525	1,525	Mud and sand.
Section 32, dredging old wharf	No. 7.	10½			2,633	2,633	Sand and stones.
Sections 34 to 36, shoal places.	No. 1.	3			1,804		Gravel and stones.
" "	No. 6.	24½			8,414		" "
Sections 43 and 44, Maison-neuve	No. 1.	4			2,325		Sand with boulders.
" "	No. 2.	26			15,675		" "
" "	No. 4.	26			6,750		" "
" "	No. 6.	101			42,054		" "
" "	No. 7.	74½			25,583		" "
			231½			92,387	
Sections 46 and 47, Maison-neuve	No. 6.	18½			7,275	7,275	Sand.
Sections 25 to 27, Molson's Shoal	No. 1.	32½			26,649		Gravel and stones.
" "	No. 2.	7½			1,764		" "
			40			28,413	
Ship channel in Current St. Mary	No. 1.	70			35,780	35,780	Gravel and stones.
Island Shoal	No. 1.	6			2,278		Sand, gravel and stones.
" "	No. 3.	8		1,223			Rock.
" "	No. 4.	140½			39,769		Silt and stones.
" "	No. 6.	27½			8,392		" "
" "	No. 7.	5½			1,687		" "
			187½			53,349	
Totals			877½	68,384	244,046	312,430	
Dredging at Quebec (at expense of Government)	No. 2.		13		6,960	6,960	Sand.



## HARBOUR COMMISSIONERS OF MONTREAL.

## SECRETARY'S OFFICE.

MONTREAL, January 17th, 1895.

SIR,—I now beg to inclose you copy of the harbour master's weather report for 1894, which is always appended to his annual report, of which a copy was sent you last week. With reference to said report I yesterday discovered a slight error in the figures giving the tonnage of inland vessels, which I will thank you to correct in the copy of the report sent you. This correction is as follows:—

The decrease in tonnage of inland vessels should be 173,791 tons instead of 73,791, which will make a decrease in tonnage of vessels of all classes of 228,659 tons instead of 128,659. These figures you will find in the last four lines on the first page.

I sent you the letter press of the Decayed Pilots' Fund Report on the 15th instant, and hope to forward the report of the Montreal Pilotage District within a day or two. I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

*Secretary.*

JOHN HARDIE, Esq.,  
Acting Deputy Minister,  
Dept. Marine and Fisheries, Ottawa.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL  
FOR THE YEAR 1894.

## HARBOUR MASTER'S OFFICE,

MONTREAL, January 8th, 1895.

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

DEAR SIR,—For the information of the Board of Harbour Commissioners I beg to submit the following as my annual report for the year 1894, with comparative statements showing the number, tonnage, classification, nationality, greatest number vessels in port at one time, number and tonnage of sea-going vessels consigned to the different agents, with statements showing the number and tonnage of inland vessels and the greatest number in port at one time during the past ten years.

Seven hundred and thirty-four sea-going vessels arrived in port during the season, of the aggregate tonnage of 1,096,909 tons. Of these vessels six hundred and seventy were built of iron, of an aggregate tonnage of 1,077,876 tons, and sixty-four of wood, of an aggregate tonnage of 19,033 tons, showing a decrease in ocean tonnage of 54,868 tons from the previous year. Of inland vessels there arrived in port 4,666 of an aggregate tonnage of 979,809 tons, showing a decrease of 578 vessels and in tonnage of 173,791 tons, and a total of 5,400 vessels of all classes and 2,076,718 tons in tonnage, showing a decrease of tonnage of vessels of all classes of 228,659 tons.

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

## EXPORTS.

*Lumber.*—There were shipped during the season, of lumber, square and wane timber, to the United Kingdom, and continental ports 177,405,425 feet board measure; and to the River Plate 10,466,000 feet board measure; making a grand total of 187,871,425 feet, and an increase of 49,158,629 feet over the previous year.

## Steamboat Inspection.

*Phosphate.*—There were shipped 1,034 tons, showing a decrease of 3,098 tons as compared with 1893.

*Grain.*—There were shipped 5,392,125 bushels of wheat; 2,035,970 of corn; 1,189,414 of peas; 87,113 of oats; 52 of barley; 48,811 of rye; making a grand total of 8,746,485 bushels, and a decrease of 12,977,909 bushels as compared with 1893.

*Flour.*—There were shipped 896,536 barrels, and an increase of 361,664 barrels over the previous year.

*Cheese.*—There were shipped 1,695,292 boxes, showing an increase of 59,484 boxes over the previous year.

*Butter.*—There were shipped 36,660 packages, showing a decrease of 34,083 packages from the previous year.

*Apples.*—There were shipped 273,496 barrels, showing an increase of 211,570 over the previous year.

*Cattle.*—There were shipped 87,604 head, showing an increase 4,600 head over the previous year.

*Sheep.*—There were shipped 130,663 head, showing an increase of 127,014 head over the previous year.

*Horses.*—There were shipped 5,579 horses showing an increase of 3,927 over the previous year.

*Hay.*—There were shipped during the season 22,212 tons showing a decrease of 45,653 tons from the previous year.

### IMPORTS.

*Coal.*—We had from Great Britain 21,154 tons, showing a decrease of 9,640 tons; from the United States 208,267 tons, showing a decrease of 18,097 tons; making a total of 229,421 tons; from the maritime provinces 733,338 tons, showing an increase of 46,338 tons, and a grand total of 961,759 tons; and an increase over the previous year of 17,601 tons. Of this coal 749,719 tons were discharged in the harbour and 212,040 tons in the canal.

*Cement.*—We had 142,372 barrels showing a decrease of 3,968 barrels from the previous year.

*Scrap Iron.*—We had 18,677 tons showing a decrease of 6,341 tons from the previous year.

### HARBOUR IMPROVEMENTS.

The wharfs and roads were in very good repair during the season. The new wharf, section 26, was completed in the early spring, giving an extra berth for sea-going steamships which has proved of very great advantage. The new pier building at Hochelaga is well advanced and I hope to see it finished next fall. I regret that the progress at Windmill Point has been very slow, owing to the hardness of the rock; it has to be blasted. I trust next season to see a good portion of new wharf built there, it is of great importance. Last season the Dominion Coal Co. were compelled to discharge 25,000 tons of coal extra in the canal, not having accommodation at Windmill Point. The extension of the tracks on the wharfs to Maisonneuve, section 46, gives great facilities to the G. T. R. and C. P. R. for their business in connection with the harbour. The tracks are all completed at Hochelaga for the use of the Dominion Coal Co. I am informed that their coal towers which are used for unloading their coal steamships are a very great success.

Yours respectfully,

THOMAS HOWARD.

*Harbour Master.*

## PORT OF MONTREAL.

NUMBER and tonnage of sea-going vessels consigned to the following merchants during the season for 1894.

No.	Names of firms.	Steam	Tonnage.	Sail.	Tonnage.	Total ves- sels.	Total ton- nage.
1	Kingman, Brown & Co.	222	236,596			222	236,596
2	H. & A. Allan.	78	197,837			78	197,837
3	R. Reford & Co.	72	144,977			72	144,977
4	D. Torrance & Co.	54	133,361			54	133,361
5	McLean, Kennedy & Co.	46	71,709	1	1,488	47	73,197
6	H. E. Murray.	24	59,554			24	59,554
7	Carbray, Routh & Co.	42	45,829			42	45,829
8	Wm. Johnstone & Co.	17	39,953			17	39,953
9	Harling, Ronald & Co.	17	36,844	2	1,577	19	38,421
10	Jas. Thom.	20	37,868			20	37,868
11	Intercolonial Coal Co.	25	25,650			25	25,650
12	Hy. Dobell & Co.	12	12,566	1	825	13	13,391
13	J. G. Brock.	31	10,460	10	793	41	11,253
14	Imperial Government.	5	9,975			5	9,975
15	Anderson, McKenzie & Co.	2	1,270	12	7,501	14	8,771
16	Munderloh & Co.	5	8,095			5	8,095
17	J. Hope & Co.	2	3,563			2	3,563
18	C. A. Boucher & Co.			21	2,329	21	2,329
19	A. Stoddart & Co.	1	1,448			1	1,448
20	Four others.	9	1,758	3	3,083	12	4,841
	Total.	684	1,079,313	50	17,596	734	1,096,909

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the number, tonnage and classification of sea-going vessels that arrived in port from the Maritime Provinces the past ten years.

Years.	S. Ships.		Ships.		Barques.		Brigs.		Brigantines.		Schooners.		Total Vessels.		Total Tonnage.	
	S. Ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Vessels.	Total Tonnage.		
1885.	142	117,436			18	11,997			10	2,307	47	4,814	217	133,554		
1886.	175	150,784			4	2,535	3	794	2	466	41	2,902	225	157,481		
1887.	224	194,028	2	2,389	11	8,676	1	313	2	342	36	3,139	276	208,892		
1888.	213	195,598	1	1,199	4	3,079			3	701	35	3,375	256	203,952		
1889.	184	174,076			1	998			3	441	52	4,668	240	179,183		
1890.	252	235,722							1	170	42	3,714	295	329,606		
1891.	272	261,702			2	1,462			2	520	29	3,067	305	266,751		
1892.	289	275,040			3	2,215	1	149	2	340	36	2,214	331	280,958		
1893.	333	324,188					1	169			34	2,577	368	326,934		
1894.	349	362,945			3	2,323			4	609	23	2,230	379	368,107		

THOMAS HOWARD,  
*Harbour Master.*

## Steamboat Inspection.

### PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the season 1894, that were navigated by 25,177 seamen.

Nationality.	Number of Vessels.	Tonnage.
British .....	681	1,028,582
German .....	19	36,802
Norwegian .....	19	13,805
Belgian .....	5	9,980
Spanish .....	2	3,978
French .....	3	3,196
American .....	5	566
<b>Total</b> .....	<b>734</b>	<b>1,096,909</b>

THOMAS HOWARD,  
*Harbour Master.*

### PORT OF MONTREAL.

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

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1885 .....	5,003	724,975	142—Oct. 1
1886 .....	5,521	809,819	178—Aug. 25.
1887 .....	5,367	791,452	189—May 31.
1888 .....	5,500	863,014	163—Aug. 14.
1889 .....	5,847	1,069,709	187—Aug. 15.
1890 .....	5,162	966,959	167—Oct. 20.
1891 .....	5,268	1,119,484	151—Sept. 7.
1892 .....	5,200	1,049,600	159—Aug. 6.
1893 .....	5,244	1,153,600	158—July 25.
1894 .....	4,666	979,809	172—May 21.

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT.—Showing the dates of the opening and closing of navigation, first arrival from sea, and the last departure for sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First arrival from sea.	Last departure for sea.
1885	May 5	December 7	May 8	November 20
1886	April 24	" 4	April 30	" 25
1887	May 1	" 23	May 3	" 28
1888	April 29	" 14	" 14	" 22
1889	" 14	" 29	April 27	" 23
1890	" 14	" 3	" 30	" 24
1891	" 17	" 17	" 27	" 21
1892	" 13	" 23	" 23	" 27
1893	" 24	" 4	May 3	" 23
1894	" 12	" 26	April 27	" 24

THOMAS HOWARD,  
*Harbour Master.*

## PORT OF MONTREAL.

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

Years	Ships.		Tonnage.		Barques.	Tonnage.		Brigs.	Tonnage.		Brigantines.	Tonnage.		Schooners.	Tonnage.		Total Number of Vessels.	Total Tonnage.	Number in Port.
	Ships.	Tonnage.	Ships.	Tonnage.		Tonnage.	Tonnage.		Tonnage.	Tonnage.									
1885	441	619,647	2	2,792	76	45,560	1	338	23	6,141	86	9,376	629	683,854	43	July 15			
1886	532	736,648	11	13,475	68	47,233	10	3,061	7	1,850	75	7,432	703	809,699	44	Aug. 18			
1887	600	807,491	7	8,648	68	43,275	2	1,118	7	2,031	82	8,194	767	807,773	37	July 21			
1888	532	742,276	7	9,634	32	20,208	.....	.....	10	2,631	74	7,714	655	782,473	36	June 27			
1889	522	763,783	8	11,923	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	39	Aug. 14			
1890	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	37	Sept. 3			
1891	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,171	775	938,657	46	Aug. 19			
1892	658	1,004,396	8	11,705	21	15,405	1	149	4	809	43	4,243	735	1,036,707	39	July 12			
1893	737	1,128,653	3	4,014	11	8,893	.....	.....	5	1,856	48	8,356	804	1,151,777	42	do 19			
1894	684	1,079,313	3	4,324	14	9,609	.....	.....	5	901	28	2,762	734	1,096,909	32	May 23			

THOMAS HOWARD,  
*Harbour Master.*

# Steamboat Inspection.

## Weather Report for 18 '4.

Date.	Wind.	Temperature.	Remarks.
Jan. 1	West	10 above	Fine.
" 2	"	13 "	Fine weather.
" 3	"	15 "	Fine morning.
" 4	South-east	27 "	Rain.
" 5	North	12 "	Fine day.
" 6	West	13 "	Snowing.
" 7	"	15 "	Fine day.
" 8	"	13 "	"
" 9	"	11 "	Fine morning.
" 10	North-west	10 below	Cold day.
" 11	"	12 above	Fine day.
" 12	West	5 "	Cold wind
" 13	"	2 "	Fine day.
" 14	"	5 "	"
" 15	North-east	13 "	Cloudy weathe .
" 16	East	25 "	Fine day.
" 17	West	5 "	"
" 18	East	27 "	"
" 19	West	20 "	"
" 20	"	3 "	"
" 21	East	30 "	Raining.
" 22	West	25 "	Fine day.
" 23	South-east	6 "	Fine morning.
" 24	"	27 "	Fine day.
" 25	West	10 "	Cold.
" 26	"	Zero.	Cold day.
" 27	East	2 above	Fine day.
" 28	West	5 "	"
" 29	North-east	10 "	"
" 30	East	20 "	Stormy weather.
" 31	West	20 "	Fine day.
Feb. 1	"	10 "	"
" 2	South-east	20 "	Cold morning.
" 3	West	10 "	Fine day.
" 4	East	2 "	Cold.
" 5	West	Zero.	"
" 6	"	"	Cold morning.
" 7	"	20 above	Fine day.
" 8	South	30 "	Mild day.
" 9	East	15 "	"
" 10	South-west	35 "	"
" 11	East	15 "	Snowing.
" 12	North-east	Zero.	Fine day.
" 13	"	"	Cold morning
" 14	North	5 below	Fine day.
" 15	"	15 above	"
" 16	West	5 "	Fine.
" 17	North-east	5 "	"
" 18	North	15 "	Fine day.
" 19	West	25 "	Fine weather
" 20	"	20 "	Fine day.
" 21	North	20 "	"
" 22	"	20 "	"
" 23	West	10 below	Cold.
" 24	"	10 "	"
" 25	"	15 "	Cold day.
" 26	North	Zero.	Cold.
" 27	East	10 above	Fine day.
" 28	"	28 "	"
March 1	West	28 "	"
" 2	East	39 "	Fine.
" 3	West	35 "	"
" 4	"	30 "	"
" 5	North-east	42 "	"
" 6	West	48 "	Mild.
" 7	"	44 "	Dark day.
" 8	North-east	30 "	Fine.
" 9	"	28 "	"
" 10	West	38 "	"
" 11	"	40 "	"

## Weather Report for 1894—Continued.

Date.	Wind.	Temperature.	Remarks.
Mar, 12...	North	43 above	Fine.
" 13...	East	38 "	"
" 14...	West	38 "	Rain.
" 15...	"	29 "	Fine day.
" 16...	North	31 "	Snowing.
" 17...	West	30 "	No crossing on ice.
" 18...	"	45 "	Rain.
" 19...	"	48 "	"
" 20...	East	30 "	"
" 21...	North	30 "	Fine day.
" 22...	"	33 "	"
" 23...	East	40 "	"
" 24...	West	40 "	"
" 25...	"	30 "	Raw day.
" 26...	"	25 "	Ice gone at Sorel ; did no damage.
" 27...	"	20 "	Cold morning.
" 28...	"	32 "	Fine day.
" 29...	East	32 "	"
" 30...	West	33 "	"
" 31...	South-east	24 "	Ice shoved.
April 1...	East	30 "	Fine day.
" 2...	West	25 "	Ice shoved at noon.
" 3...	"	30 "	Fine.
" 4...	"	33 "	Showery.
" 5...	"	47 "	Fair.
" 6...	North-west	47 "	Fine.
" 7...	South	43 "	Ice shoved in front of city.
" 8...	West	33 "	Water clear of wharfs.
" 9...	North-east	36 "	Clearing ice off wharfs.
" 10...	"	38 "	Fine day.
" 11...	East	43 "	Fine.
" 12...	North-east	42 "	Fine morning ; putting up sheds ; Str. " Longueuil " arrived from Boucherville.
" 13...	"	44 "	Fine.
" 14...	"	46 "	Fine day.
" 15...	East	60 "	"
" 16...	North-east	53 "	SS. " Tiber " arrived from Sorel.
" 17...	"	49 "	"
" 18...	South-east	57 "	Channel clear to Quebec.
" 19...	South-west	55 "	Str. " Transfer " arrived from Coteau down the rapids.
" 20...	"	56 "	Raining.
" 21...	West	57 "	Str. " Canada " arrived from Quebec.
" 22...	"	50 "	Fine day.
" 23...	North-east	40 "	Rain.
" 24...	West	50 "	"
" 25...	North-east	47 "	Fine.
" 26...	North-west	60 "	Cold.
" 27...	West	62 "	SS. " Phoenix " arrived at 8 a.m.
" 28...	South-east	60 "	Fine morning.
" 29...	West	48 "	Fine day.
" 30...	"	52 "	Fine morning.
May 1...	"	60 "	" temp. at 10 p.m. 74.
" 2...	"	62 "	"
" 3...	North	52 "	"
" 4...	West	61 "	Dark day.
" 5...	North-west	52 "	Dark, foggy morning.
" 6...	West	70 "	Showers during the day.
" 7...	"	60 "	At 4 a.m., thunder storm.
" 8...	"	60 "	Fine morning.
" 9...	North-west	60 "	"
" 10...	North-east	55 "	Fine weather.
" 11...	South-west	50 "	Cold rain.
" 12...	West	60 "	Fine morning.
" 13...	North-east	50 "	Cold day.
" 14...	East	40 "	Frost last night.
" 15...	North-east	50 "	Fine morning.
" 16...	"	50 "	Fine day.
" 17...	North	50 "	Fair weather.
" 18...	South-west	60 "	Rain this morning.
" 19...	East	60 "	Dark morning.

# Steamboat Inspection.

## Weather Report for 1894—Continued.

Date.	Wind.	Temperature.	Remarks.
May 20	East	65 above	Fine day.
" 21	South-east	60	Fine morning.
" 22	South-west	60	Fine.
" 23	West	68	"
" 24	North-west	50	Overcast.
" 25	East	55	Cold and rain.
" 26	"	60	Fine this morning.
" 27	West	70	Delightful day.
" 28	South-west	60	Raining.
" 29	North-west	50	Fine.
" 30	West	50	Frost last night.
" 31	South-east	55	Dark morning.
June 1	East	60	Co.d day.
" 2	"	58	Showers.
" 3	North-west	60	Fine day.
" 4	"	57	Fine.
" 6	West	55	Cold day.
" 7	North	55	Fine morning.
" 8	West	60	Fine day.
" 9	"	60	"
" 10	"	70	Fine and warm.
" 11	"	70	Fine morning.
" 12	East	65	Fine day.
" 13	"	65	"
" 14	West	70	"
" 15	"	70	Fine.
" 16	"	75	Temp. at 2 p.m., 88.
" 17	North-west	85	At 6 p.m. rain ; temp. 78.
" 18	North-east	71	At 4 p.m., rainstorm.
" 19	West	68	Dark morning.
" 20	South-west	75	Cloudy.
" 21	"	75	"
" 22	West	75	"
" 23	South-west	80	Fine.
" 24	"	80	Very warm.
" 25	"	70	Rain last night.
" 26	"	80	Cloudy.
" 27	West	75	Rain all night.
" 28	East	68	Fine morning.
" 29	South-west	68	Fine.
" 30	North-west	72	Fine day.
July 1	West	80	Temperature at 6 p.m., 90
" 2	"	78	Fine but warm.
" 3	"	75	Fine morning.
" 4	"	72	Change in weather.
" 5	"	65	Fine day.
" 6	"	65	"
" 7	North-west	60	Cold day.
" 8	West	60	Fine morning.
" 9	"	65	Fine day.
" 10	"	65	"
" 11	"	65	Dark morning.
" 12	"	70	Rain last night.
" 13	"	70	Fine day.
" 14	"	70	"
" 15	South-west	70	Fine morning.
" 16	South	65	Fine weather.
" 17	West	70	Fine day.
" 18	"	80	"
" 19	"	75	At 3 p.m. 90 in the shade.
" 20	"	75	9 a.m., rain.
" 21	North-east	65	Fine.
" 22	West	65	Fine day.
" 23	"	75	Rain this morning.
" 24	South-east	70	Fine morning.
" 25	West	70	Fine day.
" 26	East	63	Fine morning.
" 27	South	85	Very warm.
" 28	West	90	Warm.
" 29	South	80	"



## Weather Report for 1894—Continued.

Date.	Wind.	Temperature.	Remarks.
July 30	West	82 above	Fine day.
" 31	North-east	60 "	Great change.
Aug. 1	North-west	70 "	Fine morning.
" 2	South-east	72 "	Fine.
" 3	North-west	65 "	"
" 4	West	70 "	Fine day.
" 5	North-west	70 "	Fine weather.
" 6	West	70 "	Fine day.
" 7	"	65 "	"
" 8	"	72 "	"
" 9	East	60 "	Rain last night.
" 10	West	60 "	Fine day.
" 11	"	60 "	Delightful day.
" 12	South-east	60 "	Dark, rain in the afternoon.
" 13	North-east	65 "	Dark morning.
" 14	West	65 "	Fine morning.
" 15	"	69 "	Rain this morning.
" 16	North-east	60 "	Fine day.
" 17	"	60 "	"
" 18	West	60 "	Rain.
" 19	"	65 "	Fine day.
" 20	North-west	64 "	Rain this morning.
" 21	"	60 "	Showery.
" 22	West	50 "	Dark morning.
" 23	"	70 "	Fine morning.
" 25	"	70 "	Rain last night.
" 26	"	70 "	Fine day.
" 27	South-east	55 "	"
" 28	West	60 "	Dark day.
" 29	East	60 "	Fine morning.
" 30	"	58 "	Dark day.
" 31	West	65 "	Fine morning.
Sept. 1	"	67 "	Fine day.
" 2	"	60 "	City dark with smoke.
" 3	East	55 "	Clear morning.
" 4	South-west	60 "	Fine morning.
" 5	West	70 "	Dark day, S.S. "Merredio" ran ashore.
" 6	South-west	70 "	Fine morning.
" 7	North-east	56 "	Warship "Neuilley" arrived this a.m.
" 8	West	70 "	Fine day.
" 9	"	70 "	"
" 10	South-west	70 "	Rain.
" 11	North-west	60 "	Fine day.
" 12	"	60 "	"
" 13	West	60 "	"
" 14	South-west	60 "	Rain this morning.
" 15	East	64 "	Fog this morning.
" 16	"	70 "	Fine day.
" 17	West	68 "	"
" 18	"	65 "	"
" 19	"	62 "	"
" 20	North-west	64 "	Rain last night.
" 21	West	65 "	Fine morning.
" 22	North-west	75 "	Delightful day.
" 23	North	70 "	Showers.
" 24	North-west	65 "	Rain this morning.
" 25	West	60 "	Fine day.
" 26	South-west	50 "	Fine morning.
" 27	West	55 "	Fine day.
" 28	"	55 "	Fine.
" 29	"	60 "	Delightful weather.
" 30	"	65 "	Fine day.
Oct. 1	North-west	55 "	Fine weather.
" 2	North	55 "	Fine day.
" 3	East	55 "	Cold and raining.
" 4	West	65 "	Fine morning.
" 5	"	55 "	Rain, dark morning.
" 6	"	55 "	Showers.
" 7	"	60 "	Fine day.
" 8	South-west	60 "	Fine.

# Steamboat Inspection.

## Weather Report for 1894—Continued.

Date.	Wind.	Temperature.	Remarks.
Oct. 9	North-west	55 above	Fine day.
" 10	North-east	45 "	"
" 11	North-west	50 "	Rain last night.
" 12	West	50 "	Fine morning.
" 13	South-west	55 "	Cold and raining.
" 14	West	60 "	Showers during the day.
" 15	North-west	42 "	First appearance of snow last night.
" 16	West	45 "	Rain, dark weather.
" 17	North-west	55 "	Fine morning.
" 18	"	47 "	Fine day.
" 19	"	52 "	"
" 20	"	60 "	Fine.
" 21	West	60 "	Fine weather.
" 22	North-east	55 "	Dark day.
" 23	South	55 "	Dark morning
" 24	"	50 "	"
" 25	East	50 "	"
" 26	"	55 "	Fine day
" 27	"	50 "	Fine.
" 28	West	60 "	"
" 29	"	48 "	Fine day.
" 30	North-east	48 "	Fine weather.
" 31	"	50 "	"
Nov. 1	North	49 "	Dark morning.
" 2	East	50 "	"
" 3	South	47 "	Rain.
" 4	West	55 "	Fine day.
" 5	East	38 "	Snow to-day.
" 6	North	35 "	Frost last night.
" 7	North-west	34 "	Cold day.
" 8	North-east	30 "	Fine morning.
" 9	East	27 "	Fine day.
" 10	South-east	30 "	Snowstorm.
" 11	East	30 "	Fine and cold.
" 12	North-west	23 "	Fine morning.
" 13	South-west	27 "	Fine day.
" 14	"	30 "	Rain last night.
" 15	North-west	30 "	Snowing.
" 16	South-west	40 "	Fine morning.
" 17	North-west	40 "	Fine day.
" 18	West	30 "	"
" 19	North-west	30 "	Blowing hard, 10 p.m. temp. 12 above.
" 20	"	12 "	Fine cold day.
" 21	South-west	36 "	Fine morning.
" 22	"	40 "	Fine day.
" 23	South-east	42 "	Raining.
" 24	West	30 "	SS. "Storm King" left at 1 p.m., last steamship for sea this season.
" 25	North-east	32 "	Fine day, at 9 p.m. snowstorm.
" 26	West	32 "	Fine day.
" 27	"	32 "	"
" 28	"	36 "	Cold morning.
" 29	North-west	20 "	SS. "Thames" left port, last steamship for season to winter quarters.
" 30	East	15 "	Men crossing to guard pier.
Dec. 1	"	25 "	Dark morning.
" 2	West	15 "	Fine day.
" 3	North-west	14 "	Fine weather.
" 4	West	32 "	Fine day.
" 5	South-west	35 "	Dark morning.
" 6	West	38 "	Fine clear morning.
" 7	East	20 "	Snowstorm at 10 p.m.
" 8	North-west	20 "	Good sleighing.
" 9	East	12 "	Fine morning.
" 10	"	12 "	Fine day.
" 11	"	20 "	Dark day.
" 12	South-east	40 "	Cloudy.
" 13	"	36 "	Blowing a gale.
" 14	West	35 "	Snow all gone.
" 15	"	40 "	Fine morning.

Weather Report for 1894—*Concluded.*

Date.	Wind.	Temperature.	Remarks.
Dec. 16....	West.....	40 above.....	Fine day.
" 17....	".....	45 ".....	Fine morning.
" 18....	".....	18 ".....	Fine day.
" 19....	South-west....	28 ".....	Fine morning.
" 20....	West.....	35 ".....	Delightful weather.
" 21....	".....	32 ".....	" "
" 22....	North-west....	36 ".....	Fine day.
" 23....	West.....	5 ".....	"
" 24....	East.....	8 ".....	"
" 25....	".....	8 ".....	Fine weather.
" 26....	North-west....	5 ".....	Str. "Longueuil" gone to winter quarters, navigation closed.
" 27....	".....	5 ".....	Great snowstorm.
" 28....	".....	5 ".....	Fine morning.
" 29....	".....	10 below.....	Crossing on ice on foot below Longueuil.
" 30....	West.....	10 ".....	Fine day.
" 31....	North-west....	Zero.....	Good sleighing.

# Steamboat Inspection.

## APPENDIX No. 3.

### REPORT OF HARBOUR COMMISSIONERS OF TORONTO FOR YEAR ENDING 31<sup>ST</sup> DECEMBER, 1894.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for  
the year 1894.

Dr. GENERAL BALANCE SHEET. Cr.

	\$ cts.		\$ cts.
Wharf property.....	43,073 72	Debentures (not matured).....	30,000 00
Elevator.....	10,250 00	Medler & Arnot, account.....	275 00
Office furniture.....	581 31	Profit and loss.....	35,437 14
Special deposit.....	10,424 50		
Cash in bank.....	1,367 35		
Cash in hand.....	15 26		
	65,712 14		65,712 14

We have examined the books and vouchers and have compared the balance sheet as above with the said books, &c., and we certify the same to be correct and to represent a true statement of the affairs of the Trust to 31st December, 1894.

G. B. GRASETT,  
W. A. HARRIS,  
*Auditors.*

ARTHUR B. LEE,  
*Chairman.*

J. T. MATHEWS,  
GEO. CHAPMAN,  
JAMES JOLLIFFE,  
GEO. McMURRICH,  
*Commissioners.*

COLIN W. POSTLETHWAITE,  
*Deputy Harbour Master.*

MORGAN BALDWIN,  
*Harbour Master.*

TORONTO, 3rd January, 1895.

## RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1894.

RECEIPTS.	\$ cts.	EXPENDITURE.	\$ cts.
Cash on hand and in bank .....	2,845 21	General repairs.....	132 81
Canadian Pacific Railway Co.....	5,000 00	Charges.....	300 00
City Corporation waterworks.....	103 00	Lights, buoys and beacons.....	206 17
Interest on deposit.....	460 45	Insurance.....	133 00
Harbour dues.....	9,304 77	Printing and stationery.....	69 30
Fines.....	80 00	Office expenses and rent.....	759 23
Gooderham & Worts account.....	42 00	Dredging.....	4,831 34
Old stone, Don crib.....	28 00	Salaries.....	2,600 00
		Debentures paid.....	5,000 00
		Interest on bonds.....	1,625 00
		Solicitors' fees.....	233 22
		Engineers' fees.....	150 00
		Advertising.....	16 25
		Special deposit.....	424 50
		Amount in bank.....	1,367 35
		" hand.....	15 26
	17,863 43		17,863 43

Audited and found correct.

G. B. GRASSETT,  
W. R. HARRIS,  
*Auditors.*

TORONTO, 3rd January, 1895.

# Steamboat Inspection.

## STATEMENT of Accounts in Detail.

1894.	FURNITURE ACCOUNT.	\$ cts.	\$ cts.
Dec. 31	Amount per Ledger folio 197 .....		581 31
	PROPERTY ACCOUNT.		
Dec. 31	Amount per Ledger folio 408 .....		43,073 72
	ELEVATOR ACCOUNT.		
Dec. 31	Amount per Ledger folio 408 .....		10,250 00
	GENERAL REPAIR ACCOUNT.		
Jan. 31	Repairs to elevator.....	10 00	
Feb. 28	R. J. Hovønden, papering office.....	26 25	
Sept. 17	Plumbing repairs, lighthouse.....	6 45	
Oct. 2	Medler & Arnot, Repairs to Queen's wharf.....	90 11	
		132 81	
	LESS—Stone sold for Don crib.....	28 00	104 81
	CANADIAN PACIFIC RAILWAY COMPANY.		
Dec. 31	Rent on elevator property, 12 months.....	3,000 00	
" 31	Rent on water lot at Queen's wharf, 12 months.....	2,000 00	5,000 00
	CHARGES.		
Jan. 10	Commissioners' fees for 1893.....	250 00	
" 10	Auditors' fees for 1893.....	50 00	300 00
	LIGHTS, BUOYS AND BEACONS.		
May 30	Six Mushroom anchors and chains.....	42 55	
" 30	Bills and posting same.....	12 25	
" 30	Painting buoys.....	10 83	
Oct. ....	F. Jackman, for placing and taking up buoys.....	70 00	
Dec. 24	Gas account for year.....	58 29	
" 31	Petty cash account.....	12 25	
		206 17	
	LESS—Amount paid by city per agreement .....	103 00	102 17
	INSURANCE ACCOUNT.		
Mar. 16	Premium on lighthouses, &c.....	8 00	
Sept. 6	Premium on elevator property.....	125 00	133 00
	PRINTING AND STATIONERY.		
Jan. 31	Copp, Clark Co., letter paper.....	10 00	
	Arcade Printing Co., annual statement.....	15 00	
Mar. 31	" " water gauge forms.....	4 00	
April 30	Brown Bros., register for vessel arrivals.....	12 50	
Oct. 19	Arcade Printing Co., 250 by-laws.....	12 00	
Dec. 31	Petty cash, stamps, postage, &c.....	15 80	69 30
	OFFICE EXPENSES.		
April 3	R. Crashly, cleaning carpets.....	3 58	
Dec. 31	Rent for 12 months.....	650 00	
" 31	Rent of telephone for 12 months.....	90 00	
" 31	Petty cash.....	15 65	759 23

STATEMENT of Account in Detail—Continued.

1894.		DREDGING.	\$ cts.	\$ cts.
Aug. 8	.....	Toronto Dry Dock Co., per contract.....	4,393 25	
" 8	.....	Engineers' fees.....	220 89	
" 8	.....	Check Clerk salary.....	156 00	
June 5	.....	F. Jackman, removing a log.....	6 00	
May	.....	Advertising for tenders.....	55 20	
				4,831 34
SALARIES.				
Dec. 24	.....	M. Baldwin, harbour master.....	1,200 00	
" 24	.....	C. W. Postlethwaite, deputy harbour master.....	800 00	
" 24	.....	Captain Archibald Taylor, lighthouse keeper.....	600 00	
				2,600 00
INTEREST ACCOUNT.				
June 1	.....	Interest on deposit.....	44 50	
Dec. 11	.....	" ".....	11 65	
" 31	.....	" on special deposit.....	424 50	
			480 65	
Oct.	.....	LESS—Interest on overdraft, July to September.....	20 20	
				460 45
HARBOUR DUES.				
Dec. 31	.....	Amount collected for harbour dues.....	9,304 77	
				9,304 77
DEBENTURE ACCOUNT.				
Dec. 30	.....	30 bonds not matured.....	30,000 00	
" 30	.....	Interest on same for 12 months.....	1,625 00	
				31,625 00
SPECIAL ACCOUNT.				
Dec. 31	.....	To deposit to meet maturing bonds.....	10,000 00	
" 31	.....	To interest on same.....	424 50	
				10,424 50

DR.		PROFIT AND LOSS.		CR.	
		\$ cts.		\$ cts.	
General repairs.....	104 81	Balance per ledger.....	31,475 24		
Charges.....	300 00	Harbour dues.....	9,304 77		
Lights, buoys and beacons.....	103 17	Interest on deposit.....	460 45		
Insurance.....	133 00	Canadian Pacific Railway.....	5,000 00		
Printing and stationery.....	69 30	Fines.....	80 00		
Office expenses and rent.....	759 23	Gooderham & Worts accounts.....	42 00		
Dredging.....	4,831 34				
Salaries.....	2,600 00				
Interest on bonds.....	1,625 00				
Solicitors' account.....	233 22				
Engineers' fees (special reports).....	150 00				
Advertising for tenders.....	16 25				
Balance to credit of profit and loss.....	35,437 14				
		46,362 46		46,362 46	

Audited and found correct.

G. B. GRASSETT,  
W. R. HARRIS,  
Auditors.

TORONTO, 3rd January, 1895.

# Steamboat Inspection.

## COMPARATIVE STATEMENT.

Goods arrived per Steamer and Vessel for the years 1893 and 1894.

Description of Goods.	1893.	1894.	Description of Goods.	1893.	1894.
General merchandise..... tons.	12,000	10,788½	Fruit .....	187,026	234,760
Coal .....	126,285	137,597	" .....	50	78
Wood .....	20	20	Bricks, common .....	482,000	174,000
Stone, lake .....	3,454	2,006½	Lumber .....	60,000	237,130
" building .....	60	120	Grain .....	101,870	70
Moulding sand .....	3,826	4,172	Sheep, &c., in carcass.....	50	23
Fruit .....	4,515	11,858	" alive .....	250	446
" .....			Horses, horned cattle, &c....		

COLIN W. POSTLETHWAITE,  
*Deputy Harbour Master.*

TORONTO, January, 1895.

## FORTY-FOURTH ANNUAL REPORT.

*To the Commissioners of the Harbour of Toronto :*

GENTLEMEN,—I have the honour to lay before you my annual report for the year 1894.

The bay was clear of ice on the 11th of March, 27 days earlier than last year, and was frozen over on the 23rd day of December.

The first arrival with freight was the "Stone Hooker," Coral, on the 17th of March, and the master, Blowers, got the customary hat.

The number of arrivals at this port was 2,618, forty-one in excess of last year.

	1893.	1894.	Increase.	Decrease.
Steamers loaded.....	1,340	1,426	86	...
" light .....	10	17	7	...
Propellers loaded.....	133	185	52	...
" light .....	55	109	44	...
Schooners loaded.....	1,012	869	...	143
" light.....	27	12	...	15

The number of vessels wintering here is 80, viz, 21 schooners, 17 steamers, 9 propellers, 9 steam yachts, 18 sail yachts, and 6 tugs—altogether of about 14,836 tons; also 4 dredges and 10 scows.

There has been an increase in the receipts this year; most notably in those of fruit and grain, the latter being more than double what it was in 1893, while there has been a falling off in general merchandise, stone and common brick.

The cash receipts from all sources, including cash on hand from last year and a special deposit at bank, amount to \$27,863.43. Expenses of all kinds amount to \$16,056.32, leaving cash on hand and in bank \$11,807.11; of this amount \$10,424.50 is a special deposit to provide for maturing bonds, \$5,000 worth of which will fall due on the 1st day of July next.

The amount of coal received by vessel this year was 137,597 tons; 11,312 tons in excess of last year.

The amount of coal received by rail as per information received from the Custom House, was: Anthracite, 190,774 tons; and bituminous, 194,738 tons. In all, 385,512 tons. Total by rail and vessel 523,109 tons.



There has been received here during the last ten years 3,445,335 tons of coal, a large portion of which, if the down tolls of 20 cents per ton through the Welland Canal were removed, would have come by vessel, the harbour tolls on which would have gone a long way to meet improvements in the harbour.

There has been considerable trouble with vessels coming in through the western channel owing to the lowness of the water this year. The water was 4 inches above zero on the 1st of January, and had only reached 9½ inches above on the 17th March, the day of the first arrival. A month later it was only an ½ inch higher. On the 17th of May it was 10½ above. The 17th June it was 18 inches above. The 17th July, 15½ above. The 17th August the water had fallen to 9½ inches. The 17th September it was 4 above. October 17th it was 2 inches below. November 17th, 4 below; and December 17th it was 9 below, and the last of December it was 9 below.

Highest water, 19 inches above on the 3rd June.

Lowest water, 10 inches below on the 27th December.

The lights were lit on the night of the 21st March and were discontinued on the 17th of December.

The buoys were placed out by the 7th of April, and all taken in by the 30th of November.

As there have been a number of complaints from masters of vessels as to the eastern pier at the gap not being lighted, it might be as well to state that the work is still in the contractor's hands and not yet finished. Mr. Temple, the Government engineer for the work, reports:—

"The east pier at the eastern entrance to the harbour is 2,420 feet in length, and is completed with the exception of the south end, upon which the lighthouse is to be placed.

"The breakwater pier connecting the east pier with Fisherman's Island is also completed, and, as was expected, a considerable sand-beach has formed in front of it.

"The cribs forming the west pier in the channel have been sunk and carried out the length intended, and eight hundred feet of the superstructure constructed.

"The channel has been dredged to the required depth," and he adds, "I might remark that the steamer "Hall," loaded with grain, and drawing 13 feet 10 inches aft, passed through the channel on November 4th without touching bottom, notwithstanding the water being very low, our gauge registering below zero."

I think the boiler of the steamer "Monarch," which was wrecked on the Island beach in the year 1856, ought to be removed; it has been kept buoyed since then, but the removal would much improve the approach to the eastern channel, and I would recommend application be made to the Dominion Government for its removal.

The fog horn was in use on 36 days this season, two days more than was necessary last year—in April 5 days, May 5 days, June 6 days, July 1 day, August 4 days, September 4 days, October 8 days, November 1 day, and December 2 days.

I have much pleasure in testifying to the zeal and ability with which my deputies, Mr. C. W. Postlethwaite and Capt. Taylor have discharged their respective duties.

All of which is respectfully submitted.

MORGAN BALDWIN,  
*Harbour Master.*

January 11th, 1895.

# Steamboat Inspection.

## TORONTO HARBOUR WORKS.

TORONTO, January 9th, 1895.

SIR,—I have the honour to report that tenders were received on the 30th of March last for dredging at the western channel and slips during the season of 1894, the lowest being that of the Dry Dock Co., viz.: 15 cents per cubic yard at the slips, and \$5.95 per hour for dredging at the western channel. The dredging at the western channel by the day was \$1,457.75. At the slips the dredging was as follows:—

Princess Street slip.....	5,000 cubic yards.
Elias Rogers & Co.'s slip.....	} 14,570 " "
Bryce Bros. & Co.'s slip.....	
Reid & Co.'s slip.....	
Total .. .. .	19,570 " "

The above slips were adjoining, and really formed part of the entrance to the Don Channel.

If the low level of the water in Lake Ontario should continue this year, further dredging will no doubt be required at the western channel and the slips. The level is now 11 inches below zero.

I would again call the attention of the board to the necessity of extending the Queen's wharf 500 feet further to the west, in accordance with the plan submitted last year, in order to prevent the deposit from the Garrison Creek sewer reducing the depth of water at the western channel entrance, thereby causing an annual expenditure of about \$1,500 for dredging.

I remain, your obedient servant,

KIVAS TULLY,  
*Engineer.*

A. B. LEE, Esq.,  
Chairman Toronto Harbour Commissioners.

## APPENDIX No. 4.

REPORT OF HARBOUR COMMISSIONERS OF QUEBEC FOR THE YEAR  
ENDED 31st DECEMBER, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to transmit you herewith in duplicate the commissioners' report for 1894, with its annexures, prepared in conformity with the requirements of the 38th Victoria, chapter 55, section 14, and also a complete statement of the commissioners' accounts for the year.

I regret the unusual delay in transmitting this report; but it has been owing to my not being able to get some of the returns at the proper time.

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

JAS. WOODS,  
*Secretary-Treasurer.*

## QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1894.

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

QUEBEC, 2nd January, 1895.

To the Honourable  
JOHN COSTIGAN, M.P.,  
Minister of Marine and Fisheries, etc., etc.,  
Ottawa.

SIR,—In compliance with the requirements of 38th Victoria, chapter 55, section 14, I have to report as follows on the doings of the Quebec Harbour Commissioners for the year 1894.

## CHIEF ENGINEER'S REPORT.

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

## WHARFINGER'S REPORT.

The annexed report (marked "A 1") from the wharfinger, Mr. Jas. F. Golden, gives all the information regarding the number of vessels using the Louise Docks, and the surface traffic over this portion of the commissioners' property for the year 1894.

## PREMISES UNDER LEASE.

The leases of nearly all the tenants occupying wharfs and stores, the property of the commissioners, expired the 1st of May, 1894. The tenants thus affected

## Steamboat Inspection.

have renewed their leases for the following periods, viz. :—Grand Trunk Railway Co., Grand Trunk and Wellington wharfs, for five years, expiring 1st of May, 1899; Verret, Stewart & Co., stores on East India Wharf, for three years, expiring 1st of May, 1897; G. M. Webster & Co., East India, Atkinson's and Raynar's wharfs, for one year, expiring 1st of May, 1895; E. McLennon & Co., stores on Wellington Wharf, for two years, expiring 1st of May, 1896; Madden & Ellis, coal yard, embankment, one year, to the 1st of May, 1895; A. Fraser & Co., coal yard, cross wall, one year, to the 1st of May, 1895; O. Poitras, store on Atkinson's wharf, three years, to the 1st of May, 1897; and A. R. Pruneau & Co., Marmette's wharf and store, two years, to the 1st of May, 1896.

In two leases (Poitra's and Pruneau's), an advance in rental was obtained, and in the others, the previous rental was accepted.

### REPAIRS TO PROPERTY.

The foundations of store No. 4, East India Wharf, and store No. 7, Wellington Wharf, having been found to be in a dangerous condition, rendering these buildings liable to collapse, extensive and costly repairs have been made to both of them; but they are now, we are happy to say, in such good order that it is not at all likely that they will have to be touched again for many years to come.

Careful attention has been given to all the other properties of the commissioners during the year, to maintain and bring them up to a first class condition. The work of filling up and reconstructing the front part of Pointe-à-Carcy wharf has been carried on steadily during the summer months, and that property is, at last getting into a decent shape, although it will still take some time to complete it, as from economical reasons only ships ballast is used for the filling, and only two vessels can lay at this front portion of the wharf and discharge into it at the same time.

Details concerning this and the other properties will be found in the chief engineer's report.

### BALLAST.

The acting harbour master, Mr. C. Sullivan, reports that twenty-six sailing vessels discharged ballast, amounting to 8,350 tons, into Pointe-à-Carcy wharf, and that nine vessels, with 2,710 tons, discharged into wharfs belonging to private parties; this, also, being done under his orders.

The ballast discharged into the Pointe-à-Carcy wharf cost the commissioners \$824.00, or say on the average nearly ten cents per ton. This expense consists of the towing and piloting of the vessel, as nothing is paid for the ballast.

In connection with this subject, the discharge of the ballast in the River St. Lawrence, the commissioners have now under consideration a by-law totally prohibiting it in any part of the river or its tributaries that come under their jurisdiction, as they believe the practice has been and is detrimental to the good of the port.

### BY-LAWS.

By-laws prohibiting the passage of ocean steamships through a portion of the harbour at a higher rate of speed than that of six knots an hour, and giving the commissioners power to regulate the burning and breaking up of abandoned vessels, have been passed and sanctioned by His Excellency the Governor General in Council.

These regulations have been necessitated, in the first instance, by the passage of ocean steamships at so high a rate of speed as to endanger life and property all along the harbour from the waves produced, and in the second, that vessels burnt or partly burnt have been allowed to remain on the beaches, to be afterwards carried out by the ice into the river and thus become dangerous to navigation.

## INSPECTION OF HARBOUR.

During the season, the chairman, accompanied by the chief engineer, acting harbour master and secretary have several times visited all the parts of the harbour for the purpose of inspecting wharfs and blocks, a number of which are in a very dilapidated condition and yearly threaten to become dangerous to navigation. Wherever it has been found necessary, the owners of these properties have been notified to remove them, or have them properly lighted and buoyed.

A large wreck—a portion of a steamer, or some such other craft, laying on the beach on the Lévis side of the river, and for which no owner could be found—was broken up and removed at the cost of the commissioners, as it was certain that, when carried away by the ice in the spring, it would have become very dangerous to navigation.

## RANGE LIGHTS.

These have also been carefully inspected by the chairman, accompanied by his officers and a number of the members of the pilot board, and have been found to continue to fully accomplish the object intended, and have and are giving every satisfaction.

Previous to this year the commissioners were able, by permission of the city council, to use the arc light at the foot of Ste. Famille Street, as one of the range lights, by placing a red screen over a portion of it. This permission having been withdrawn, the matter has been arranged (as this light was indispensable) by the Commissioners consenting to pay the cost of its maintenance.

## DEEP WATER LOTS.

An extension of their deep water lot, at the Napoleon wharf, has been granted to the Estate Chouinard and has been duly ratified by an Order in Council of the 14th day of April, according to the provisions of the 32-33 Victoria, chapter 44, section 4.

## CHIEF ENGINEER'S OFFICE.

The office of the chief engineer which, up to the 1st of May of this year, was in a separate building was, on that date, removed to the main offices of the commission, thereby considerably facilitating the work, and enabling a saving to be made in the wages of a messenger, heating, etc.

## VISIT OF INTERCOLONIAL DELEGATES.

The commissioners took advantage of the visit of intercolonial delegates to our city, in the month of July last, to show them, and a number of federal and local ministers and members, as well as a large company of our prominent citizens, who accompanied them, the extent of the harbour and works, by taking them around it in the steamer "Orleans," and calling at and landing and inspecting all part of special interest, such as the graving dock and the Louise docks.

## POINTE-À-CARCY DEEPENING.

This work has been continued steadily during the season 1894. At the commencement of the year a contract was entered into with Messrs. O. Beaubien & Fils for a large quantity of spruce timber required for this work, to be delivered during the winter months. This was done. A portion of this timber has already been used and the balance of it remains on hand for future operations.

For the purpose of continuing this work, dredging and hoisting the dredged material into the cribs, as well as for keeping the basins of the docks clean, and down to their proper level, the commissioners believe it will be necessary for them to have a clam shell dredge with scow; and for this purpose they have deputed

## Steamboat Inspection.

their chief engineer, Mr. St. George Boswell, to visit England and inspect plant of this description. Mr. Boswell is now in England and we look for his report at any moment.

The total expenditure for this work to the 1st January, 1895, has been \$50,275.30. Further details will be found in the chief engineer's report.

### CAPITAL ACCOUNT.

The following additions have been made to capital account during the year, viz. :—

Tools account.....	\$ 52 30
Harbour improvements, River St. Charles.....	11,893 55
Pointe-à-Carcy wharf, deepening .....	18,871 67
Pointe-à-Carcy wharf, reconstruction.....	2,156 53
	\$32,974 05

Of the increase of \$11,893.55 to the cost of the St. Charles improvements, \$9,139.03 was the result of the Exchequer Court judgment of the 11th of September last, when the Federal Government, who had a transfer of all the commissioners' claims against Messrs. Larkin, Connolly & Co., closed the matter and settled with them, and this \$9,139.03 represented the unsettled accounts then existing.

The other principal items of expenditure have been the purchase from Messrs. A. Fraser & Co. for \$800.00, of their buildings on the cross-wall, and the payment of \$542.45 to Messrs. Carrier, Lainé & Co., for balance due on iron supplied for the bulge repairs.

The items concerning Pointe-à-Carcy wharf do not require further explanation.

### REVENUE AND EXPENDITURE.

The commissioners' revenue for 1894 was sixty-five thousand six hundred and fifty dollars and two cents (\$65,650.02) and the working expenses thirty-four thousand and ninety-six dollars and eighty-three cents (\$34,096.34), thus leaving a surplus of thirty-one thousand five hundred and fifty-three dollars and nineteen cents (\$31,553.19) on the year's operations.

Included in this surplus of \$31,553.19 is the charge of thirteen thousand eight hundred and forty-five dollars and forty-eight cents for rent of ground occupied by immigration buildings.

### ICE CUTTING.

A permit was given to Messrs. Proteau & Carignan, brewers, to cut ice in the inner basin, Louise docks, on the same conditions as mentioned in the report of 1893, that is, that the ice so cut would be used for *cooling purposes only*.

Forty-six thousand nine hundred and forty-one blocks of ice, all for local use, have been cut during the winter of 1893-94, an increase of seven thousand four hundred and eighty-five (7,485) blocks over the harvest of the previous year.

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

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

*Secretary-Treasurer.*

## HARBOUR ENGINEER'S OFFICE,

QUEBEC, 2nd January, 1895.

JAMES WOODS, Esq.,

Secretary-Treasurer, Harbour Commission.

SIR,—I have the honour to submit herewith the following with reference to the various works executed during the working season of 1894.

## LOUISE EMBANKMENT AND CROSS-WALL.

The carriage roadways on this property were re-metalled in the spring with granite, taken from ship's ballast and broken to the required size.

Substantial chain ladders have been placed at suitable intervals, along the embankment and cross-wall quay walls.

The railway tracks have been re-ballasted, etc., and put into first-class condition; over two thousand sleepers having been renewed in this work. Portions of the embankment have been levelled off; three vessels having discharged ballast for this purpose.

Six cast iron ballards have been placed in the embankment wall; four of them in the tidal basin portion, and the remaining two at the western end of the wet dock.

The northern face of the ballast wharf, and that portion of the northern crib-work of the Louise embankment contiguous to it, have been repaired, necessitating the renewing of the fenders and clucks along that part of the northern face.

The floor of the freight shed No. 13, situated on the crosswall, has been raised six inches, and the space beneath filled with suitable material. The portion of the crosswall carriage roadway between the bridge tracks, heretofore in macadam, has now been planked, giving a better approach to the bridge.

The west set of entrance gates to the wet-dock have been furnished with a new set of gate hangings, similar to the ones fitted to the eastern set in 1893, and which have proved satisfactory.

## POINTE-À-CARCY WHARF.

The filling of this wharf has been continued during the past summer, and is now completed, with the exception of the portion underneath the stores Nos. 1 and 2. A new railway track has also been laid down on this wharf, in order to enable cars to be brought alongside store No. 1, and thus avoid the extra handling formerly necessary, owing to the distance of the track from this store.

The wooden coping and mooring posts, on the southern face of this wharf, have been renewed along the entire length of frontage.

## SOUTH QUAY WALL OF TIDAL HARBOUR.

The crib-work foundation blocks for this important work, partially constructed during the summer of 1893, were completed this summer, up to a height of 34 feet, and have been successfully sunk in position, in the trench dredged for their reception to a depth of 30 feet below low water. The crib-work now in position extends, for a length of 600 feet, east from crosswall; the space between it and the Pointe-à-Carcy wharf being now filled up to about two feet above low water, with the exception of a portion at the eastern end, with material dredged from the trench and from alongside the face of the Louise embankment quay wall.

## QUAY WALL.

That portion of the tidal basin lying within two hundred feet of the embankment quay wall, has been dredged over this past season; the material removed, of which there was a depth of from two to three feet, consisted of silt and rubbish, the original sand bottom not having been touched, showing how rapidly the basin fills

## Steamboat Inspection.

up, and how essential it is that the commissioners should have some appliance by which any accumulations of silt, etc., in the basins might be removed.

### MARMETTE'S WHARF.

A portion of the shed on this wharf, which was damaged by the weight of coal piled against it, has been removed and the surface of the wharf over its site planked and put into a condition to receive coal cargoes.

### STORE NO. 7.

The foundation of this store having become defective has been removed, and a new foundation, sills and ground floor put in to replace the old.

A part of the Louise embankment at the eastern end has been divided up into lots, indicated on the ground by numbered posts, for the purpose of leasing to wood dealers.

The cross-wall drawbridge was operated for the first time for the season on the 16th of April and for the last time on the 30th December.

The water was retained in the wet dock for the first time during the past season on May 11th. The gates were, however, subsequently allowed to remain open until the 18th of May, to permit of the completion of some work in one of the ponds on the south side of the basin, after which date they were put into operation for the remainder of the season, or until November 15th.

Owing to the tide not having risen sufficiently for the purpose on October 6th and October 7th, the gates were not opened for the afternoon tide on these dates.

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

ST. GEORGE BOSWELL,  
*Chief Engineer.*

HARBOUR COMMISSIONER'S OFFICE,  
QUEBEC, 1st January, 1895.

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

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

During the past season fifty-one ocean mail steamers of one hundred and thirty-six thousand seven hundred and fourteen tons register used the docks for landing immigrants, baggage, etc., and two thousand six hundred and ninety-one tons Quebec and western freight. Twenty-one steamships, of fifty-six thousand three hundred and sixty-three tons register, lightered six thousand nine hundred and fifty-one tons Quebec freight and landed their immigrants.

Twelve ocean steamers, of fifteen thousand, seven hundred and fifty-five tons register, landed three thousand five hundred tons Quebec freight.

Six steamers, of six thousand, one hundred and eight tons register, used the docks discharging their full cargoes of thirteen thousand three hundred and twenty tons coal.

Nine sailingships, of nine thousand three hundred and ninety-five tons register, landed ten thousand seven hundred and eighty-nine tons coal, and thirty-six canal boats and schooners, of three thousand six hundred and fifty tons register, discharged fifteen thousand five hundred and eighty-one tons coal.

Four sailing ships, of three thousand and twenty-five tons register, landed two thousand and nineteen tons salt.

Eight sailing ships, of seven thousand one hundred and sixty-seven tons register, have used the docks, loading full cargoes timber and deals; two sailing ships, of two thousand seven hundred and thirty-six tons register, have also used the docks load-



ing a portion of their outward cargo. The surface traffic has required the employment of two thousand six hundred and fifty railway cars.

Five sailing vessels, of one thousand one hundred and fifty-nine tons register, landed one thousand and one tons molasses.

#### IMMIGRATION TRAFFIC.

During the past season the different ocean mail steamers landed eight thousand three hundred steerage passengers at the immigration station, Louise docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The ss. "Haverton" with a full cargo of coal for Montreal, struck a rock near Ste. Croix Bay and sunk; she was afterwards raised and towed into the Louise Basin where a portion of her cargo was discharged, and then removed to Mr. Davies's wharf, Lévis, where she now lies.

The ss. "Parkmore" having grounded off Matana, after being got off, was towed up to Quebec and put into the Louise Basin to undergo a survey, when it was found that she had received no damage and she proceeded to Montreal.

Ship "America" with a full cargo timber and deals outward, having grounded on Beauport Flats, was towed into the Louise Basin; the survey found that she had received no damage and allowed her to proceed to sea.

The ss. "Challerton," with a general cargo, grounded on her way inward, and was towed into the Louise Basin and a survey held, it was found that she had received considerable damage; but was allowed to proceed to Montreal and discharge her cargo. She afterwards returned and went into the graving dock at Lévis, where she was repaired.

The ss. "Rosarian," inward, with a general cargo, broke her intermediate shaft at sea, was towed to Montreal, after discharging cargo there she was towed into Louise Basin, to await the manufacture of a new shaft, and after receiving same proceeded to sea 5th December.

The ss. "Hestia," general cargo, lost her propeller on her way inward, proceeded in tow to discharge at Montreal, returned to Louise Basin, and loaded two-thirds cargo deals and then proceeded to sea on 5th December.

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

The docks are used from 20th November for wintering a large number of ocean and local vessels of various tonnage, where they find safe quarters until the opening of navigation.

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

JAS. J. GOLDEN,  
*Wharfinger.*

HARBOUR COMMISSIONER'S OFFICE,  
QUEBEC, 31st December, 1894.

STATEMENT showing the movement of the coasting trade of the Harbour for the season of navigation of 1894 (as reported at this office):

Cargoes by schooners.....	534
"    bateaux.....	499
"    barges.....	87
"    steamboats .....	283
Tonnage.....	357,521
Crews, men... ..	15,630
Passengers .....	68,859

# Steamboat Inspection.

## QUEBEC HARBOUR COMMISSION.

COMPARATIVE Statement of the Revenue of the Commission for the years 1893 and 1894.

	1893.	1894.	Difference in 1894.
	\$ cts.	\$ cts.	\$ cts.
Tonnage dues .....	12,768 18	12,601 62	*166 56
Import " .....	2,736 17	3,227 24	+491 07
Export " .....	3,608 19	4,006 52	+398 33
Harbour " .....	2,377 08	2,636 99	+259 91
Property receipts .....	43,080 87	41,110 94	*1,969 93
Interest .....	1,353 56	579 25	*774 31
Beach and deep water lots .....	1,953 04	1,481 71	*471 33
Sundries .....	22 00	5 75	*16 25
	67,899 09	65,650 02	*2,249 07

\*Decrease, †Increase.

TIDE Register for 1894 from a gauge at the Lévis Dry Dock, the zero of which is level with the sill of the dock or 7 feet below low water spring tides.

<p>January—Highest tide, 27' 50" on the 30th, 1.15 p.m.                      Lowest do 6' 80" do 25th, 9.45 "                      West wind during 16 days.                      East " 15 " "                      Lowest temperature, 20° on the 10th.                      Highest " 36° " 22nd.</p> <p>February—Highest tide 25' 25" on the 8th, 8.15 p.m.                      Lowest " 6' 50" do 21st, 7.20 "                      West wind during 20 day.                      East " 8 " "                      Lowest temperature 20° on the 24th.                      Highest " 36° " 18th.</p> <p>March—Highest tide 26' 50" on the 23rd, 7.55 p.m.                      Lowest " 7' 50" " 5th, 5.30 a.m.                      West wind during 14 days.                      East " 17 " "                      Lowest temperature, 4° on the 27th.                      Highest " 54° " 6th.</p> <p>April—Highest tide 27' 20" on the 9th, 8.10 a.m.                      Lowest " 8' 40" " 3rd, 3.15 p.m.                      West wind during 10 days.                      East " 20 " "                      Lowest temperature 8° on the 3rd.                      Highest " 72° " 18th.</p> <p>May—Highest tide, 28' 20" on the 7th, 6.55 a.m.                      Lowest " 9' 80" " "                      West wind during 12 days.                      East " 19 " "                      Lowest temperature, 36° on the 13th.                      Highest " 77° " 22nd.</p> <p>June—Highest tide, 27' 50" on the 6th, 7.35 a.m.                      Lowest " 9' 00" " 16th, 5.25 p.m.                      West wind during 17 days.                      East " 13 " "                      Lowest temperature 48° on the 5th.                      Highest " 87° " 29th.</p>	<p>July—Highest tide 27' 30" on the 4th, 6.40 a.m.                      Lowest " 8' 80" " 31st, 5.30 p.m.                      West wind during 25 days.                      East " 6 " "                      Lowest temperature, 54° on the 31st.                      Highest " 95° " 20th.</p> <p>August—Highest tide 27' 10" on the 3rd, 7.25 a.m.                      Lowest " 8' 15" " 5th, 9.25 p.m.                      West wind during 21 days.                      East " 8 " "                      North " 1 " "                      South " 1 " "                      Lowest temperature, 46° on the 27th.                      Highest " 82° " 7th.</p> <p>September—Highest tide, 26' 55" on the 30th, 7.05 p.m.                      Lowest " 8' 10" " "                      West wind during 18 days.                      East " 12 " "                      Lowest temperature, 34° on the 26th.                      Highest " 80° " 9th.</p> <p>October—Highest tide, 26' 80" on the 17th, 7.45 p.m.                      Lowest " 8' 00" " 16th, 6.00 a.m.                      West wind during 17 days.                      East " 14 " "                      Lowest temperature, 32° on the 30th.                      Highest " 60° " 4th.</p> <p>November—Highest tide, 27' 05" on the 14th, 6.55 p.m.                      Lowest do 5' 80" do 20th, 6.00 do                      West winds during 17 days.                      East " 12 " "                      North " 1 " "                      Lowest temperature 3° on the 29th.                      Highest " 52° " 1st.</p> <p>December—Highest tide 30' 00" on the 27th, 6.53 p. m.                      Lowest " 7' 65" " 28th.                      West wind during 22 days.                      East " 9 " "                      Lowest temperature, 12° on the 29th.                      Highest " 44° " 17th.</p>
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The observations for temperature are taken at 7 a.m. and 3 p.m. in the shade.

U. VALIQUET,  
*Superintendent Dry Dock, Lévis.*

## QUEBEC HARBOUR COMMISSION.

MEMORANDUM regarding the opening and closing of navigation and the formation of the ice in the harbour of Quebec for the year 1894.

Schooner "Clara" with firewood arrived in port the 21st March.

The ice in the tidal basin and wet dock broke up the 19th April.

The River St. Charles and Orleans ice broke up and cleared the 19th April.

Steamboat "Canada" of the Richelieu and Ontario Line arrived in port the 23rd April.

The first ocean ss. "Lake Huron" arrived on the 26th April.

The second the ss. "Sarmatian" arrived in port the 29th April.

The first ship brigantine "Victoria" arrived in port 27th April.

The last ocean mail ss. "Mongolian" left port the 18th November.

The two last freight steamers ss. "Rosarian" and ss. "Hestia" left port the 5th December.

The last sailing vessel "Ellen Grant" left port on the 1st November.

On the 27th November both the River St. Charles and the two basins were frozen over.

The ice bridge formed to Island of Orleans on the 6th January.

JAS. WOODS,  
*Secretary-Treasurer,*

HARBOUR COMMISSIONER'S OFFICE,  
QUEBEC, 2nd January, 1895.



BALANCE SHEET OF 31st December, 1894.

Dr.

Cr.

	\$ cts.	\$ cts.
To Office furniture.....	3,572 57	
Amount at debit grantees.....	40,610 05	
Beach and deep water lots.....		54,706 31
Amount at debit, sundries for rents, wharfage, etc., including unsettled claims against Government.....	131,908 82	
Breakwater wharf.....	225,470 83	
Pointe-à-Carcy wharf.....	288,059 50	
East India.....	48,552 99	
Grand Trunk.....	15,740 32	
Wellington.....	86,541 85	
Atkinson's.....	51,103 20	
Reynar's.....	9,918 29	
Harbour improvements, River St. Charles.....	3,115 03	
Pointe-à-Carcy wharf, deepening inside face.....	50,275 30	
Cash on hand.....	\$ 2,475 06	
Cash on deposit.....	12,862 58	
Jackscrews account.....	15,337 64	
Tools.....	394 87	
Anchor.....	1,956 71	
Bills receivable.....	245 50	
Suspense account—	1,780 74	
Rents, wharfage and storage.....	\$ 1,568 71	
Arrears, beach and deep water lots.....	976 52	
	4,088,945 11	4,088,945 11

JAS. WOODS,  
*Secretary-Treasurer.*

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December, 1894, and that the above is a correct copy of the balance sheet.

A. GABOURY, }  
A. AHERN, } *Auditors.*

QUEBEC, 25th January, 1895.

# Steamboat Inspection

CR.

## REVENUE AND EXPENDITURE.

DR.

	1894.	1894.	
Dec. 31st. To	\$	cts.	By
Tonnage dues.....	12,601	62	Officers' salaries.....
Import dues.....	3,227	24	Reporters' salaries.....
Export dues.....	4,066	52	Legal expenditure.....
Harbour dues.....	2,636	99	Auditors for 1893.....
Property receipts.....	41,110	94	Property expenditure.....
Beach and deep water lots.....	1,481	71	Commissioners attendance.....
Interest.....	579	25	Report and annexures.....
Sundries.....	5	75	Harbour master's service.....
			Gas for 12 months.....
			Removing snow.....
			Stationery.....
			Notarial expenditure.....
			Removing wreck at Lévis.....
			Hardware and plumbing.....
			Sundries.....
			Surplus over the working expenses.....
	65,650	02	

MEMO.—Included in this surplus of \$31,553.19 is the unsettled annual charge of \$13,845.48 against the Department of the Interior for the rent of the ground occupied by the Immigration Buildings.

JAS. WOODS,  
*Secretary-Treasurer.*

QUEBEC, 25th January, 1895.

To the Chairman and Commissioners,  
Quebec Harbour Commission.

GENTLEMEN,—We beg respectfully to report that we have audited the books and vouchers of the commission for the year 1894, and we are pleased to state we have found everything in order.

We have to thank the secretary for having given us all the facilities possible.

We have the honour to be, gentlemen,  
Your obedient servants,

A. GABOURY,  
A. AHERN,  
*Auditors.*

# Steamboat Inspection.

## APPENDIX No. 5.

### REPORT OF HARBOUR COMMISSIONERS OF BELLEVILLE FOR YEAR ENDED 31st DECEMBER, 1894.

BELLEVILLE, 14th January, 1895.

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

SIR,—The harbour commissioners of the city of Belleville beg to submit herewith a statement of the receipts and expenditures in connection with the harbour, for the year ended 31st December, 1894.

The report of the harbour master for the year is also inclosed; from which it will be seen that the receipts from dues owing to a smaller number of logs coming down the River Moira are somewhat less than last year.

The commissioners have pleasure in reporting that considerable progress has been made during the year in the building of the embankment for the protection of the westerly side of the mouth of the River Moira, that a large portion of the "Ashery Point" has been removed, and also a good deal of steam-drilling and rock-blasting in connection with the dredging has been done. A report on this work by Mr. W. W. Lee, under whose superintendence it has been carried on, is herewith submitted.

The work done by the government dredge "Queen" in the harbour has been of great benefit, and the commissioners express the hope that it may be continued during the coming season.

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

GEORGE WALLBRIDGE,  
*Chairman Belleville Board of Harbour Commissioners.*

DOMINION OF CANADA, }  
PROVINCE OF ONTARIO. } In the matter of the report of the Harbour Com-  
County of Hastings. } missioners of the city of Belleville, for the year  
To wit: } ending 31st December, 1894.

I, George Wallbridge, of the city of Belleville, in the county of Hastings, merchant, do solemnly declare:

1. That I am chairman of the Harbour Commissioners of Belleville.
2. That hereunto annexed is a statement of the receipts and expenditures of the Harbour Commissioners of Belleville for the year ending 31st December, 1894.
3. That the said statement is true and correct as therein set forth.
4. That nothing is wilfully omitted therefrom which should be stated therein or improperly inserted therein, to the best of my knowledge, information and belief.

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

Declared before me at the city of Belleville, }  
in the county of Hastings, this 16th day } GEO. WALLBRIDGE,  
of January, 1895. }

FRANCIS S. WALLBRIDGE,  
*A Commissioner, &c., in H. C. J.*



STATEMENT of the Receipts and Expenditures of the Harbour Commissioners of Belleville, for the year ending 31st December, 1894.

Dr.

Cr.

<i>Receipts.</i>	\$ cts.	\$ cts.	<i>Expenditures.</i>	\$ cts.	\$ cts.
Harbour Dues—Collected for the year as per Harbour Master's report.....	2,928 97	2,928 97	Piers—Replacing and repairing.....	58 09	
			Buoys—Placing and repairing.....	12 61	
			Booms—Swinging and removing.....	100 00	
			Dredging—Including removal of Ashery Point, steam drilling, rock blasting and dualine.....	1,255 39	
			Steam drill—And equipment for rock blasting.....	472 92	
			Harbour Improvement—Construction of embankment on west side of river.....	739 34	
			Salaries—		
			Harbour master.....	\$ 600 00	
			Tally clerk.....	99 65	
			Office expenses—		
			Rents.....	\$ 16 00	
			Postage and stationery.....	3 65	
			Fuel for office.....	2 75	
			New desk.....	10 00	
			Sundries.....	7 40	
			Balance on hand.....		3,377 80
Balance on hand, 1st January, 1895.....	471 60	471 60			22 77
					3,400 57

E. & O. E.

This is the statement of receipts and expenditures referred to in the declaration of George Wallbridge taken before me this 16th January, 1895.

FRANCIS S. WALLBRIDGE,

A Commissioner, &c.

## Steamboat Inspection.

BELLEVILLE, ONT., 1st January, 1895.

GEO. WALLBRIDGE, Esq.,  
Chairman Board of Harbour Commissioners,  
Belleville, Ont.

SIR,—I beg to report as follows, upon progress of work in connection with improvements in Belleville Harbour, viz., dredging, building of wall on westerly embankment of River Moira, etc., for the year ending 31st of December, 1894.

In month of May, acting on your instructions, work was commenced at line of Hill property on the river wall. This wall, as you are aware, is of a very substantial character. We commenced by excavating to a depth sufficient to ensure a solid foundation for the footings of wall and also to guard against any "scouring" or undermining by currents of river. The "footings" of wall and also to a height of about six feet were made up of very large "boulders," the remaining part of wall being built of very large flat stone taken from river by the dredge "Queen." With the exception of 40 lineal feet of coping, this wall is completed from the line of the Hill property, to a distance of some 1,200 feet in length towards what was known as the "Ashery." The rear wall has been filled in to nearly its height; there is yet, however, a large amount of filling in to be done, in order to level up from rear of wall to the road or street level.

The very large obstructions at mouth of river, viz., the old "Ashery" buildings and Ashery Point have been removed, so that we have now a straight line with no obstructions from the Hill property to the mouth of the river. We can scarcely estimate the permanent good this will be as a preventive of ice jams which in the past have occurred at this point, causing much flooding and loss of property. When the channel is completed in the river, we feel sure that in the future the property on westerly side of the river will not suffer from ice shoves. We trust that the proposed plan of securing the Hill property will be carried out during year 1895, so that the large dock projecting so far into the river, can be removed and cannot urge too strongly that this should be done at an early date, so that a complete wall could then be built from the lower bridge to mouth of river. The embankment and wall from the old Ashery Point running directly west, is not of so much importance at present, still it should be completed in the near future in order to take advantage of all material that may be dredged from the harbour.

With reference to the dredging, the work done by the dredge "Queen" has certainly been well done, most of the work was in solid rock, and very good progress was made. As you know, the drilling in advance of dredging was done by "steam drill" purchased by harbour commissioners especially for the work, it has proved an excellent tool, and from its use good results were obtained and labour saved.

Quite a large amount of dredging was also done at the edge of the "Outer" or "Munson Cut." This part of the work should be continued so that the channel in the river shall be continuous with the "Outer" cut to deep water.

Although an unusually large amount of anchor ice (frazil) was almost continuously coming down during winter of 1893-94, no trouble was caused to surrounding property by flooding, showing conclusively that the plan inaugurated to give relief during flooding is the right one, for although the work is still incomplete yet very beneficial results have been secured.

All of which is respectfully submitted.

Your obedient servant,

W. W. LEE,  
*Superintendent.*

DOMINION OF CANADA,  
 PROVINCE OF ONTARIO,  
 County of Hastings,  
 To wit :

In the matter of the report of the the harbour  
 master of the city of Belleville for the year ending  
 31st December, 1894.

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

1. That I am harbour master at the city of Belleville.

2. That my report hereunto annexed contains a true, correct and full statement  
 of the revenue from the harbour at the city of Belleville for the year ending on the  
 31st December, 1894.

3. That the said report is in all other respects true and correct to the best of  
 my knowledge, information and belief, and I make this solemn declaration con-  
 scientiously believing the same to be true and by virtue of the "Act respecting  
 Extra Judicial Oaths."

Declared before me at the city of Belleville, }  
 in the county of Hastings, this 16th }  
 day of January, 1895.

D. COLLINS,  
*Harbour Master.*

FRANCIS S. WALLBRIDGE,  
*A Commissioner, &c., in H.C.J.*

To the Honourable  
 The Minister of Marine and Fisheries.

The undersigned harbour master of the city of Belleville, begs to submit the  
 following report for the year 1894.

Navigation opened in Belleville harbour on the 5th day of April, and closed on  
 the 3rd day of December.

The amount of dues collected during the season are as follows:—

The amount derived from imports.....	\$1,699 71
The amount derived from exports.....	1,229 26
	<u>\$2,928 97</u>

Import dues on 14,203 tons coal.....	\$1,420 30
"    3,500 bushels wheat.....	4 38
"    14,079 " barley.....	17 60
"    6,991 " corn.....	8 74
"    628 cords wood.....	31 40
"    500,300 feet lumber.....	25 03
"    102 tons flour.....	10 20
"    224 " potter's clay.....	13 44
"    228½ " cement.....	22 85
"    265 " granite.....	26 50
"    108½ " merchandise.....	108 15
"    sundries.....	11 12
	<u>\$1,699 71</u>

Export dues on logs and timber.....	\$1,090 97
"    846 tons merchandise.....	84 60
"    24,337 bushels barley.....	30 43
"    10,008 " wheat.....	12 51
"    6,837 " peas.....	8 67
"    sundries.....	2 08
	<u>\$1 229 26</u>

## Steamboat Inspection.

The dues from imports show a small increase over the amount collected last year, while in the dues from exports there is a slight falling off. This is owing to the number of logs, &c., brought down the River Moira being smaller than last year.

The dredge has done some good work in the harbour in widening the channels and in removing of shoals, so that vessels and steamers have less difficulty in entering and leaving the harbour than formerly. Owing to the very low water prevailing during this and the past two or three years, there still remains a good deal yet to be done in this direction.

All of which is respectfully submitted.

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

D. COLLINS,  
*Harbour Master.*

## APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR  
YEAR ENDING 31st DECEMBER, 1894.

SECRETARY'S OFFICE,

THREE RIVERS, 2nd February, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—By the direction of the Harbour Commissioners of Three Rivers, I have the honour to forward, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the commission for the year ended 31st December, 1894. Also a comparative statement of trade and navigation of the port and district of Three Rivers for the same year.

I have the honour to be, sir,

Yours respectfully,

GEORGE BALCER,

*Secretary-Treasurer.*

## Steamboat Inspection.

STATEMENT of number and tonnage of sailing vessels and steamers, entered inward and outward at the port and outports of Three Rivers, for the year ending 1894.

Return of Vessels Inwards.			Return of Vessels Outwards.		
	No.	Tons.		No.	Tons.
Total arrivals .....	40	56,263	Total departures .....	40	56,263
Steamers .....	26	42,111	British .....	23	35,968
Sailing vessels .....	14	14,152	Scandinavian .....	14	14,152
			Belgian .....	2	3,743
			French .....	1	2,400
Sailing from.			Sailing for.		
Inland ports .....	22	37,275	Great Britain .....	31	46,759
Norway .....	8	7,920	Lower Provinces .....	4	4,836
Great Britain .....	6	6,232	Inland ports .....	1	2,400
Lower Provinces .....	4	4,836	Newfoundland .....	2	2,268

### PORT OF THREE RIVERS.

Steamers arrived .....	22	36,611	Great Britain departed .....	18	30,290
Sailing vessels arrived .....	1	915	Lower Provinces departed .....	4	4,836
			Inland ports departed .....		

### OUTPORTS—BATISCAN.

Steamers arrived .....	1	900	Great Britain, departed .....	10	9,912
Sailing vessels arrived .....	9	9,012			

### LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers arrived .....	3	4,600	Great Britain departed .....	7	8,825
Sailing vessels arrived .....	4	4,225			

### INLAND TRAFFIC.

	Number.	Tonnage.
Bateaux, not registered .....	167	.....
Schooners .....	11	751
Barges .....	40	4,606
Steamboats and tugs .....	148	23,903
American canal boats .....	345	29,260 32,279
	711	61,439

(Richelieu and Ontario Navigation Co.'s boats and local boats not included.)

## RECAPITULATION.

<i>Sea-going Vessels.</i>	Vessels.	Tonnage.
Port of Three Rivers.....	23	37,526
Out-ports: Batiscan.....	10	9,912
" Lake St. Pierre.....	7	7,825
American barges.....	40	56,263
Coasting traders.....	345	32,279
	366	29,260
Total.....	751	117,802
The aggregate volume of direct foreign trade for 1894, as per custom and consular returns for the port and district of Three Rivers, amounted to \$1,114,391.	\$	\$
Divided as follows:—		
Exports.....		944,276
Imports.....		170,125
As against a total of \$989,691 in 1893.		
The exports are:—		
To the United States—		
Lumber, 23,625,000 ft.....	341,583	
Pulpwood, 30,175 cords.....	127,870	
Wood pulp.....	56,357	
Hay, 3,427 tons.....	24,847	
Shingles.....	13,944	
R. R. ties.....	10,422	
Other timber.....	4,547	
Laths.....	1,610	
Matches.....	1,000	
Staves.....	816	
Lambs and sheep.....	12,992	
Minerals, etc.....	7,548	
Hides and furs.....	3,719	
Horses.....	296	
Household effects.....	19,394	
Sundries.....	6,688	
		633,633
To Great Britain—		
22,561,250 ft. lumber.....	267,874	
Wood pulp.....	33,460	
Leather, boots and shoes.....	2,120	
		303,454
To Newfoundland—		
Lumbering supplies.....	1,158	
520 tons hay.....	4,010	
		5,168
To Germany—		
Furs.....		2,021
Total exports.....		944,276
The imports were:—		
From the United States—		
Breadstuffs and provisions.....	14,569	
Anthracite coal.....	10,451	
Hardware and machinery.....	5,000	
Rawhide and furs.....	3,821	
Leather and leather goods.....	3,410	
Brass and manufacture of brass.....	2,558	
Silk, woollens and cotton goods.....	2,832	
Cane, rattan and broom corn.....	1,929	
Manufactured.....	1,444	
Electroplates, etc.....	1,070	
Fancy goods.....	847	
Drugs and chemicals.....	750	
Raw tobacco.....	710	
Glove trimmings.....	524	
Books and prints.....	595	
Miscellaneous.....	1,070	
Parcels sundries.....	1,420	
Settlers effects.....	49,992	
		103,992

## Steamboat Inspection.

	\$	\$
From the Lower Provinces—		
Coal.....		35,000
From Great Britain—		
Woollen and cotton goods.....	11,550	
Dry goods and fancy goods.....	3,650	
Hats and caps.....	2,210	
Furs.....	1,569	
Leather.....	573	
Miscellaneous.....	385	
		19,937
From France—		
Books and prints.....	2,199	
Brandy.....	872	
Wine.....	177	
Glove trimmings.....	820	
Mill stones, unmanufactured.....	661	
Fancy goods.....	227	
Sundries.....	73	
		5,029
From Holland—		
Gin.....		2,316
From Germany—		
Leather.....	1,728	
Furs.....	331	
Wine, etc.....	129	
		2,188
From Austria—		
Furs.....		1,110
From Belgium—		
Glass.....		289
From Spain—		
Wine.....		264
Total imports.....		170,125



HARBOUR COMMISSION

Receipts and Disbursements

*Receipts.*

Months.	COLLECTION OF HARBOUR DUES.									
	COMMISSIONERS' OFFICE.					CUSTOM HOUSE.				
	Tonnage dues on vessels.	On Goods		Commuta-tion.	Rent of wharf and moorage.	Tonnage dues.	On Goods		Moorage dues.	
		In-wards.	Out-wards.				In-wards.	Out-wards.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
January.....	144 76	16 92	159 85		30 00					
February.....	3 00	4 47	52 00							
March.....	10 85	27 60	6 36							
April.....	51 61									
May.....	8 49	2 00	14 39							
June.....	10 68	27 49	8 23							
July.....	12 66	40 81	35 74		75					
August.....	7 85	38 13	4 96	1 50	1 00					
September.....	88 53	26 22	5 35							
October.....	84 03	34 31	10 80		202 00	500 00	200 00	750 00		50 00
November.....	192 75	23 48	10 34	756 35						
December.....	142 73	22 62	241 30	17 35		985 99	472 95	1,489 99		135 43
	757 94	263 45	549 32	775 20	233 75	1,485 99	672 95	2,239 99		185 43

*Recapitulation.*

<b>COMMISSIONERS' OFFICE—</b>		
Tonnage dues.....	\$	757 94
Harbour dues, inwards ..		263 45
" " outwards.....		549 32
Commutation.....		775 20
Rent and moorage.....		233 75
		<hr/>
	\$	2,579 66
<b>CUSTOM HOUSE—</b>		
Tonnage dues.....	\$	1,485 99
Harbour dues, inwards.....		672 95
" " outwards.....		2,239 99
Moorage.....		185 43
		<hr/>
		4,584 36
		<hr/>
Total receipts.....	\$	7,164 02
Deposit and cash, 1st January, 1894.....		2,827 82
		<hr/>

\$ 9,991 84

# Steamboat Inspection.

OF THREE RIVERS.

for the year 1894.

## Disbursements.

EXPENSES FOR ADMINISTRATION.						DISBURSEMENTS CHARGEABLE TO					
Current ex- penses.	Salaries and commissions.	Rent.	Printing and stationery.	Travelling and other ex- penses.	Refunds.	Engineer's office.	Repairs.	Construction account.	Property acc't.	Interest account.	Divers.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
40 05	118 19	5 00	.....	.....	.....	2 25	66 19	16 00	.....	105 75	*500 00
47 55	42 82	.....	.....	.....	.....	.....	4 00	20 00	.....	148 60	.....
32 25	125 65	50 00	.....	23 80	.....	.....	7 25	.....	.....	93 95	.....
19 73	206 66	.....	.....	.....	.....	.....	15 60	.....	9 15	.....	.....
35 28	71 37	.....	.....	8 40	.....	.....	15 50	166 80	.....	121 60	.....
13 60	83 60	.....	45	20 00	.....	.....	19 01	.....	.....	167 70	.....
54 18	216 48	50 00	.....	.....	12 36	.....	27 00	.....	.....	66 60	.....
20 33	92 87	.....	.....	.....	.....	.....	27 59	.....	.....	.....	.....
30 74	95 31	50 00	4 12	9 20	.....	.....	5 00	.....	.....	80 62	.....
26 30	112 67	.....	30 15	.....	.....	10 00	7 25	.....	.....	1,024 33	*500 00
27 85	182 56	.....	8 00	.....	.....	.....	36 41	.....	.....	155 70	.....
21 77	286 00	.....	47 55	.....	.....	.....	57 42	.....	.....	13 80	.....
369 63	1,634 18	200 00	90 27	61 40	12 36	12 25	288 22	202 80	9 15	1,978 65	1,000 00

\* Notes paid.

## Recapitulation.

ADMINISTRATION—

Current expenses.....	\$ 369 63
Salaries and commissions.....	1,634 18
Rent.....	200 00
Printing and stationery.....	90 27
Travelling expenses, etc.....	61 40
Refunds.....	12 36
	\$ 2,367 84

DISBURSEMENTS—

Engineer's office and repairs.....	\$ 300 47
Construction and property.....	211 95
	512 42

Interest and debentures.....	1,978 65
Notes redeemed.....	1,000 00
	\$ 5,858 91

Deposit in bank and cash in hand, 31st December, 1894..... 4,132 93

\$ 9,991 84

## APPENDIX No. 7.

REPORT OF HARBOUR COMMISSIONERS OF NORTH SYDNEY, C.B.,  
FOR YEAR ENDED 31st DECEMBER, 1894.

NORTH SYDNEY, C.B., 15th January, 1895.

To Hon. JOHN COSTIGAN, M.P.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose you herewith the harbour commissioners' report of North Sydney, with the harbour master's report annexed, for 1894.

The letters in the press reflecting on the St. Lawrence route having been brought to the notice of the harbour commissioners, they investigated the matter, and on the last page of the report will be found the result of their inquiry.

At the date of writing the harbour is open, no ice reported in the St. Lawrence or on the coast and vessels are arriving and departing daily.

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

GEORGE H. DOBSON,  
*Secretary.*

To Hon. JOHN COSTIGAN, M.P.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the provisions of section 4 of the 42nd Victoria, chapter—, we have the honour to submit our report for the year ending 31st December, 1894.

The revenue from the shipping shows an increase of \$403.44, or 20 per cent, over 1893.

A portion of the North Bar wharf extension was faced with hardwood piles, and the stone filling behind the wharf referred to in our last report was continued during the past year, and 3,606 tons, mostly stone, were deposited to protect the woodwork. The improvements cost \$310.18, and the commissioners contemplate facing the remainder of the North Bar wharf extension and piling the face of the upper ballast ground block as their means will permit.

Out of the balance reported on hand, \$600 will be paid Mr. Lithgow on account of the mortgage.

From the harbour master's report it will be seen that the arrivals at the harbour were 1,895 vessels, or 17 per cent, over 1893, with a tonnage of 701,242, being 34 per cent over the previous year. Of the above, 671 were steamers, as compared with 146 in 1879—the year the harbour was placed under the Commissioners.

The large increase in the coal trade has led to considerable improvements in shipping facilities at the loading piers. Sydney Mines piers at North Sydney are undergoing extensive repairs and improvements. At one pier (there are 22 feet of water at one pier and the second pier has 26 feet of water), together with the increased output at the mines, will enable them to deliver upwards of 2,500 tons per day.

The Dominion Coal Company have three loading piers on the opposite side of the harbour, viz., the Victoria, International and Reserve, with sufficient depth of water to accommodate the largest class of ocean shipping.

## Steamboat Inspection.

The unprecedented coal output of the year over all previous years, requiring increased tonnage for transportation, increased the arrivals at the harbour and out-ports to 3,500 steamers and sailing vessels. In addition to the above, a fleet of 165 vessels fished off the coast, using this port as a harbour during the season. One hundred and twenty of the above were American and 45 Canadian vessels, which made an aggregate catch of 8,000,000 pounds of cod and halibut and 10,000 barrels of mackerel.

In view of the increased tonnage using the harbour and coast, the Harbour Committee of the Board of Trade have requested an electric light to be placed on the outer edge of the north bar, and one at Anderson's Point or I. C. R. terminus, Sydney, the electric current to be furnished respectively by the Sydney and North Sydney Electric Light Companies.

Captains of ocean boats have also brought before the committee the importance and necessity of a siren whistle at Flax Point, and an automatic buoy off Point Aconi. The commissioners respectfully suggest the importance of those improvements in the interest of the number of ocean steamers and sailing vessels using the harbour and coast, and to further facilitate quick navigation for bunker steamers and steamers engaged in the carrying trade.

The following weather report for 1894 gives the date of the highest maximum temperature, also the lowest minimum temperature for each month :

Date.	Date
Jan. 25th.....48·0	Jan. 18th .....10·5 below zero.
Feb. 19th.....43·5	Feb. 25th.....11·0 “ “
March 6th.....54·0	March 25th ..... 5·5 “ “
April 22nd.....63·5	April 4th..... 3·5 above “
May 30th .....69·5	May 1st .....24·0 “ “
June 27th.....86·0	June 13th.....30·5 “ “
July 29th .....89·0	July 24th .....37·0 “ “
Aug. 7th.....85·0	Aug. 15th.....40·5 “ “
Sept. 21st.....74·0	Sept. 9th .....28·5 “ “
Oct. 5th .....67·0	Oct. 24th.....23·5 “ “
Nov. 1st. ....61·0	Nov. 20th. ... 15·0 “ “
Dec. 29th.....55·0	Dec. 11th .....10·5 “ “

### WEATHER REPORT FOR 1893.

Temperature for 3 months of summer, 60·05 mean; winter, 22·02. The maximum temperature, 88·05; minimum, 1·0; mean, 40·03.

To this report is annexed the harbour master's statement, conveying the information yearly forwarded to your department in connection with the harbour, besides the receipts and disbursements for the year.

It might be well to remark that certain letters published in the press have been brought to the notice of the commissioners reflecting on the St. Lawrence route, giving the impression that the St. Lawrence and the Atlantic entrance including Cape Breton and North Sydney is hampered with ice and icebergs during the season of navigation.

The commissioners have made careful inquiry into these reports and find that from the date that the gulf ice leaves the St. Lawrence in the spring no ice of any kind is seen or known to be in the St. Lawrence, the gulf, or the Atlantic entrance, until the gulf ice makes during the following winter. And further, that no icebergs are known to come into the Gulf of St. Lawrence or Atlantic entrance at any season of the year, the Island of Newfoundland forming a natural and complete breakwater for the great St. Lawrence route and its Atlantic entrance.

And very little fog is experienced by vessels coming to Sydney Harbour, as the Sydney meteorological station and the Sydney light signal station will indicate by their daily records and reports of the weather.

We have the honour to be, sir,  
Your obedient servants,

M. J. PHORAN,  
W. H. MOORE,  
H. DOBSON.  
*Harbour Commissioners.*

### HARBOUR COMMISSIONERS OF NORTH SYDNEY.

STATEMENT of General Receipts and Disbursements for Year ending 31st Dec., 1894.

RECEIPTS.	\$	cts.	\$	cts.	DISBURSEMENTS.	\$	cts.	\$	cts.
Balance on hand 31st Dec., 1893.....	1,734	58			Harbour master.....	450	00		
From Collector H. M. Customs North Sydney Harbour dues	2,415	15			J. R. Lithgow, account mortgage.....	600	00		
					J. R. Lithgow, interest.....	189	00		
					J. R. Lithgow, exchange in remitting.....		2 00		
					Vincent Brown.....	25	00		
					Chairman's salary.....	150	00		
					Herald Printing Co., R. Book	27	00		
					A. R. Forbes, stationery.....	1	80		
					Freight on R. Book.....	0	63		
					A. C. Bertram.....	68	50		
					L. Macomber, typewriting report.....		3 00		
					Cost of wharf piling and ballast.....	310	18		
					Postage.....		0 12		
					G. K. McKeen, min. book...		1 65		
					Secretary's salary.....	350	00		
					5 per cent on \$2,415.15 receipts to treasurer.....	120	75		
					Balance on hand in Bank.....			2,300	13
								1,849	60
			4,149	73					4,149 73

### HARBOUR MASTER'S REPORT.

#### COAL.

GENTLEMEN,—The following is a statement of the coal shipment from the harbour of North Sidney, including all the mines since 1878:—

Year.	Sydney.	Victoria.	Inter-national.	Bridge-port.	Gardiner.	Reserve.	Total.
1878.....	106,366	10,547	14,348			7,347	138,608
1879.....	108,259		21,523			17,269	147,051
1880.....	115,317		38,897			13,614	167,828
1881.....	133,135		76,285			68,884	278,204
1882.....	133,622		102,927			74,432	310,981
1883.....	131,673	1,521	96,997			104,777	334,908
1884.....	131,339	10,408	80,798	3,045		86,550	312,140
1885.....	103,917	39,926	87,485	12,503		72,547	316,458
1886.....	119,949	40,744	106,149	12,519		83,402	368,823
1887.....	145,210	55,651	102,485	18,014		76,205	397,565
1888.....	126,896	72,563	99,544	22,327		100,063	430,333
1889.....	123,902	91,120	117,086	24,222		110,225	467,555
1890.....	150,468	77,367	133,076	28,692		134,777	500,688
1891.....	146,645	96,479	124,677	32,547	17,105	154,656	572,109
1892.....	164,078	108,332	105,479	31,328	39,485	135,836	584,538
1893.....	200,000	100,000		185,000		172,000	657,000
1894.....	280,000	120,910	229,924			211,719	800,733

# Steamboat Inspection.

## COMPARATIVE STATEMENT of Arrivals and Tonnage calling for Orders and Steamers for Bunker Coal since 1879.

Year.	OCEAN STEAMERS.		COASTING STEAMERS.		SHIPS.		BARQUES.		BRIGANTINES.		SCHOONERS.		TOTAL.		Total Seamen.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1879	41	42,550	105	45,752	8	7,541	134	68,244	145	25,358	717	55,775	1,153	245,220	9,892
1880	197	197,242	43	15,297	13	16,768	156	87,438	157	35,968	607	45,277	1,173	397,990	12,385
1881	253	258,470	55	25,703	9	11,076	136	44,753	125	25,854	439	35,226	1,017	401,082	10,147
1882	174	178,546	128	86,759	5	5,989	110	62,380	185	45,969	498	75,829	1,100	455,492	11,927
1883	217	212,487	178	40,732	11	10,480	105	53,157	145	36,186	826	64,878	1,486	417,894	14,297
1884	271	240,674	121	35,305	11	13,148	169	80,039	189	36,537	856	63,429	1,607	469,189	15,730
1885	240	226,468	71	17,475	5	5,523	133	62,827	166	33,998	702	34,298	1,317	400,537	15,014
1886	289	241,849	77	16,044	5	7,151	150	73,219	86	19,368	861	62,998	1,486	420,619	14,803
1887	292	280,943	82	19,810	6	7,528	110	49,056	102	18,323	672	52,868	1,264	428,528	13,316
1888	335	259,493	160	26,191	6	8,238	78	32,010	100	18,301	591	51,272	1,279	395,505	15,776
1889	423	372,903	86	19,480	5	6,364	81	36,921	100	18,240	749	56,895	1,444	610,803	18,846
1890	391	339,164	90	21,774	10	16,578	126	69,407	80	17,250	1,118	76,467	1,815	540,630	17,557
1891	386	352,649	82	163,165	6	7,906	67	47,101	81	17,090	899	73,334	1,534	615,215	16,000
1892	310	247,245	56	12,768	11	14,300	70	42,544	38	8,080	779	71,520	1,267	396,557	13,389
1893	543	370,892	49	11,153	7	10,276	74	42,868	33	11,040	903	76,972	1,629	524,201	13,765
1894	586	520,655	85	12,500	6	8,070	140	61,653	38	9,797	1,040	88,567	1,895	701,242	19,274

## PORT OF NORTH SYDNEY.

A COMPARATIVE Statement showing the dates when navigation closed and opened, also first arrival and last departure.

Year.	Closing navigation.	Last departure.	Opening navigation.	First arrival.	No. days navigation closed
1881 .....	Jan. 22..	Jan. 19..	Feb. 25..	April 1..	34 days.
1882 .....	" 27..	" 24..	May 2..	May 2..	95 "
1883 .....	" 19..	" 17..	Mar. 28..	April 1..	67 "
1884 .....	" 16..	" 16..	April 22..	" 27..	95 "
1885 .....	" 22..	Feb. 15..	" 24..	" 25..	91 "
1886 .....	Feb. 28..	" 15..	" 4..	" 15..	34 "
1887 .....	" 21..	Jan. 27..	" 2..	" 28..	39 "
1888 .....	Jan. 19..	" 16..	Mar. 25..	" 7..	65 "
1889 .....	Feb. 23..	" 27..	" 6..	Mar. 30..	10 "
1890 .....	" 23..	" 27..	" 6..	" 30..	10 "
1891 .....	Jan. 27..	" 17..	" 14..	" 15..	45 "
1892* .....	Feb. 16..	Feb. 16..	Mar. 19..	Mar. 19..	30 days.
1893 .....	" 1..	Jan. 23..	" 15..	" 28..	41 "
1894 .....					

\*Open all winter; vessels arriving and departing each month.  
December 31, Navigation still open. Buoys still out.

Respectfully submitted,

GEORGE B. MOFFAT,

*Harbour Master, Port North Sydney.*

# Steamboat Inspection.

## APPENDIX No. 8.

### REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1894.

Pictou, 21st January, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—I herewith inclose you account of receipts and expenditures of harbour commissioners, port of Pictou, for year ending 31st December, 1894.

Also report of harbour master showing number of vessels entering the port.

I am,

Your obedient servant,

D. SUTHERLAND,  
*Secretary.*

HARBOUR Commissioners, Port of Pictou, in account with D. Sutherland, Secretary.

		\$ cts.			\$ cts.
1893.			1894.		
Dec. 30	To balance due on account loan...	132 03	June 30	By am't received for harbour dues.	200 00
1894.			Oct. 31	" " "	200 00
Jan. 10	To paid Jas. Fraser.....	3 50	Dec. 26	" " "	40 00
Feb. 20	Interest on note in bank..	12 00	" 31	Net proceeds dues from wharf	141 96
June 4	R. Dunbar, bushing East River.....	4 00		Balance.....	25 58
" 14	R. McGilvray, painting buoys.....	5 00			
.....	R. McGilvray, bushing channel to public wharf.	2 00			
.....	J. McRae, bushing Middle River.....	8 00			
June 26	Interest on note in bank..	12 00			
.....	Robt. McRay, bushing W. River.....	8 00			
.....	Pictou Iron Foundry Co.	46 23			
.....	SS. "Daisy," putting out buoys.....	23 00			
Aug. 16	John Haley.....	8 10			
Sept. 16	P. Brown & Son.....	15 00			
Oct. 4	F. Rudolph, bushing E. River.....	15 00			
" 26	Interest on note in bank..	12 00			
Dec. 8	A. Carson.....	1 46			
.....	SS. "Diamond".....	37 00			
Dec. 26	Thos. Tanner.....	6 57			
.....	Jas. Carson & Son.....	14 18			
.....	D. McDonald.....	5 00			
.....	Jas. Fraser, repairing wharf at New Glasgow.	118 20			
.....	W. Carson.....	6 40			
.....	John McLellan.....	87			
.....	Chas. Mason, work at New Glasgow wharf.....	12 00			
Dec. 31	Secretary for year.....	100 00			
1894.		607 54			607 54
Dec. 31	To balance due.....	25 58			

D. SUTHERLAND,  
*Secretary.*

Sworn to before me on 21st January, 1895,  
WILLIAM ROSS, J.P.



## MEMORANDUM of Receipts and Disbursements on account of Harbour Dues, Port of Pictou, N.S., for year ending 31st December, 1894.

1894.	RECEIPTS.	\$ cts.	1894.	DISBURSEMENTS.	\$ cts.
Jan. 1	Balance on hand from 1893.....	132 00	Dec. 31	Paid harbour maste's salary for 1894.....	400 00
Dec. 31	Harbour dues collected during 1894.....	840 91	" 31	Paid harbour commissioners during 1894.....	440 00
			" 31	In Bank of Nova Scotia, reserved to pay harbour master's salary during winter of 1895.....	132 91
		972 91			972 91
			" 31	Balance on hand.....	132 91

## LIABILITIES.

Note in Bank Nova Scotia..... \$500 00

Certified correct,

D. McDONALD,  
*Collector.*

CUSTOM HOUSE, PICTOU, N.S., }  
December 31st, 1894. }

Pictou, 31st December, 1894.

SIR,—I have the honour to report that the following vessels have entered the harbour of Pictou during the year, to date :—

Number.		Tons.
187	paddle steamers .....	126,748
226	screw " .....	62,197
248	schooners .. .....	52,477
7	barques .....	5,447
2	brigantines .....	391
		247,060
	<i>Foreign Sailing Vessels.</i>	
	6 barques. ....	9,348
		256,408
		1,676

To DANIEL SUTHERLAND, Esq.,  
Secretary of Board of Harbour Commissioners,  
Port of Pictou.

JOHN GUNN,  
*Harbour Master.*

# Steamboat Inspection.

## APPENDIX No. 9.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1894, and the overplus, if any, paid into the credit of the Receiver General.

### PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.		Amount collected in 1894.		Amount paid over to Receiver General.
				\$	cts.	\$	cts.	\$ cts.
Collingwood.....	3 March, '77	Andrew Lockerbie.....	3 March, '77	200	00	71	50	
Fort William.....	7 July, '91	D. F. Macdonell.....	3 March, '93	400	00	445	50	45 50
French River.....	20 June, '93	E. Brown, jun.....	20 June, '93	200	00	50	50	
Goderich.....	23 April, '76	William Marlton.....	8 May, '94	300	00	27	00	
Midland.....	22 July, '82	E. Polkinghorn.....	22 July, '82	209	09	55	00	
Parry Sound.....	24 March, '83	John Galna.....	19 March, '83	200	00	44	00	
Penetanguishene.....	2 Feb., '77	Francis Dunsome.....	3 June, '81	200	00	18	00	
Port Arthur.....	12 May, '84	D. F. Macdonell.....	3 March, '93	200	00	226	50	26 50
Rondeau.....	4 May, '78	W. R. Fellowes.....	17 Dec., '88	100	00	50	50	
Southampton.....	23 Sept., '75	W. H. Johnston.....	— Oct., '82	100	00	30	00	
Sarnia.....	25 July, '85	Robert McAdam.....	3 May, '86	300	00	.....	.....	

### PROVINCE OF QUEBEC.

Amherst.....	14 Sept., '78	John Cassidy.....	2 Sept., '78	200	00	10	50	
Bersimis.....	31 July, '91	Earl D. Chase.....	31 July, '91	200	00	34	50	
Carleton.....	8 Dec., '81	Joseph Cauchon.....	28 Nov., '92	200	00	3	00	
Chicoutimi.....	17 June, '85	Aineworth Sturton.....	8 June, '86	200	00	71	50	
Grand Entry.....	— Feb., '92	Colin Wallace.....	19 Feb., '92	200	00	.....	.....	
Gaspé.....	25 Sept., '74	Francis J. Eden.....	3 April, '89	500	00	.....	.....	
House Harbour.....	9 Aug., '87	Peter Bourque.....	9 Aug., '87	200	00	16	00	
Lachine.....	19 April, '80	Vacant.....	.....	.....	.....	.....	.....	
Matane.....	19 Oct., '77	G. C. Pelletier.....	11 Aug., '88	200	00	11	50	
Métis.....	7 Feb., '78	P. F. Legatt.....	7 Feb., '78	200	00	107	00	
New Carlisle.....	25 Feb., '89	Digby Smollett.....	25 Feb., '89	200	00	10	00	
New Richmond.....	15 April, '82	Henry Leblanc.....	3 April, '82	200	00	24	50	
Oak Bay.....	27 March, '80	Jas. D. Sowerby.....	22 March, '80	200	00	.....	.....	
Paspébiac.....	12 May, '77	Hugh Christie.....	22 May, '77	150	00	30	50	
Port Daniel.....	25 March, '89	J. Enright.....	11 Sept., '90	200	00	4	00	
Rimouski.....	5 March, '77	Jos. St. Laurent.....	30 May, '78	200	00	9	00	
Rivière Ouelle.....	22 July, '82	Vacant.....	.....	100	00	.....	.....	
St. Thomas.....	2 Jan., '86	Télesphore Gendreau.....	21 Dec., '85	200	00	129	50	
St. Johns.....	Within the Harbour of Montreal.	Alfred Pinsonneault.....	9 Nov., '94	500	00	588	50	85 50
Sorel.....		Pierre Bellefeuille.....	20 April, '75	300	00	279	00	

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1894.	Amount paid over to Receiver General.
				\$ ct..	\$ cts.	\$ cts.
Bathurst.....	30 May, '73	James Andrew.....	23 March, '81	200 00	66 50	
Black's Harbour and Beaver Harbour.....	22 Sept., '83	E. W. Cross.....	17 Sept., '83	100 00	8 50	
Buctouche.....	30 May, '73	Melem Chase.....	30 July, '90	100 00	7 50	
Cambellton.....	30 May, '73	A. J. Verner.....	12 April, '93	200 00	28 00	
Campobello.....	30 May, '73	W. E. Sulis.....	16 Dec., '92	100 00	2 00	
Caraquet.....	30 May, '73	Louis Poirier.....	17 April, '83	150 00	12 50	
Chatham.....	30 May, '73	Wm. Johnson.....	25 June, '79	300 00	364 50	64 50
Cocagne.....	30 May, '73	John Brooks.....	7 July, '73	100 00		
Dalhousie.....	30 May, '73	Wm. Smith.....	19 March, '88	200 00	133 00	
Dochester.....	30 May, '73	F. C. Palmer.....	15 April, '93	200 00	30 00	
Fredericton.....	30 May, '73	Vacant.....				
Grand Manan, North.....	18 Sept., '76	James A. Pettis.....	21 May, '88	100 00		
Grand Manan, South.....	22 Aug., '89	Abel Wilcox.....	22 Aug., '89	100 00	6 00	
Great Shemogue.....	17 May, '75	Fred. Chapman.....	21 May, '88	100 00		
Harvey.....	30 May, '73	H. E. Graves.....	8 July, '84	100 00	46 00	
Hillsborough.....	30 May, '73	W. H. Carlisle.....	20 May, '90	150 00	108 00	
Hopewell Cape.....	25 Aug., '91	Josiah Christopher.....	25 Aug., '91	200 00	43 00	
Ledge of St. Stephens.....	30 May, '73	Charles Young.....	22 April, '76	100 00		
Letete, &c.....	22 Sept., '83	Jos. Chambers.....	17 Sept., '83	100 00		
Little Shippegan and Miscou Gully.....	1 May, '86	Donald Harper.....	19 April, '86	100 00	1 50	
Little Shemogue.....	5 Sept., '88	Fred. Chapman.....	5 Sept., '88	100 00		
Moncton.....	30 May, '73	Vacant.....				
Musquash.....	26 March, '74	George Rose.....	16 May, '87	100 00	15 00	
Newcastle.....	30 May, '73	John Niven.....	7 July, '73	300 00	182 00	
North Joggins.....	30 May, '73	Vacant.....				
Port Elgin and Baie Verte.....	6 Feb., '73	R. Anderson.....	2 June, '93	200 00	86 00	
Pokemouche.....	7 July, '83	Vital Loiser.....	23 June, '83	100 00		
Richibucto.....	30 May, '73	James Alexander Jardine.....	11 May, '74	200 00	40 00	
Rockland.....	30 May, '73	Vacant.....				
Sackville.....	30 May, '73	Alexander Ford.....	28 June, '88	200 00	10 50	
St. Andrew's.....	30 May, '73	John Wren.....	6 May, '84	100 00	103 00	3 00
St. George.....	30 May, '73	Alexander Dick.....	29 Aug., '84	100 00	14 00	
St. Martin's and Quaco.....	14 May, '74	Joseph Carson.....	14 May, '74	100 00	10 00	
Shediac.....	30 May, '73	Alexander McQueen.....	19 May, '76	300 00	85 00	
Shippegan.....	30 May, '73	John DeGrace.....	10 Aug., '80	100 00	7 50	
Tracadie.....	7 May, '74	Vital Arceno.....	9 July, '75	100 00	5 00	
Waterside.....		Wm. Riley Copp.....	3 Sept., '89	100 00	7 50	
West Isles.....	4 Feb., '79	Thos. K. Parker.....	4 Feb., '79	200 00		

## PROVINCE OF NOVA SCOTIA.

Advocate.....	15 May, '80	Samuel Morris.....	10 May, '80	100 00		
Annapolis.....	12 March, '75	William Cummings.....	16 May, '79	200 00		
Apple River.....	14 Aug. '86	Robt. Fields.....	9 Sept., '90	200 00	35 50	
Arichat.....	22 April, '79	Francis Marneau.....	6 May, '84	200 00	11 00	
Baddeck.....	23 Sept., '75	Alex. McAulay.....	10 Dec., '90	100 00	5 50	
Barrington.....	10 July, '82	B. Kenney.....	6 July, '93	200 00	37 00	
Bayfield.....	11 July, '79	John McDonald.....	11 July, '79	200 00		
Bay St. Lawrence.....	21 April, '87	G. Zwicker.....	21 April, '87	200 00		
Bear River.....	25 Sept., '74	Robert Austin.....	4 April, '87	100 00	31 00	
Beaver Harbour.....	24 July, '80	Henry Hawboldt.....	22 Sept., '88	100 00	11 00	
Big Harbour.....	9 June, '83	Donald McKenzie.....	28 May, '83	100 00	39 50	
Bourgeoise River.....	1 May, '86	E. C. Bouchie.....	19 April, '86	100 00	12 50	
Bridgewater.....	6 May, '74	Joseph Robins Wyman.....	6 May, '74	100 00	69 00	
Bras d'Or, including New Campbelltown.....	6 May, '74	A. Livingston.....	25 Aug., '91	200 00	65 50	
Cape Canso.....	6 June, '76	William Walsh.....	6 June, '76	100 00	115 00	15 00

## Steamboat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1894.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Cape Negro or North East Harbour	18 May, '81	A. D. Perry	18 May, '81	200 00	30 00	
Chester	8 Sept., '83	Arch. Evans	4 Aug., '83	100 00	21 50	
Cheticamp	20 April, '76	Fulgence Ancoin	15 April, '76	100 00		
Clarke's Harbour	1 June, '81	J. B. Brennan	1 June, '81	200 00	21 00	
Clementsport	1 May, '77	Thomas Tracey	1 May, '77	100 00	8 00	
County Line to Grand Narrows	9 June, '83	Vacant				
Cow Bay	3 Mar., '79	Hector McDonald	3 Mar., '79	400 00	108 50	
Crow Harbour	30 Sept., '88	John Ehler	5 May, '90	100 00	5 50	
D'Escousse	23 Jan., '85	Arthur Pertus	6 Mar., '90	100 00	40 50	
Digby	19 Feb., '78	J. W. Cousins	3 Mar., '93	300 00	51 50	
East Bay	25 Aug., '83	Donald McEnnes	5 April, '86	100 00		
Fourchier	22 May, '89	Neil McLean	22 May, '89	100 00	0 50	
Gaberouse	3 Mar., '79	John Wm. Hardy	2 Nov., '86	100 00	3 00	
Glasgow and Cape Breton Pier	30 Oct., '80	Angus McQuarrie	30 Oct., '80	300 00		
Guysborough	15 Jan., '89	Thos. O'Connor	31 Oct., '93	100 00	12 00	
Halifax	No proclamation required by Act	J. E. Butler	21 Sept., '93	1,800 00	1,627 50	
Hantsport	27 June, '84	Edward Davison	25 Oct., '76	150 00	171 00	
Indian Bay	25 Oct., '76	Matthew Drips McKenzie	27 June, '84	225 00	4 00	
Ingonish, North Bay of	22 Mar., '81	William Thomson	24 Mar., '81	200 00		
" South "	9 Oct., '84	P. C. Brewer	9 June, '86	100 00	13 50	
International Pier, Sydney	30 Oct., '80	Michael Neville	30 Oct., '80	300 00	275 50	
Isaac's Harbour	30 Oct., '89	Andrew J. Blakely	30 Oct., '89	100 00	15 50	
Jeddore	20 Sept., '90	Wm. Jennox	20 Sept., '90	100 00	6 00	
LaHave or Getson's Cove	12 Mar., '75	George Henry Zwicker	25 Feb., '75	300 00	25 00	
L'Ardoise, Upper and Lower	22 Aug., '84	George Burke	29 Aug., '84	100 00	2 50	
Lingan	12 July, '81	Thomas Laffin	12 July, '81	200 00		
Liscombe	18 May, '81	David Rosenheiser	9 Aug., '88	200 00	46 00	
Little Bras d'Or Lake between McKay's Point and Grand Narrows	25 April, '84	Peter McLean	25 April, '84	100 00		
Little Bras d'Or Lake from McKay's Point to Washadebuck Rivers	25 April, '84	Alex. J. McNeil	25 April, '84	100 00		
Little Glace Bay	3 Aug., '74	E. Douglas Rigby	8 May, '84	200 00	148 50	
Little Narrows and Cranberry Point	9 June, '83	Norman Matheson	23 May, '83	100 00	2 00	
Liverpool	19 Jan., '77	Wm. A. Kenny	19 Jan., '77	200 00	122 00	
Lockeport	18 May, '81	E. A. Capstick	18 May, '81	200 00		
Louisbourg	17 Mar., '79	Louis Dickson	5 Oct., '87	200 00	58 00	
Lunenburg	3 Dec., '75	William Henry Begg	3 Dec., '75	150 00	113 00	
Mabou	17 July, '80	Finlay Rankin	23 June, '80	100 00	3 00	
Mahone Bay	16 May, '87	W. A. Pickles	16 May, '87	200 00	16 50	
McNair's Cove	12 Mar., '75	Ronald McEachen	8 Mar., '75	150 00		
Main à Dieu	31 July, '86	John Farrell	21 July, '86	100 00	4 00	
Maitland	26 May, '85	Vacant				
Marble Mountain	26 July, '92	D. McDonald	26 Mar., '78	200 00	3 50	
Margaretsville	26 Mar., '78	Robert Earley	26 July, '92	100 00		
Margaret's Bay	16 July, '75	Francis Peter Boutellier	6 July, '75	100 00	18 00	
Margaree	12 June, '86	Nicholas Deagle	27 Feb., '93	100 00	4 00	
Merigomish	26 Mar., '78	D. McGregor	22 Mar., '93	100 00		
Meteghan River	10 Feb., '83	Urbain Doucette	31 Jan., '83	100 00	24 00	
McNeil's Harbour	9 June, '83	A. Hayman	28 May, '83	100 00		

TABLE showing the names of Ports proclaimed under the Dominion Acts, etc.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1894.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Musquodoboit.....	19 May, '82	David Williams.....	19 May, '82	100 00	5 00	
New Haven.....	9 June, '83	H. A. McLeod.....	17 Aug., '89	100 00		
Northport.....	27 June, '82	John Burns.....	27 June, '82	100 00	36 50	
North-west Cove, Coleman's Cove and Aspotogan Harbour.....	22 Dec., '76	P. Boutillier.....	30 June, '92			
Parrsborough.....	22 Oct., '73	Edward Walter Beaty.....	22 Oct., '73	300 00	299 50	
Petite Rivière Bridge.....	7 July, '83	John Nelson Parks.....	27 April, '88	100 00		
Plaster Harbour.....	6 May, '74	Vacant.....				
Port George.....	1 May, '77	Charles B. Weaver.....	1 May, '77	150 00		
Port Greville.....	13 March, '80	George Hatfield.....	8 April, '91	200 00	24 00	
Port Hawkesbury.....	16 July, '75	Daniel Henesey.....	9 July, '75	200 00	56 50	
Port Hood.....	16 July, '75	John Murphy, jun.....	9 July, '75	200 00	3 60	
Port la Tour.....	14 April, '81	John Nickerson.....	9 Feb., '92	200 00	5 50	
Port Lorne.....	27 March, '86	Samuel Beardsley.....	13 March, '86	200 00	50	
Port Mulgrave.....	8 March, '76	David Murray.....	12 Oct., '92	200 00	34 00	
Port Medway.....	25 June, '79	John W. Hut.....	19 April, '84	200 00	11 00	
Pubnico.....	27 Sept., '82	D. Q. Amireau.....	27 Sept., '82	100 00	63 50	
Pugwash.....	22 Oct., '93	A. A. Stevens.....	22 Oct., '73	100 00	56 50	
Ritcey's Cove.....	26 Sept., '84	Joseph Ritcey.....	29 Sept., '84	100 00	48 00	
River John.....	26 March, '78	H. Campbell.....	11 June, '91	100 00	1 00	
St. Ann's, including Fuchs's Cove.....	20 April, '81	Peter McLean.....	20 April, '81	200 00		
St. Ann's.....		James McKillop.....			1 00	
St. Mary's River.....	18 May, '81	Wm. Pride, sen.....	20 Dec., '93	200 00	6 50	
St. Peter's.....	24 Jan., '81	Peter McNeill.....	17 Sept., '83	200 00	83 50	
Sambro.....	27 Dec., '79	Ben Smith, sen.....	23 Dec., '79	200 00	17 50	
Sheet Harbour.....	14 May, '74	Malcolm McFarlane.....	6 Dec., '83	150 00	19 00	
Shelburne.....	27 Aug., '77	John A. McGowan, jun.....	22 Jan., '80	200 00	151 00	
Sydney.....		A. McQuarrie.....			205 00	
Ship Harbour.....	2 June, '84	Conrad Marks.....	2 June, '84	100 00	9 50	
Smith's Mountain.....	9 June, '83	James McKillop.....	28 May, '73	100 00		
Tatamagouche.....	27 Feb., '78	W. McKenzie.....	29 March, '93	200 00	1 00	
Tidnish.....	5 July, '82	Charles Fields.....	30 June, '84	100 00	22 50	
Torbay and Whitehead.....	18 May, '81	O. N. Feltmate.....	18 May, '81	200 00	32 00	
Tusket.....	18 March, '75	Charles W. Hatfield.....	7 March, '87	100 00	10 50	
Victoria Pier, South Bar, Sydney.....	25 July, '84	York H. Barrington.....	25 July, '84	200 00	154 00	
Wallace.....	22 Oct., '73	Charles E. Kerr.....	28 July, '85	100 00	5 50	
West Arichat.....	20 Aug., '90	Simon Terrio.....	20 Aug., '90	100 00	18 50	
West Bay.....	8 May, '84	John McInnes.....	8 May, '84	100 00	1 50	
West Port.....	8 March, '87	Joseph D. Payson.....	8 March, '87	200 00	29 00	
Weymouth.....		Alex. Beaton.....			25 00	
Whycocomagh.....	29 Oct., '75	Neil McKinnon.....	8 Oct., '75	100 00	2 00	
Wood's Harbour.....	19 Feb., '92	S. K. Woods.....	19 July, '92	200 00	12 00	
Yarmouth.....	18 March, '75	Ebenezer Scott.....	19 Oct., '77	250 00	197 50	

## PROVINCE OF PRINCE EDWARD ISLAND.

Alberton and Cascumpec Bay Fortune.....	15 July, '74	W. D. White.....	12 Sept., '92	200 00	18 00
Brudenell.....	10 April, '75	John R. Coffin.....	29 April, '78	200 00	
Cape Traverse.....	25 July, '85	Vacant.....		200 00	
Cape Traverse.....	23 May, '84	Vacant.....			
Cardigan River, including Cardigan Bridge.....	2 July, '78	Hurcules McDonald.....	2 July, '78	200 00	
Cardigan River, from head of river to north bank Mitchell River.....	2 July, '78	Allan Campbell.....	14 June, '83	100 00	
Cove Head.....	15 May, '89	James D. McMillan.....	15 May, '80	100 00	

## Steamboat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*  
 PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1894.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Charlottetown.....	15 July, '74	David Small.....	17 June, '74	400 00	181 50	
Crapaud.....	15 July, '74	Wesley Myers.....	17 June, '74	200 00	4 50	
Egmont.....	15 July, '74	George Bollum.....	3 Nov., '85	200 00		
Georgetown.....	15 July, '74	Samuel Hemphill.....	1 Dec., '87	200 00	57 00	
Grand River.....	10 April, '75	Ronald S. McDonald.....	10 April, '75	200 00		
Grand River, down to and including Poplar Point and Chapel Wharf.....	10 April, '75	Vacant.....				
Malpeque.....	10 July, '74	Alex. Thompson.....	5 April, '87	200 00	2 00	
Miminegash.....	17 April, '80	Michael McElroy.....	12 April, '80	100 00		
Montague Bridge.....	15 July, '74	J. M. Aitken.....	28 May, '92	200 00	19 50	
Murray Harbour.....	17 June, '74	Wm. Millar.....	17 June, '74	200 00		
Murray River.....	15 July, '74	Hugh McKay.....	8 May, '84	200 00		
New London.....	15 July, '74	Geo. MacKenzie.....	17 June, '74	200 00	2 50	
Pinette.....	15 July, '74	Vacant.....				
Port Hill.....	15 July, '74	James Ellis.....	17 June, '74	200 00	3 00	
Pownal.....	10 July, '79	A. A. Moore.....	10 July, '79	100 00		
Rollo Bay.....	10 April, '75	Vacant.....				
Rustico.....	17 May, '75	Geo. W. McKay.....	12 April, '81	200 00		
St. Peter's Bay.....	10 April, '75	John McGrath.....	28 June, '87	200 00		
Souris East and West.....	10 April, '75	John McCormick.....	25 April, '79	200 00	41 00	
Summerside.....	15 July, '74	James Grady.....	7 Nov., '87	200 00	31 00	
Tignish.....	22 April, '90	Vacant.....				
Tracadie.....	17 May, '75	Donald Campbell.....	31 Jan., '81	200 00		
Tryon.....	12 April, '77	Vacant.....				
Vernon River Bridge.....	19 May, '74	John Finlay.....	9 Oct., '84	200 00	2 50	
West River.....	17 May, '75	Vacant.....				

### PROVINCE OF BRITISH COLUMBIA.

Nanaimo.....	10 April, '75	E. Quennell.....	24 Oct., '84	500 00	455 00	
New Westminster.....	23 Jan., '80	J. N. Draper.....	18 Aug., '86	400 00	65 50	
Quadra.....	17 April, '77	Vacant.....				
Vancouver, including Burrard Inlet.....	22 Feb., '88	M. W. Thars.....	22 Feb., '88	400 00	397 00	
Victoria and Esquimalt.....	20 March, '75	W. R. Clarke.....	23 March, '81	600 00		

**WM. SMITH,**  
*Deputy Minister of Marine and Fisheries.*

APPENDIX No. 10.

STATEMENT showing results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine in accordance with the provisions of Chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1894.

Note.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters. QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 31st June, 1894.		For Half-year ended 30th December, 1894.		Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Seamen Shipped.	Seamen Discharged.			
			\$ cts.						
Escoumains	Bonaventure	John Topping							
Gaspé	Gaspé	<i>F. G. Eden</i>							
Magdalen Islands	Gaspé	P. L. Jones							
Montreal	Montreal	<i>Henry McKay</i>	1,361	406					
New Carlisle	Bonaventure	P. C. Beauchesne	10	6	10	7	20	13	13 90
New Richmond	Bonaventure	R. W. H. Dimock							
Perce	Gaspé	W. Flynn			1	3	1	3	1 40
Quebec	Quebec	<i>J. U. Gregory</i>	191	18	201	198	392	216	250 80
Rimouski	Rimouski	J. A. Martin							
St. Johns	St. Johns	E. D. Philip							
Sorel	Richelieu	Joseph Mathieu	22						
Three Rivers	Three Rivers	P. H. Vanasse							
NEW BRUNSWICK.									
Alma	Albert	D. Cleveland							20 00
Bathurst	Gloucester	W. J. O'Brien							
Becouche	Kent	J. J. LeBlanc							
Chatham	Northumberland	<i>J. J. Brown</i>	50	12	47	20	97	32	58 10
Cocagne	Kent	A. K. Dyssart							
Dalhousie	Restigouche	W. Montgomery	28	3					
Dorchester	Westmoreland	Walter Dobson	17	11	12	28	29	39	26 20
Fredericton	York	A. F. Street		1				1	30
Grand Manan	Charlotte	E. A. Calder							
Harvey	Albert	G. Browster	36	6	37	32	73	38	47 90
Hillsborough	Albert	John Wallace	43	21	20	22	63	43	44 40

# Steamboat Inspection.

Lepreaux.....	Charlotte.....	G. K. Hanson.....	3	2 40	13	3	90	3	6	3 30
Moncton.....	Westmoreland.....	J. W. Binney.....	6	3 90	.....	19	10 40	16	14 30	
Musquash.....	St. John.....	A. T. Dunn.....	.....	.....	.....	.....	.....	.....	.....	
New Brandon.....	Gloucester.....	F. J. Foley.....	.....	.....	11	11	8 80	.....	.....	
Newcastle.....	Northumberland.....	W. A. Park.....	.....	.....	.....	.....	.....	.....	.....	
North Joggins.....	Westmoreland.....	Rufus C. Ward.....	.....	.....	34	18	22 40	.....	.....	
Quaco.....	St. John.....	J. Carson.....	16	8 00	5	5	4 00	5	12 00	
Richibucto.....	Kent.....	B. V. Johnson.....	.....	.....	.....	.....	.....	.....	.....	
Rockland.....	Westmoreland.....	A. Boudreau.....	5	2 80	9	2	5 10	3	7 90	
Rockport.....	Westmoreland.....	R. C. Ward.....	18	11 10	16	15	12 50	22	23 60	
Sackville.....	Westmoreland.....	W. C. Miller.....	.....	.....	.....	.....	.....	.....	.....	
St. Andrew's.....	Charlotte.....	Samuel Billings.....	3	1 50	5	5	1 50	5	3 00	
St. George.....	Charlotte.....	James McKay.....	1,492	1,002 50	1,547	1,229	1,142 20	2,084	2,144 70	
St. John.....	St. John.....	W. H. Purdy.....	3	90	.....	1	30	4	1 20	
St. Stephens.....	Charlotte.....	H. Graham.....	1	50	7	12	7 10	8	7 60	
Shediac.....	Westmoreland.....	W. R. Wood.....	.....	.....	.....	.....	.....	.....	.....	
Shippagan.....	Gloucester.....	Henry A. Sormany.....	.....	.....	.....	.....	.....	.....	.....	

## NOVA SCOTIA.

Advocate.....	Cumberland.....	James Ward.....	16	9 50	5	5	9 50	.....	.....	.....
Anherst.....	Cumberland.....	W. D. Main.....	.....	.....	.....	.....	.....	.....	.....	.....
Annapolis.....	Antigonish.....	R. McCormack.....	.....	.....	.....	.....	.....	.....	.....	.....
Antigonish.....	Antigonish.....	A. Boyd.....	17	12 10	12	12	12 10	.....	.....	.....
Apple River.....	Cumberland.....	H. H. Mosher.....	33	17 40	3	18	17 40	23	24 40	.....
Arschat.....	Richmond.....	D. O'C. Madden.....	.....	.....	.....	.....	.....	.....	.....	.....
Aspey Bay.....	Victoria.....	D. McDonald.....	5	2 50	.....	10	4 00	5	10	6 50
Baddeck.....	Victoria.....	J. McDonald.....	.....	.....	.....	.....	.....	.....	.....	.....
Barrington.....	Shelburne.....	D. Sargent.....	.....	.....	8	8	4 00	.....	.....	.....
Bayfield.....	Antigonish.....	E. G. Randall.....	71	47 80	41	12	6 60	.....	.....	.....
Belliveau Cove.....	Digby.....	J. V. Stuart.....	53	37 90	38	66	56 10	137	118	103 90
Bear River.....	Digby.....	T. H. Miller.....	.....	.....	.....	65	57 70	118	122	95 60
Beaver River.....	Colchester.....	R. Perry.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgetown.....	Annapolis.....	S. S. Ruggles.....	35	22 00	15	27	22 00	40	55	47 50
Bridgewater.....	Lunenburg.....	J. H. Wade.....	5	2 80	1	5	3 40	3	4	6 20
Canada Creek.....	King's.....	S. W. Rawling.....	.....	.....	.....	10	9 50	10	.....	.....
Canso.....	Guy'sboro'.....	J. A. Russell.....	3	1 80	1	6	4 20	9	5	6 00
Cape Sable Island.....	Shelburne.....	Seth Smith.....	9	6 00	5	18	12 00	27	15	18 00
Clemensport.....	Annapolis.....	Chas. Ditmars.....	1	3 50	10	10	.....	.....	.....	.....
Cornwallis (Canning).....	King's.....	E. Rand.....	.....	.....	.....	.....	.....	.....	.....	.....
Cow Bay.....	Cape Breton.....	W. W. Bown.....	2	2 40	3	26	22 60	32	13	6 90
Canning.....	Digby.....	Edward Harris.....	.....	.....	.....	.....	.....	.....	.....	.....
Digby.....	Digby.....	J. M. Vietz.....	3	3 00	5	3	3 90	10	5	.....
Freeport.....	Digby.....	Isaiah Thurber.....	.....	.....	.....	.....	.....	.....	.....	.....
French Cross.....	King's.....	J. E. Orpen.....	10	5 00	1,366	1,533	1,192 80	1,421	2,787	2,576 10
Great Bras d'Or.....	Cape Breton.....	D. Campbell.....	.....	.....	.....	.....	.....	.....	.....	.....
Guy'sboro'.....	Guy'sboro'.....	W. Cameron.....	.....	.....	.....	.....	.....	.....	.....	.....
Halifax.....	Halifax.....	H. Bight.....	1,947	1,383 80	.....	.....	.....	.....	.....	.....



STATEMENT showing returns respecting Shipping and Discharging Seamen, &c.—Continued.  
NOVA SCOTIA.—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1894.			For Half-year ended 31st December, 1894.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Hantsport	Hants	J. W. Lawrence	40	16	24 80	14	37	18 10	54	53	42 90
Harbour au Bouche	Antigonish	E. Corbet						80			
Harbourville	King's	Chas. E. Morris	6	1	3 30	6	1	3 00	12	1	6 30
Issacs Harbour	J. D. Giffin	J. D. Giffin	21	16	15 30	27	12	17 10	48	28	32 40
Joggins	Cumberland	J. Moffat									
Jordan Bay	Shelburne	M. D. McKenzie				3		1 50	3		1 50
Langran	Cape Breton	Matthew Roche									
Little Bras d'Or	Cape Breton	P. Collins									
Liscombe	Guysboro	James Hemlow									
Liverpool	Queen's	W. A. Kenney				191	172	147 10			
Lockeport	Shelburne	George Stalker									
Londonderry	Colchester	J. A. Blaikie	3	2	2 10				3	2	2 10
Louisbourg	Cape Breton	W. H. McAlpine	45	9	25 20	14	21	13 30	59	30	38 50
Lunenbourg	Lunenbourg	William Young	220	263	190 70	348	385	289 50	568	654	480 20
Mahone Bay	Lunenbourg	A. F. Zwicker									
Main & Dieu	Cape Breton	R. McDougall	1		0 50				63		31 50
Maitland	Hants	Alex. Roy	3		1 50				3		1 50
Margaree	Inverness	M. A. Dunn		2	0 60	2	1	1 30	2	3	1 90
Margareville	Annapolis	D. W. Landers									
Merigonish	Pictou	D. McGregor		11	23 60	43	35	32 00	83	46	55 60
Meteghan	Digby	E. U. Doucet	40	23	9 90	6	2	1 60	8	25	11 50
North East Harbour	Shelburne	G. B. Swaine	68	39	45 70	173	134	126 70	241	173	172 40
North Sydney	Cape Breton	James Armstrong									
Parishborough	Cumberland	A. S. Townshend	190	135	135 50	204	181	156 30	394	316	291 80
Pictou	Pictou	M. Campbell	31	13	19 40						
Port Acadia	Digby	A. Bourneuf									
Port Caledonia and Little Glace Bay	Cape Breton	J. J. Campbell	60	23	36 90	63	31	34 30	123	124	98 70
Port Gilbert	Digby	S. Sanderson	32	21	22 30	8	6	61 80	40	27	28 10
Port Greenville	Cumberland	James Kerr	20	18	15 40			5 80			
Port Hawkesbury	Inverness	John Stapleton									
Port Hood	Inverness	E. D. Tremain		1	0 30						
Port La Tour	Shelburne	J. W. Taylor									
Port Lorne	Annapolis	W. Graves									
Port Medway	Queen's	E. E. Letson	55	19	33 20	24	25	19 50	79	44	52 70

# Steamboat Inspection.

Port Mulgrave	Guysborough	D. Murray	11	5 50	6	8	5 40	17	8	10 90
Port Willam	King's	G. S. Lockwood	6	3 00	6	1	3 30	12	1	6 30
Pubnico	Yarmouth	P. S. D'Entremont			27		13 50			
Fugwash	Cumberland	J. H. Black								
River Hebert	Cumberland	Moffat	48	25 50	24	12	15 60	72	17	41 10
St. Ann's	Cape Breton	McAuley			3		1 50	3		1 50
St. Mary's River	Guysborough	A. F. Falconer	10	5 00				10		5 00
St. Peter's	Richmond	Donald Urquhart								
Sheet Harbour	Halifax	M. MacFarlane	35	22 30	17	28	16 90	52	44	39 20
Shelburne	Shelburne	W. W. Atwood	30	21 90	102	84	76 20	132	107	98 10
Sydney	Cape Breton	Neil McDonald	4	2 90	15	14	11 70	19	17	14 50
South Bar, Sydney	Cape Breton	Vincent Mallins	15	7 80		1	0 30	15	2	8 10
Thorne's Cove	Annapolis	E. H. Forter								
Truro	Colchester	George P. Nelson								
Tatamagouche	Colchester	J. A. G. Campbell								
Wallace	Cumberland	Charles D. Kerr								
Walton	Hants	H. Woolaver								
West Arichat	Richmond	Simon Terrio	13	8 00	6	1	3 30	19	6	11 30
Weymouth	Digby	N. B. Jones						126	99	92 70
Windsor	Hants	H. W. Dimock	53	35 80	124	79	85 70	177	110	121 50
Wilnot	Annapolis	G. B. Reed								
Wolfville	King's	J. B. Davidson								
Yarmouth	Yarmouth	W. H. Moody	310	218 00		3	3 00			482 10
						338	264 10	648	527	

## PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan	4	2 30	8	5	5 50	12	6	7 80
Casampec	Prince	James F. White								
Charlottetown	Queen's	H. W. Mutch	54	37 80	41	58	37 90	95	94	75 70
Crapaud	Queen's	S. J. B. Leard			1	1	0 80			
Georgetown	King's	Charles Owen	5	3 70	27	21	19 80	32	25	23 50
Malpeque	Prince	J. M. MacNutt								
Montague Bridge	King's	J. M. Aitken								
Murray Harbour	King's	H. J. Brehaut								
Pinette	Queen's	H. P. Morrison								
Port Hill	Prince	W. Hopwood								
St. Peter's Bay	King's	J. A. McLaine								
Souris	King's	Michael J. Foley								
Summerside	Prince	Jos. Reed	17	12 40	55	41	39 80	72	54	52 20
Tignish	Prince	George Conroy								
West Cape	Prince	Vacant								

## BRITISH COLUMBIA.

New Westminster	New Westminster	J. S. Clute	9	5 10	9	3	5 40	18	5	10 50
Vancouver	New Westminster	J. M. Bowell	368	251 20	330	376	277 80	698	600	529 00
Victoria	Victoria	H. G. Lewis	766	431 30	139	1,307	426 60	905	1,468	857 90

## APPENDIX No. II.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

MONTREAL, 12th January, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of (1) receipts and disbursements of the Montreal Decayed Pilots' Fund for the year ended 31st December, 1894, and (2) assets belonging to the fund at 31st December, 1894.

The following is an abstract of the former:

*Receipts.*

5 p.c. of pilotage dues collected at Montreal	\$3,054 87	
"          "          Sorel.....	39 42	
"          "          Three Rivers.	38 56	
From Montreal pilotage agent at Quebec on vessels to and from Batiscan, &c.....	25 05	
From sundry amounts on war vessels, &c..	22 86	
From Pilot Barthélemi Arcand, fine for in- fringement of by-law No. 85.....	20 00	
		<hr/>
		\$3,200 76
From interest on investments and on cash in bank.....		2,673 71
From Harbour Commissioners of Montreal for nineteen 6½ per cent harbour debentures which matured dur- ing the year.....		19,000 00
From cash balance in city and district savings bank at 31st December, 1893, for one 4 per cent harbour bond.....		1,000 00
		<hr/>
		\$25,874 47

*Disbursements.*

Pensions to old and infirm pilots and widows of pilots.....	\$ 4,899 20	
Messrs. Riddell & Common for audit of fund	25 00	
Messrs. D. Bentley & Co., for printing.....	4 50	
Postage stamps and stationery.....	10 00	
Messrs. McLean, Kennedy & Co., refunds of percentages of pilotage dues overpaid.	11 91	
		<hr/>
	\$ 4,950 61	
Harbour Commissioners of Montreal for twenty 4 per cent harbour bonds.....	19,240 00	
		<hr/>
		24,190 61
		<hr/>
Showing a gain for the year of.....		\$1,683 86
		<hr/>

## Steamboat Inspection.

Of this gain \$923.86 accrued from the ordinary receipts; while \$760.00 was discount on 4 per cent Montreal Harbour Bonds, of which four were purchased at 98 per cent in January, and sixteen at 95½ per cent in July.

Against this gain there will be hereafter an annual loss of \$475.00 owing to the greatly reduced rate of interest on bonds now obtainable for investment. The fund, however, continues to show a steady increase, the average yearly gain for several years past having been over \$1,100.00.

On 11th July, old Pilot Hubert A. Belleisle, of Deschambault, died; to whose legal heirs the full pension for the quarter during which the death occurred was paid.

On 25th September, Pilot Damase Cayen was granted a pension of \$240.00 as from 1st August, he being no longer able to perform his duties as pilot owing to a stroke of paralysis received on 19th August.

On 1st October, Pilot Uldoric Toupin died suddenly on board the ship "Mindent" and his widow was granted a pension from the date of her husband's death on the basis of his length of service.

Pilot Treffé Toupin, temporarily pensioned in July, 1893, remained on the list during 1894, but has been notified to appear for examination as to his eyesight before being paid for the current quarter.

There are now on the list eight old pilots at \$360.00 and one at \$240.00; and thirteen widows, of whom nine receive \$149.32, three \$128.00, and one \$117.32; all paid quarterly.

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

ALEXANDER ROBERTSON,  
*Secretary.*



# Steamboat Inspection.

Aug. 22.	J. S. Labranche, 5 per cent on pilotage dues of H. M. S. "Magtienne" from Quebec to Montreal, draught 19 ft. 6 inches.	2 44			32 00
" 23.	Ubric Groleau, 5 per cent on pilotage dues of H. M. S. "Canada," from Quebec to Montreal, draught 20 feet.				90 00
" 29.	Joseph Sauvageau, 5 per cent on pilotage dues of H. M. S. "Partridge" from Quebec to Montreal, draught 12 feet 7 inches.	2 50			90 00
" 31.	Trinity dues for August from Collector of H. M. Customs, Montreal.	1 57			90 00
Sept. 18.	Pilot Ubric Groleau, percentage on pilotage dues of H. M. S. "Canada" from Montreal to Quebec, with draught of 20 feet.	504 26			90 00
" 20.	Trinity dues for September from Collector of H. M. Customs, Montreal.	2 50			90 00
" 29.	Pilot Barcheleini Arcand, penalty imposed by the Montreal Harbour Commissioners on 20th inst. for the infringing of by-law 85 on 21st August.	453 28			4 50
Oct. 1.	Pilot Jean Arcand, percentage on pilotage dues of French frigate "Neully," from Quebec to Montreal and back, with draught of 19 feet 6 inches.				15,320 00
" 31.	Trinity dues for October from Collector of H. M. Customs, Montreal.	20 00			2 30
Nov. 14.	Pilot Francois Desjordi, poundage on pilotage dues of ss. "Druid" from Quebec to Port St. Francis and back, with draught of 7 feet.	4 88			90 00
" 24.	Collector of Customs, Three Rivers, percentages on pilotage dues collected at that port during 1894, as per detailed statement.	408 24			37 33
" 30.	Trinity dues for November from Collector H. M. Customs, Montreal.	1 31			37 33
Dec. 1.	Joseph Mathieu, Collector of Customs, Sorel, percentages of pilotage dues collected at that port during 1894, as per detailed statement.	38 56			37 33
" 5.	Pilot Constant Toupin, percentage of pilotage dues on barque "Blanchard" from Batiscan to Quebec on 14th October.	392 61			37 33
" 6.	Pilot Victor Gagnon, percentage on pilotage dues of barque "Palermo" from Quebec to Batiscan.	39 42			90 00
" 6.	Pilot Victor Gagnon, percentage on pilotage dues of ss. "Druid" from Quebec to Ile Bigot on 8th November.	1 61			90 00
" 6.	Pilot Josephat Sauvageau, percentage on pilotage dues of H. M. S. "Partridge" from Montreal to Quebec on 28th August.	75			90 00
" 11.	Pilot J. B. Nadeau, percentage of pilotage dues on ship "Mindet" from Quebec to Batiscan on 2nd October.	1 30			90 00
		1 57			90 00
		1 13			5 35
					4 26

Dr. **ALEXANDER ROBERTSON, Treasurer, in account with the Decayed Pilot Fund—Concluded.** Cr.

1894.		1894.		Pensions paid to the following for three months ending 1st November—		\$ cts.	
Dec. 15.	Balance of Trinity dues for November from Collector of H. M. Cuesoms, Montreal.	31	94	Nov. 1.	Widow David Mathieu	32	00
" 21.	Charles Garnier, Montreal pilotage agent, Quebec, percentages of pilotage dues on vessels to and from Batavia, &c., &c., per his detailed statement dated 30th November, 1894.	25	05	" 1.	Hubert Lemay	37	33
" 31.	Interest from Montreal City and District Savings Bank on money at deposit during the year, at 5 p.c.	26	21	" 2.	Isaie Beaudry	37	33
				" 2.	Severe Belleisle	37	33
				" 2.	Edouard Boudreau	29	33
				" 2.	L. David Bouville	37	33
				" 2.	Leandre Dessureau	37	33
				" 2.	Placide Guillardet	37	33
				" 2.	J. Octave Hamelin	37	33
				" 2.	Adolphe Lise	37	33
				" 2.	Zéphin Mayrand	37	33
				" 2.	Edouard Naud	32	00
				" 2.	Uldoric Toupin	32	00
				" 2.	Old pilot Cyrille Belleisle	90	00
				" 2.	J. B. Dorval	90	00
				" 2.	Athanase Dufresne	90	00
				" 2.	Pierre Gagnon	90	00
				" 2.	Augustin Naud	90	00
				" 2.	George Raymond	90	00
				" 2.	Treffé Toupin	90	00
				" 5.	Joseph Léveillé	90	00
Dec. 31.	Postage, &c., on pensions remitted during 1894.					10	00
" 31.	Balance to January, 1895.					3,116	05
		27,306	66				

ALEXANDER ROBERTSON,  
*Treasurer.*

MONTREAL, 3rd December, 1894.

# Steamboat Inspection.

## STATEMENT No. 2.

ALEXANDER ROBERTSON, Treasurer, in account with the Decayed Pilot Fund.

DR.

CR.

Nos.	Series.	Statement of the Fund.	
<i>Montreal Harbour Debentures.</i>			\$ cts.
81.....	P.....	(Due 5th July, 1896,) Interest at 6 per cent = 1 × \$2,000.....	2,000 00
20 and 102.....	R.....	( " " 1906,) " 6 " = 2 × 500.....	1,000 00
117-119.....	R.....	( " " 1906,) " 6 " = 3 × 1,000.....	3,000 00
21 and 45-49.....	D.....	( " " 1915,) " 5 " = 6 × 1,000.....	6,000 00
164-172.....	F.....	( " " 1917,) " 4 " = 9 × 1,000.....	9,000 00
289-290.....	G.....	( " " 1918,) " 4 " = 2 × 1,000.....	2,000 00
64-65.....	H.....	( " " 1921,) " 4 " = 2 × 1,000.....	2,000 00
139-142.....	H.....	( " " 1921,) " 4 " = 4 × 1,000.....	4,000 00
231-246.....	J.....	( " " 1924,) " 4 " = 16 × 1,000.....	16,000 00
<i>City of Montreal Consolidated Fund.</i>			
165.....		(Due 1st July, 1910,) Interest 5 per cent = 50 × \$100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent... Cash in commissioners' hands for pension due old pilot Damase Cayen on 1st November, but which has not been paid him owing to a seizure having been taken thereon.....	3,056 05  60 00
Total.....			53,116 05

ALEXANDER ROBERTSON,

MONTREAL, 31st December, 1894.

*Treasurer.*

We hereby certify that we have examined the entries for the year 1894, as recorded on preceding pages, and have found them to agree with vouchers on file; also that debentures and certificates covering the sum of \$53,056.05, as called for in above statements have this day been submitted for our inspection, and that the further sum of \$60 is shown to the credit of the fund in the books of the Harbour Commissioners of Montreal.

RIDDELL & COMMON,

*Auditors.*

MONTREAL, 9th January, 1895.



STATEMENT showing the number of Branch Pilots for and above the Harbour of  
number of pilotages, earnings, and whether

Number.	Name.	Age.	Residence.	Date of Branch.	Remarks.
1	Bouillé, Zéphirin	65	Deschambault	Mar. 1, '55	Has license for 1894.
2	Naud, Onésime	52	"	" 16, '70	
3	Chandonnet, Joseph	53	St. Henri de Lauzon, Lévis	Aug. 2, '70	
4	Bouillé, Louis A.	57	Deschambault	Sept. 1, '70	
5	Beaudet, Prudent	53	Lotbinière	Oct. 10, '70	Member Com. of Pilots, 1895.
6	Bélisle, Elzéar	60	Deschambault	" 10, '70	
7	Pleau, Joseph	57	Ste. Anne de la Pérade.	" 10, '70	
8	Brunet, Célestin	50	57 Sanguinet, Montreal.	Feb. 28, '70	Suspended, June 26 to Sept. 13.
9	Belleisle, Louis	48	Deschambault	" 28, '70	Member Com. of Pilots, 1894.
10	Cayen, Damase	56	Portneuf	Oct. 1, '72	Superannuated Sept. 25.
11	Groleau, Ulric	46	Gronclines	" 30, '72	
12	Frenette, Alfred	55	Portneuf	" 30, '72	
13	St. Amant, Alfred	50	Deschambault	" 30, '72	
14	Bélangier, Philippe	55	Lotbinière	Apr. 8, '74	
15	Gagnon, Victor	58	Champlain	" 9, '74	
16	Perreault, Narcisse	57	Deschambault	" 10, '74	Pres. Com. of Pilots, '94 and '95.
17	Auger, Cléophas	48	Point Lévis	Sept. 22, '74	Member Com. of Pilots, 1895.
18	Desjardy, François	52	Lavaltrie	Apr. 8, '75	Cautioned July 27th in <i>re</i> ss. "Haverton."
19	Labranche, Ferdinand	47	Portneuf	" 8, '75	
20	Perrault, David	51	Deschambault	" 9, '75	Sec. Com. of Pilots '94; treas. '95.
21	Gauthier, Alexis	46	"	Jan. 15, '78	
22	Bouillé, Louis Z.	44	"	" 16, '78	Sec. Com. of Pilots, 1895.
23	Toupin, Joseph	44	Champlain	Nov. 15, '78	
24	Gauthier, Laurant	43	Deschambault	Dec. 10, '79	
25	Arcand, Jean	41	"	" 16, '79	
26	Nault, Deloioie	41	"	" 10, '79	
27	Gauthier, Wilbrod	41	"	" 10, '79	Member Com. of Pilots, 1894.
28	Mayrand, Louis	47	Ste. Anne de la Pérade.	" 9, '80	
29	Dufresne, George	45	Deschambault	" 10, '80	
30	Arcand, Norbert	41	Champlain	" 10, '80	
31	Toupin, Uldérie	39	"	" 11, '80	Died on 1st October.
32	Bouillé, Tancrede	40	Deschambault	" 11, '80	
33	Arcand, Nestor	38	"	Feb. 20, '84	
34	Nault, John	37	"	" 20, '84	
35	Dussault, Joseph	38	"	" 20, '84	
36	Groleau, Gédéon	42	Gronclines	May 20, '87	
37	Belleisle, Néré	43	Deschambault	" 20, '87	Suspended, Sept. 21 to Oct. 21.
38	Perrault, Liboire	48	527 St. Hypolite, Montreal	Apr. 20, '88	
39	Raymond, Wilfrid	39	Deschambault	" 20, '88	
40	Hurteau, Joseph	33	191 St. Hubert, Montreal	Mar. 20, '89	Member Com. of Pilots, 1894.
41	Perreault, Edouard	44	Deschambault	" 20, '89	
42	Bouillé, C. Lydoric	37	"	" 20, '89	
43	Dussault, Honoré	41	Ste. Pétronille	July 16, '89	
44	Brière, Arthur	37	Portneuf	Apr. 28, '91	
45	Labranche, J. S.	40	"	" 28, '91	
46	Perrault, Alexis	31	Deschambault	" 28, '91	
47	Dufresne, N. Côme	33	"	June 23, '91	
48	Nadeau, J. B.	36	Lévis	Apr. 11, '93	
49	Naud, Aubert	41	Deschambault	July 11, '93	
50	Sauvageau, Josephat	33	"	Oct. 10, '93	
51	Dussault, Napoléon	32	"	Apr. 3, '94	
52	Arcand, Barthélemi	32	"	" 3, '94	Reprimanded, &c. June 5th; fined, Sept., 20th.
53	Bélisle, Prudent	31	"	" 3, '94	
54	Arcand, George	30	Lachevrotière	" 3, '94	
55	Toupin, Constant	28	Three Rivers	" 3, '94	
56	Perrault, George	28	Deschambault	" 3, '94	
57	Bouillé, Narcisse	34	"	" 3, '94	

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 5th February, 1895.

## Steamboat Inspection.

Quebec, on the Active List, on the 31st December, 1894, their age, residence, employed on special service or tour de rôle.

Trips to Montreal.		Trips to Intermediate Places.		Total number of Trips.	Earnings to Montreal.	Earnings to Intermediate Places.	Total Earnings.	Employed on Special Service or on Tour de Rôle.
In.	Out.	In.	Out.					
14	14			28	\$ 1,558 94	\$ 1,558 94	\$ 1,558 94	Allan Line.
13	13			26	1,435 15	1,435 15	1,435 15	" "
12	12			24	1,316 63	1,316 63	1,316 63	Beaver "
13	13			26	1,348 48	1,348 48	1,348 48	Allan "
14	14			28	1,536 62	1,536 62	1,536 62	Dominion Line.
15	15			30	666 39	666 39	666 39	J. G. Brock.
7	9	1	1	18	636 84	56 00	692 84	Tour de rôle.
8	7			15	774 37		774 37	Donaldson Line.
13	13			26	1,505 61		1,505 61	Dominion "
3	2	1	1	7	180 62	57 75	238 37	Tour de rôle.
8	10			18	805 11		805 11	" "
10	11	1	1	23	911 21	59 65	970 86	McLean, Kennedy & Co.
14	12	1	3	30	1,035 82	93 54	1,129 36	Carbray, Routh & Co.
14	12			26	1,365 42		1,365 42	Donaldson Line.
7	7	2	1	17	654 91	41 26	696 17	Tour de rôle.
15	16			31	1,722 05		1,722 05	Donaldson Line.
12	12			24	1,331 85		1,331 85	Beaver "
4	2	2	1	9	286 28	49 51	335 79	Tour de rôle.
13	13			26	1,429 30		1,429 30	Dominion Line.
8	9			17	886 85		886 85	Johnston "
13	13			26	1,353 54		1,353 54	Allan "
13	13			26	1,469 00		1,469 00	" "
20	19			39	1,552 27		1,552 27	Dominion Coal Company.
13	13			26	1,460 79		1,460 79	Dominion Line.
7	14		1	22	929 31	40 55	969 86	Tour de rôle.
23	23	1		47	1,758 41	31 03	1,789 44	Dominion Coal Company.
13	13			26	1,469 75		1,469 75	Allan Line.
21	20			41	1,554 94		1,554 94	Dominion Coal Company.
8	9	1		18	702 15	22 50	724 65	Tiber Steamship Company.
22	21			43	1,673 93		1,673 93	Dominion Coal Company.
4	4	1	1	10	378 91	45 94	424 85	Tour de rôle.
9	10			19	988 02		988 02	Hamburg-American Packet Co
21	20	1	1	43	1,582 88	52 47	1,635 35	Dominion Coal Company.
14	16			30	1,701 89		1,701 89	Thomson Line.
21	19	1	1	42	1,572 49	58 13	1,630 62	Dominion Coal Company.
7	9			16	754 28		754 28	Tour de rôle.
17	15			32	1,206 22		1,206 22	Dominion Coal Company.
6	10	1	1	18	623 12	52 00	675 12	Tour de rôle.
14	14			30	1,652 39		1,652 39	Thomson Line.
22	22			44	1,667 65		1,667 65	Dominion Coal Company.
24	19	4	2	49	1,668 32	184 06	1,852 38	Carbray, Routh & Co.
9	10			19	935 18		935 18	Hamburg-American Packet Co
10	10			20	833 56		833 56	Ross & Co., Quebec.
17	15			32	1,215 20		1,215 20	Intercolonial Coal Co.
9	7			16	659 07		659 07	Tour de rôle.
22	20			42	1,633 89		1,633 89	Dominion Coal Company.
9	9			18	981 13		981 13	Johnston Line.
11	11	1	1	24	988 82	59 22	1,048 04	McLean, Kennedy & Co.
10	10			20	899 37		899 37	Ross & Co., Quebec.
10	9		1	20	777 31	36 75	814 06	Dominion Coal Company.
10	11	2	2	25	754 03	115 38	869 41	Intercolonial Coal Company.
7	8			15	652 69		652 69	Tour de rôle.
13	11	1		25	949 36	18 00	967 36	Dominion Coal Company.
6	5	1	3	15	445 96	121 50	567 46	Tour de rôle.
6	7	1	2	16	528 45	81 00	609 45	" "
2	2			4	155 91		155 91	" "
....	2			2	60 00		60 00	" "
					\$ 61,578 64	\$ 1,276 24	\$ 62,854 88	

ALEXANDER ROBERTSON,  
*Secretary.*

HARBOUR COMMISSION OF MONTREAL, SECRETARY'S OFFICE,  
MONTREAL, 15th February, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1894.

The statement on pages 150 and 151 gives the names, earnings, &c., of all the pilots for the past season, and shows a decrease of about 9 per cent in earnings as compared with 1893, but only a few dollars less than those of 1892.

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

BRITISH.

Steamships.....	\$57,884 38	
Sailing vessels.....	901 50	
		—————\$58,785 88

FOREIGN.

Steamships.....	\$3,924 02	
Sailing vessels.....	144 98	
		————— 4,069 00
		————— \$62,854 88

Inasmuch as the increase in the trade of the port seemed to render it expedient, it was in January decided that the number of pilots should be increased from 50 to 55, and in accordance therewith, before the opening of navigation, the following five young men received their licenses as pilots, to date from 3rd April, namely, Napoléon Dussault, Barthélemi Arcand, Prudent Belleisle, George Arcand and Constant Toupin.

Pilot Zéphirin Bouillé having attained the age of sixty-five years, was, after examination, granted a new license for one year from 3rd April, 1894.

On 19th August, Pilot Damase Cayen, while waiting in Quebec for his turn, was stricken with paralysis. As, from a medical certificate submitted, he will not likely again be able to pilot, he has been granted a pension from the Montreal Decayed Pilots' Fund.

Apprentice Pilot George Perreault was granted his license as pilot on 11th September to fill the vacancy on the list.

On 1st October, Pilot Uldoric Toupin dropped dead while on board the ship "Mindet" to pilot her from Quebec to Batiscan, and on the 9th of the same month apprentice Pilot Narcisse Bouillé received his license as pilot in Mr. Toupin's place.

Pilot Trefflé Toupin, of Roberval, Lake St. John, who was temporarily pensioned in July, 1893, continued unable to pilot during 1894, owing to defective eyesight.

An examination of apprentice pilots was held in the end of March, at which four apprentices presented themselves, of whom Messrs. Narcisse Bouillé, Joseph Léveillé and Sévère Perron passed successfully.

These, having during the past season made the required trips between Montreal and Quebec with the licensed pilots, are now entitled to a pilot's license as vacancies occur, and of them Mr. Bouillé has already received his license.

In January, Mr. Alfred Angers was received as an apprentice; while in March it was decided that no more applicants should be admitted meantime, there being then on the list twenty-five names and four applications to be considered.

## Steamboat Inspection.

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

No.	Name.	Age.	Residence.
1	Léveillé, Joseph .....	31	Champlain.
2	Perron, Sévère .....	36	Deschambault.
3	Belleisle, Arthur .....	33	"
4	Bélangier, Charles .....	24	Lotbinière.
5	Pleau, J. E. ....	25	Ste. Anne de la Pérade.
6	Hamelin, Théodule .....	20	Gronduines.
7	Perrault, Anthyme .....	26	Deschambault.
8	Raymond, J. N. ....	24	"
9	Bélisle, Cyrille .....	26	"
10	Veillet, George .....	23	Ste. Anne de la Pérade.
11	Perrault, Arthur .....	24	Deschambault.
12	Naud, Damase .....	27	"
13	Labranche, Melville .....	20	Portneuf.
14	Gagnon, Albert .....	19	Three Rivers.
15	Angers, Albéric .....	20	Ste. Anne de la Pérade.
16	Paquin, Azarias .....	21	Deschambault.
17	Gignac, Arthur .....	21	Portneuf.
18	Desjordy, J. B. ....	22	Contreccœur.
19	Belleisle, Félix .....	24	Deschambault.
20	Bélangier, Achille .....	21	Lotbinière.
21	Paquet, Damien .....	21	Deschambault.
22	Bourassa, Henri .....	21	"
23	Angers, Alfred .....	18	Ste. Anne de la Pérade.

There were during the year rather more than the average number of accidents to vessels.

The particulars of those which were of a serious nature are as follows:—

The Donaldson Line ss. "Amarynthia" while in charge of Pilot C. Brunet on 26th June, ran ashore on Ile Ronde while leaving the harbour of Montreal for sea and, although seriously damaged, was after a week floated to the Lévis dry dock and repaired.

After a careful inquiry the commissioners found that the accident was due to the want of skill and attention on the part of Pilot Brunet, and suspended him for two months from 13th July, he having been already suspended *ipso facto* from the date of the accident.

The pilot, who was represented by counsel throughout the case, subsequently applied for and was granted a writ of certiorari in the Supreme Court, but no decision has yet been given thereon.

On 1st July the ss. "Louisburg," owned by the Dominion Coal Company (Limited), when approaching her berth at section 26 of the Montreal harbour, commonly called Molsons' wharf, sustained serious damage by grounding, and subsequently collided with the wharf.

The commissioners having investigated the matter, found that the pilot, Louis Mayrand, was not at fault.

On 2nd July the ss. "Haverton," while coming up from Quebec in charge of Pilot François Desjordy struck on the south side of the channel a few miles west of St. Antoine light and was making water so fast that she had to run ashore on the Ecureuils bank, opposite Ste. Croix, to prevent her from sinking in deep water.

After a lengthy investigation by the commissioners, the following finding was brought in on 27th July:

That Pilot François Desjordy was not in the centre of the channel, but, as there is reason to believe from the chart that he was unaware that he was at a point where it was unsafe for him to be, he be acquitted and his license returned to him; but that the president warn and caution him to exercise greater care in the future.

On 5th September the ss. "Merredio" while coming up the harbour ran aground near St. Helen's Island, being at the time in charge of Pilot Néré Belleisle, who

alleged that he was forced out of the channel by the tug "Hudson" and her barges passing down.

After a full inquiry the commissioners found that the steamship was out of her course at least two hundred feet too far south when she grounded and that it was due to want of proper care on the part of the pilot, whose license was accordingly withdrawn for one month.

On the 6th September the ss. "Hamilton" while proceeding to Quebec with a draught of 26½ feet, grounded on the south side of the channel just below the Bell-mouth curve, Contrecoeur.

After being considerably lightened, she proceeded to Quebec without damage.

At the request of the Montreal Marine Underwriters' Association, through the Montreal Board of Trade, an investigation was held into the accident, at which representatives of the underwriters were present, who were given every opportunity to elicit any information from the pilot, officers of the vessel, and other witnesses.

The commissioners came to the decision that no blame could be attached to the Pilot, Louis Belleisle, and ordered that the evidence taken should be furnished to the Board of Trade.

Pilot Barthélemi Arcand was brought before the commissioners twice; first, for the loss by the ss. "Premier" of her propeller blades by striking the Island wharf, Montreal Harbour, on 23rd May, and second, for damage to the propeller of H.M.S. "Tourmaline" when turning the bend on the north side of the channel, a little above Cap Levraut while on her inward passage on the 19th August, both vessels being in his charge as pilot.

On the first occasion he was made to forfeit his pilotage fees of \$30 and was also reprimanded for not having reported it, as required to do by the commissioners' by-laws: while on the second he was fined \$20 for having again failed to report the accident, but could not be dealt with otherwise as the ten days' limit allowed by law within which action could be taken against him had expired before receipt of the complaint by the commissioners.

The Pointe aux Trembles (*en bas*) and Ste. Croix gas and bell buoys proved, as in the two preceding seasons, of great service to the pilots, and the Sincennes-McNaughton line maintained the buoys and beacons along the channel from Montreal to Quebec to the satisfaction of the commissioners and the pilots.

The improvements made by the Marine Department early in the season in the buoyage at Grondines, Cap à la Roche, the foot of Lake St. Peter and Varennes curve were all found to be of distinct advantage in navigating the channel at those points.

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

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

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

Upwards .....	\$ 0 50
Downwards .....	0 50

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

Upwards .....	\$ 0 62½
Downwards .....	0 62½

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

Upwards .....	\$ 1 05
Downwards .....	0 70

## Steamboat Inspection.

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

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

Upwards.....	\$ 1 50
Downwards.....	1 50

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

Upwards.....	\$ 1 75
Downwards.....	1 75

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

Upwards.....	\$ 2 60
Downwards.....	1 90

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

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

Upwards.....	\$ 1 50
Downwards.....	1 50

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

Upwards.....	\$ 1 87½
Downwards.....	1 87½

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

Upwards.....	\$ 3 15
Downwards.....	2 10

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

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

Upwards.....	\$ 2 00
Downwards.....	2 00

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

Upwards.....	\$ 2 50
Downwards.....	2 50

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

Upwards.....	\$ 4 20
Downwards.....	2 80

*From the Harbour of Montreal to Sorel, or to any place above Sorel and below Hochelaga, and from Sorel or any place above Sorel and below Hochelaga, to the Harbour of Montreal.*

For each foot of draught of water for each such pilotage:—

Upwards .....	\$ 1 00
Downwards .....	1 00
For the removal of any vessel from one wharf to another, within the limits of the harbour; or from any of the wharfs into the Lachine Canal; or out of the said canal to any of the wharfs in the harbour; or from the foot of the current; or from Longueuil into the harbour; or from the harbour to the foot of the current, or to Longueuil; for each such service.....	5 00

The amounts received and expended by the harbour commissioners, as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilots' Fund, of which the annual report and statements have been sent you, certified by Messrs. Riddell & Common, chartered accountants, were as follows:

RECEIVED.

From seven apprentices, fee for their license as pilots (\$10.00 each).....	\$ 70 00	
" one young man for his license as an apprentice .....	5 00	
		\$75 00

EXPENDED.

To Messrs. Abbotts, Campbell & Meredith, for legal advice in re pilot investigations, &c.....	\$85 00	
" the committee of Montreal Pilots, for services and expenses in connection with the examination of apprentices.....	145 80	
" Morton, Phillips & Co., for stationery.....	30 69	
" D. Bentley & Co., for printing .....	9 75	
" Department of Printing, Ottawa, for 20 copies of the Pilotage Act....	2 00	
" Captain John Peters, of the ss. "Haverton" for expenses from and to Quebec of himself and officers attending investigation into the loss of the said vessel.....	38 00	
" Captain Pilon, of tug "Hudson" and his pilot for expenses of attending investigation into the grounding of ss. "Merreddio".....	3 75	
" Charles Garriepy, services as pilotage agent at Quebec.....	600 00	
" " " allowance for postage, stationery, &c.....	16 25	
		931 24
		\$856 24

The deficiency of \$856.24 was made up out of the harbour revenues.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

# Steamboat Inspection.

## APPENDIX No. 12.

### REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1894.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 8th January, 1895.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to transmit you herewith the commissioners' report as pilotage authority for the year 1894, as also the various statements containing the information yearly conveyed to your department.

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

JAS. WOODS,  
*Secretary-Treasurer.*



**RATES OF PILOTAGES FOR THE HARBOUR OF QUEBEC AND BELOW, AS PER BY-LAW PASSED BY THE QUEBEC HARBOUR COMMISSIONERS ON THE 18TH JUNE, 1891, AND SANCTIONED BY HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, ON THE 26TH JUNE, 1891.**

**TABLE I.**  
Rates of Pilotages for the Harbour of Quebec and below for each foot of Draught of Water.

From.	To.	From the 1st May to the 10th November.	From the 10th November to the 19th November.	From the 19th November to the 1st March.	From the 1st March to the 1st May.
Bic Island or any place below the anchorage of Brandy Pots off Hare Island.....	Anchorage or mooring ground in the Basin or Harbour of Quebec.....	\$3 87	\$4 95	\$6 02	\$4 41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point.....	"	Two-thirds of this sum..	Two-thirds of this sum..	Two-thirds of this sum..	Two-thirds of this sum..
St. Roch's Point on any place above this Point and below the Pointe-aux-Pins, on Crane Island	"	One-third	One-third	One-third	One-third
Pointe-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	"	One-fourth	One-fourth	One-fourth	One-fourth
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec.....	\$3 40	\$4 46	\$5 54	\$3 93

**TABLE II.**  
Rates of Pilotages for the Harbour of Quebec and below.

From.	To.
Any wharf in the Harbour of Quebec between Pointe-a-Carey, below, and the west end of the Allans' wharf above, both inclusive.....	\$ cts.
Any place in the Harbour of Quebec, not being a wharf, within the above-mentioned limits.....	2 50
Any other place in the said harbour not being a wharf, within the said limits.	5 00

## Steamboat Inspection.

### QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE AUTHORITY FOR THE YEAR 1894.

(Under 36 Victoria, chap. 54.)

QUEBEC, 2nd January, 1895.

To the Honourable  
JOHN COSTIGAN, M.P.,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the requirements of "The Pilotage Act," 36 Victoria, chap. 54, sec. 4, I have the honour to submit the following report from the Quebec Harbour Board, as pilotage authority, for the year 1894.

#### SERVICE OF THE PILOT STATIONS.

On the 17th of April and 1st of May, twenty-two pilots were despatched to the pilot stations by pilot schooners Nos. 1 and 2, and on the 10th of May ten more were forwarded to the same destination by schooner No. 5.

On the 5th, 7th, 9th, 15th and 19th of May forty-six in all were sent forward via the Intercolonial Railway.

Since those opening operations all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the commissioners.

#### OLD PILOTS.

On the 4th of April all the old pilots, twelve in number, who had attained the age of sixty-five and over, were summoned before the commissioners, under the 36th section of "The Pilotage Act," in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. Nine of them were so found duly qualified, and their licenses were accordingly renewed for one year.

In the cases of the other three pilots—Dick, Thivierge and Dufresne—a further examination was deemed necessary. This having been subsequently held, and proving satisfactory, their licenses were also renewed for another year.

#### TRIALS.

The commissioners are pleased to have to record that the past season has been one that has been remarkably free from casualties, they having only one to record—the touching of the ss. "Chollerton" in the south traverse; and also have to state that no complaint of any kind has come before them against the pilotage service.

A statement annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation of the accident to the ss. "Chollerton."

#### DEATHS.

The active list has been reduced by four deaths during the year. These were Pierre Fontaine, aged 66 years, 42 years' service; Louis Thivierge, aged 70 years, 42 years' service; Louis Honorius Lachance, aged 56 years, 25 years' service; and Jean Baptiste Talbot, aged 49 years, with 25 years' service.

It is with pleasure that the commissioners bear witness to the honourable records left by the late Messrs. Fontaine, Thivierge, Lachance and Talbot, that during their long and important service as pilots not one casualty or complaint appears against their names.

## APPRENTICE PILOTS.

There is no change to be recorded in regard to this branch of the service, the list remaining the same as that of 1893.

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

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

## DIRECTORS OF THE CORPORATION OF PLOTS.

At their annual meeting held the 10th day of December last, the pilots elected the following directors to their corporation for the ensuing year:—

Messrs. Joseph Fortier, Emond Larochelle, sr., Laurent Godbout, Jean-Baptiste Tremblay and Léon Labrecque, and at a meeting of the new board, held the following day, Mr. Joseph Fortier was re-elected president.

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

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,  
*Secretary-Treasurer.*

## QUEBEC HARBOUR COMMISSION.

STATEMENT of Trial held during the Year 1894, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., Chap. 54, and 45 Vic., Chap. 32, Sec. 4.

Name of Pilot tried.	Nature of Complaint.	Date of Trial.	Result.
Alphonse Pouliot .....	For causing the ss. "Chollerton" on the 9th day of June to strike the ground near the Stone Pillar lighthouse in the south traverse.....	23rd June .....	Acquitted.

Certified,

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1895.

# Steamboat Inspection.

## QUEBEC HARBOUR COMMISSION.

List of Apprentice Pilots immediately under the Quebec Harbour Commissioners  
Pilotage Authority, on 31st December, 1894.

No.	Names.	When indentured.	Remarks.
1	George Dugal.....	11th April, 1871.	Absent since the fall of 1877.
2	Ernest Nolet.....	19th Mar., 1874.	" " 1878.
3	Adélaré Vézina.....	24th May, 1883.	} It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the num- ber of pilots is reduced to 125, as provided for by the Act 45 Victoria, Chap. 32.
4	Jean-Bte. Pouliot.....	24th " 1883.	
5	Joseph Thivierge.....	24th " 1883.	
6	Léonidas Lachance.....	24th " 1883.	
7	Eudore Langlois.....	24th " 1883.	
8	Frs.-X. Eustache, <i>alias</i> Wm. Dorion.	12th July, 1883.	

Certified,

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 2nd January, 1895.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December, 1894; the Number who Retired, struck off the Active List or Died during the Year; the Number Temporarily Suspended; the Number who were unable to Serve; the Number in charge of the Government Steamers, &c., &c.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Regis Ménard.....	79	St. Valer	3	3	3	Discontinued on the 1st October.
2	Joseph Dick.....	75	St. John, Orleans	4	3	3	" " " " 15th "
3	David Bouffard.....	76	St. Laurent, Orleans	5	3	4	One of the directors of the Corporation of Pilots. Not re-elected at last election.
4	Jos. Phil. Couillard.....	72	Quebec.....	0	0	0	
5	Jérémie Dufresne.....	78	".....	5	3	3	
6	Antoine Gobeil.....	66	St. Laurent, Orleans	10	9	1	Employed by the Allan Line.
7	Pierre Fontaine.....	66	Quebec.....	0	1	0	Died the 24th May.
8	Victor Demers.....	69	Lauzon, Lévis	3	2	3	Discontinued on the 1st September.
9	Joseph Plante.....	64	St. Paul's Bay	4	5	4	
10	Louis Thivierge.....	70	St. John, Orleans	2	1	2	
11	Charles Francis Brown.....	67	Quebec.....	7	5	5	Died the 7th July.
12	Paul Pâquet.....	63	St. John, Orleans	4	5	4	
13	Joseph Pouliot.....	68	".....	5	5	4	
14	George Normand.....	64	Crane Island, " "	4	5	4	
15	David Damour.....	62	" " " " " "	5	4	4	
16	Charles Vézina.....	60	Bellechasse.....	10	10	0	Employed by the Allan Line.
17	Numa Lachance.....	60	".....	9	9	0	" " " " " "
18	Annibal Baquet.....	59	Quebec.....	14	14	3	Master of steamship "Miramichi."
19	Joseph Gravel.....	58	".....	9	8	3	Employed by a collier.
20	Auguste Couillard Després.....	58	Lauzon, Lévis.....	8	10	2	Employed by a collier. Elected director of the Corporation of Pilots at last election.
21	Jean-Bte. Pouliot.....	53	St. John, Orleans	5	4	4	
22	Jean Gobeil.....	58	".....	6	2	2	Sick during one month.
23	Joseph Pâquet.....	57	".....	10	10	4	Employed by a collier.
24	Louis Edmond Morin.....	56	Quebec.....	8	13	2	Employed by the Hansa Line.
25	Moïse Lachance.....	57	St. John, Orleans	5	4	4	
26	Joseph S. Brown.....	60	Quebec.....	13	12	2	Employed by the Dominion Line.
27	Hubert Raymond.....	55	Bienville, Lévis.....	11	12	2	Employed by a collier.
28	Archille Damour.....	55	St. Valer.....	5	4	3	
29	Joseph Pouliot.....	51	St. John, Orleans	5	4	4	
30	Edmond Larochele.....	51	Quebec.....	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.

# Steamboat Inspection.

31	Antoine Thomas Chouinard	60	Pointe au Père	8	2	3	Director of the Corporation of Pilots. Re-elected at last election.
32	Laurent Godbout	51	Quebec	0	0	0	Employed by the Dominion Line.
33	Adelme Pouliot	55	St. Laurent, Orleans	14	12	2	Employed by a collier.
34	Bart. Pepin dit Lachance	49	St. John, Orleans	16	11	4	Master of Saguenay Station.
35	Frs. Xav. Delisle	49	Quebec	10	4	4	Master of steamship "Tiber."
36	Joseph Pepin dit Lachance	60	"	5	0	0	Master of pilot schooner No. 5 part of season.
37	Damien Eugene Boulanger	51	Tadoussac	0	0	2	Employed by a collier.
38	Cyprien Langlois	50	St. John, Orleans	4	7	3	Director of the Corporation of Pilots. Re-elected at last election.
39	Jean Delisle	49	"	9	6	5	Employed by the Beaver Line.
40	Nazaire Curdeau	47	Quebec	5	2	2	Employed by the Scotland Lumber Line.
41	Charles Normand	48	"	5	9	3	Employed by the Allan Line.
42	Napoléon Rioux	49	Ste. Pétronille, Orleans	9	2	0	Director of the Corporation of Pilots. Not re-elected at last election.
43	Jean-Bte. Tremblay	51	Quebec	0	0	0	Employed by the Hansa Line.
44	Ray. Baquet dit Lamontagne	49	Notre-Dame, Lévis	11	11	2	Employed by the Thompson Line.
45	Frs. Xav. Lamarre	46	St. Vallier	6	9	2	Died the 29th June.
46	Moïse Pouliot	48	St. John, Orleans	11	6	0	Employed by the Allan Line.
47	Paul Gobeil	47	"	5	4	4	Director of the Corporation of Pilots.
48	Chs. Alarie Raymond	46	Chateau Richer	5	4	4	Not re-elected at last election.
49	Victor Vézina	49	Quebec	17	12	2	Employed by the Hansa Line.
50	Louis Honorius Lachance	56	St. Michel, Bellechasse	0	0	0	Employed by the Thompson Line.
51	L. B. O. Goutron dit Larochele	48	St. Michel, Bellechasse	0	9	2	Died the 29th June.
52	Chs. Hermie alias A. Bernier	49	"	0	0	0	Director of the Corporation of Pilots.
53	Louis Robert Demers	48	Quebec	11	10	2	Not re-elected at last election.
54	Vital Ephrem Chamberland	54	St. Michel, Bellechasse	5	3	4	Employed by the Hansa Line.
55	Joseph G. Dupil	47	Quebec	10	10	0	Employed by the Allan Line.
56	Jean-Bte. Talbot	49	Berthier	1	1	1	Died the 29th June.
57	Joseph Fortier	50	St. John, Orleans	0	0	0	Director of the Corporation of Pilots. Re-elected at last election.
58	Nestor Lachance	49	"	4	5	4	Employed by a collier.
59	Cyril, Audet dit Lapointe	49	St. Michel, Bellechasse	5	4	4	"
60	Joseph Lapointe	51	St. Laurent, Orleans	8	10	3	Master of the pilot steamer No. 5 part of season.
61	Pierre Pepin Lachance	45	Montreal	5	4	4	Employed by a collier.
62	Théophile Gourdeau	50	Lauzon, Lévis	10	9	2	"
63	Isiède Noéi	44	St. John, Orleans	1	3	0	"
64	Jean Evariste Adam	50	Trois Saumons	6	4	4	Employed by the Beaver Line.
65	Alfred Larochele	44	St. Michel, Bellechasse	12	14	2	Employed by a collier.
66	Théophile Corrivéau	47	Quebec	12	11	2	"
67	Elézar Godbout	46	"	9	8	3	"
68	George Couillard Després	46	Bienville, Lévis	4	5	3	Employed by a collier.
69	Pierre Gobeil	46	St. John, Orleans	8	8	3	"
70	Théodule Pepin dit Lachance	49	Montreal	12	12	3	Employed by a collier.
71	Achille Treffé Simard	43	St. Joseph, Lévis	4	5	4	"
72	Jean-Bte. Patoiné	43	Bienville, Lévis	10	10	0	"
73	Narcisse Lavoie	45	Ste. Luce, Rimouski	0	0	2	Master of pilot schooner No. 2.
74	Joseph Emilio Couillard	43	Quebec	1	1	0	Absent part of season and master of steamship "Greetlands."
75	Louis Albert Royer	49	St. John, Orleans	5	8	0	Employed by a collier, part of season.
76	Adélaïde Sansterre	44	St. Michel, Bellechasse	11	10	2	Employed the by Allan Line.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
77	Ondésime Noël.	42	St. John, Orleans	11	17	2	Employed by the Thompson Line.
78	Napoléon Baillargeon	44	Ste. Pétronille, Orleans	4	5	4	Employed by the Donaldson & Ross Line.
79	Jos. Frs. X. Bernier	42	Quebec	11	15	2	Employed by the Head Line.
80	Frs. X. Demeulle.	42	St. John, Orleans	4	6	4	Employed by the Dominion Line.
81	Louis Honoré Lapiere.	44	Notre-Dame, Lévis	12	13	2	Employed by a collier.
82	Jos. Eugène Lachance	40	St. John, Orleans	5	4	4	Master of the Red Island Lightship.
83	David Arthur Bouffard.	40	St. Laurent, Orleans	4	5	4	Employed by a collier, part of season.
84	Jean Théophile St. Laurent.	43	Quebec	12	13	2	Employed by the Allan Line.
85	Jacques Georges Dugas	42	"	4	4	2	Employed by a collier.
86	Joseph Victor Gourfean	47	Ste. Pétronille, Orleans	10	10	0	Employed by the Johnstone Line.
87	Jean-Bte. Couillard	40	Trois-Pistoles.	0	0	0	Elected director of the Corporation of Pilots at last election.
88	Chs. Pelletier	43	Cap. St. Ignace.	4	4	4	Master of ss. "Polino."
89	Jos. alias Philéas Langlois.	44	St. Michel, Bellechasse	5	4	4	Employed by the Donaldson & Ross Line.
90	Nadairé Delisle	48	St. John, Orleans	5	4	4	Employed by a collier.
91	J. E. Bonaventure Lavoie	45	"	8	6	3	Employed by a collier.
92	AJutor Baillargeon.	42	Ste. Luce, Rimouski	5	4	4	Employed by the Johnstone Line.
93	Samuel Rioux.	40	Ste. Pétronille, Orleans	5	6	3	Employed by the Allan Line.
94	Chs. Octave Clavet.	41	Quebec	11	10	9	Employed by a collier.
95	Joseph Dion.	40	St. Michel, Bellechasse	10	10	2	Employed by a collier.
96	Paul Lachance.	38	Notre-Dame, Lévis.	8	8	2	Employed by the Johnstone Line.
97	Arcadius Jouvvin.	38	Quebec.	9	8	2	Employed by the Johnstone Line.
98	Léon Labrecque	36	Ste. Luce, Rimouski	5	3	4	Elected director of the Corporation of Pilots at last election.
99	Paul Lachance.	44	St. Laurent, Orleans	6	5	4	Master of ss. "Polino."
100	Joseph Pouliot	39	St. John, Orleans	9	9	2	Employed by the Donaldson & Ross Line.
101	Joseph Lacroche	37	"	5	4	3	Master of Pilot Schooner No. 1.
102	Frs. Gaudreau	36	"	14	13	0	Employed by a collier.
103	Arthur Koenig	43	Quebec	1	0	0	Employed by a collier.
104	David Dumas.	43	L'Islet	7	7	2	Employed by a collier.
105	Joseph Lachance	41	Notre-Dame, Lévis	5	4	4	
106	Paul Paquet	40	St. Laurent, Orleans	5	4	4	
107	Alphonse Pouliot	36	St. John, Orleans	4	5	4	
108	Elzéar Normand	42	"	5	4	4	
109	Jean Bernier.	35	L'Islet.	4	5	3	Employed by the Donaldson & Ross Line.
110		35	"	4	5	3	
111		35	"	15	12	2	

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112	Joseph Piquet .....	33	St. John, Orleans.....	5	4	Employed by a collier, part of season.
113	Jean-A. Lachance.....	37	St. Henri, Lévis.....	5	4	
114	Arthur Baillargeon.....	32	Ste. Petronille, Orleans.....	5	6	
115	Joseph Véron.....	33	St. Laurent, Orleans.....	4	5	
116	Herménégilde Guénard.....	36	St. Thomas, Montmagny.....	4	5	
117	Elzéar Desrosiers.....	41	Quebec.....	10	10	Employed by a collier.
118	John I. A. Irvine.....	38	Green Island.....	5	4	
119	Fred. Bouffard.....	37	St. Laurent, Orleans.....	5	4	
120	Jules Asselin.....	33	St. Michel, Bellechasse.....	10	10	Employed by a collier.
121	Prudent Marrien.....	35	Beauport.....	4	5	
122	Lucien, Lachance.....	33	Notre-Dame, Lévis.....	10	8	Employed by a collier.
123	Alfred Dion.....	36	Green Island.....	5	4	
124	Camille, Bernier.....	36	St. Michel, Bellechasse.....	11	15	Employed by the Dominion Line.
125	Moïse Blouin.....	43	St. John, Orleans.....	5	4	
126	Moïse alias Laurent Godbout.....	34	Quebec.....	4	5	
127	Alfred Godreau.....	41	Cap St. Ignace.....	4	7	
128	Alfred Raymond.....	33	Kamouraska.....	6	3	
129	Philéas Lachance.....	36	St. John, Orleans.....	12	13	Employed by a collier.
130	Joseph H. Talbot.....	32	Berthier.....	9	10	Employed by a collier.
131	Moïse Arthur Lachance.....	31	St. John, Orleans.....	5	4	
132	Louis-Frs. Thivierge.....	28	".....	4	6	
133	François alias Joseph N. Dallaire.....	33	St. Laurent, Orleans.....	5	4	
134	Joseph Emilien alias Emile Lachance.....	28	St. John, Orleans.....	4	5	
135	Alphonse Asselin.....	29	St. Michel, Bellechasse.....	12	13	Employed by a collier.
136	Edmond Larochelle.....	28	".....	8	9	Employed by the Johnston Line.
137	Joseph Plante.....	28	St. Paul's Bay.....	5	4	
138	Alphonse Piquet.....	28	St. John, Orleans.....	6	5	
139	Paul alias Napoléon Pouliot.....	35	".....	5	4	
140	Arthur Doiron.....	38	St. Joseph.....	5	4	
141	Adélaïd Bernier.....	33	Quebec.....	14	14	Employed by a collier.

Certified.

HARBOUR COMMISSIONER'S OFFICE,  
 Québec, 2nd January, 1895.

JAS. WOODS,  
 Secretary-Treasurer.



REPORT OF THE DECAYED PILOT FUND OF QUEBEC FOR THE  
YEAR 1894.

QUEBEC, 31st December, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to forward a detailed statement, in duplicate, of the moneys received and expended by the Decayed Pilot Fund of Quebec for the year 1894; also a similar statement of the moneys received and paid by the Corporation of Pilots, viz. :—

The total amount received by the Corporation of Pilots was.....	\$ 117,647 49
The total amount expended .....	21,270 19
Leaving a balance of.....	\$ 96,370 30

To be distributed amongst 136 to 137 practising pilots, giving a net dividend to each of \$705.20.

One hundred and four foreign vessels have paid \$12,544.58, and seven hundred and two British vessels paid \$105,102.91.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

F. X. DION,

*Secretary-Treasurer.*

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, during the year 1894.

RECEIPTS.		\$	cts.	\$	cts.
To	Balance of 1893.....	10,717	17		
	Percentage on contributions of pilots.....	8,256	63		
	Interest on investments.....	3,093	00		
	Interest by savings bank.....	335	98		
				22,402	78
EXPENDITURE.					
By	Pensions.....	8,045	72		
	Relief.....	288	00		
	General expenses.....	26	25		
	Salaries.....	550	00		
	Loan to Council St. Joseph de Lévis.....	3,210	00		
	Deposit in savings bank.....	10,200	00		
	Balance on hand.....	82	81	22,402	78
PENSIONERS RELIEVED BY THE FUND.					
	Jean Gobeil.....	16	00		
	Victor Demers.....	24	00		
	Joseph Dick.....	40	00		
	Charles Pelletier.....	64	00		
	Joseph Plante.....	40	00		
	Louis Thivierge.....	40	00		
	L. H. Lachance.....	64	00		
				288	00

## Steamboat Inspection.

### STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—Continued.

PENSIONERS AT THE EXPENSE OF THE FUND.	\$	cts.	\$	cts.
AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1893, TO 1ST NOVEMBER, 1894.				
<i>Eighteen Pilots at \$100.</i>				
George Audet .....	100	00		
Jean Chassé .....	100	00		
F.-X. Dallaire, died 16th April, 1894 .....	46	15		
Thomas Després, arrears .....	25	00		
" died 7th February, 1894 .....	26	94		
Louis Dugal .....	100	00		
Edouard Genest .....	100	00		
Dominique Girard .....	100	00		
Gabriel Lachance, died 30th November, 1894 .....	108	33		
Pierre Lapierre, died 23rd June, 1894 .....	64	68		
Antoine Lapointe .....	100	00		
Marcel LeBel .....	100	00		
François Noël .....	100	00		
Joseph Pepin .....	100	00		
Joseph Pouliot .....	100	00		
Jean Pouliot .....	100	00		
J.-Bte. Talbot .....	100	00		
Laurent Tremblay .....	100	00		
François Vézina .....	100	00		
			1,671	10
<i>Four Pilots at \$92.</i>				
Julien Dion .....	92	00		
Louis Fontaine .....	92	00		
Edouard Labrègue .....	92	00		
Dominique Verreault .....	92	00		
			368	00
<i>Four Pilots at \$84.</i>				
Clovis Anctil .....	84	00		
Abraham Després .....	84	00		
Alexis Vézina .....	84	00		
Amable St. Laurent .....	84	00		
			336	00
<i>Two Pilots at \$82.</i>				
Joseph Lavoie, died 26th April, 1894 .....	40	09		
Ovide Dick .....	82	00		
			122	09
<i>Two Pilots at \$80.</i>				
F.-X. Corriveau .....	80	00		
Frs. Pelletier .....	80	00		
			160	00
<i>Three Pilots at \$73.</i>				
Léandre Raymond .....	73	00		
Pierre Charest .....	73	00		
Paul Pouliot .....	73	00		
			219	00
<i>One Pilot at \$47.</i>				
James Forbes, arrears .....	11	75		
year .....	47	00		
			58	75

## STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &amp;c.—Continued.

PENSIONERS AT THE EXPENSE OF THE FUND—Continued.		\$	cts.	\$	cts.
<b>WIDOWS OF PILOTS.</b>					
<i>Twenty-two Widows at \$58.</i>					
Widow of J.-Bte Bernier		58	00		
" Paul Blouin, died 31st Dec., 1893		9	67		
" Charles Brown		58	00		
" Maximin Caron, arrears		14	50		
" " year		58	00		
" Alexis Delisle		58	00		
" Magloire Delisle		58	00		
" Charles Dumas, arrears		14	50		
" " year		58	00		
" François Dumas		58	00		
" J.-Bte Dion		58	00		
" Laurent Godbout		58	00		
" Hilaire Jouvin		58	00		
" Laurent Larochelle		58	00		
" Louis Laprise		58	00		
" Paul Langlois		58	00		
" Louis Joseph Lavoie		58	00		
" Pierre Lapiere, pensioned 23rd June, 1894		20	65		
" Edouard Marcoux		58	00		
" Alexis Pelletier		58	00		
" Edouard Petitgrew		58	00		
" Charles Pouliot		58	00		
" Yves Sylvestre		58	00		
" Alex. Vaillancourt		58	00		
					1,219 32
<i>Eighteen Widows at \$55.</i>					
Widow of Jean Coulombe		55	00		
" F.-X. Delisle		55	00		
" Hubert Dumas		55	00		
" Robert Demers, died 11th Nov. 1891		1	68		
" Narcisse Fergues		55	00		
" Pierre Fontaine, pensioned 24th May, 1894		23	83		
" Pierre Gourdeau (M.C.)		55	00		
" Michel Guénard		55	00		
" F.-X. Lachance		55	00		
" Barthélemi Lachance		55	00		
" Jean Frs. Lamarre		55	00		
" Cyprien Langlois		55	00		
" Pierre Laprise		55	00		
" Pierre Lemieux		55	00		
" Isale Marticotte		55	00		
" Joseph Morency		55	00		
" Joseph Raymond		55	00		
" Pierre Ruelland		55	00		
" Louis Thivierge, pensioned 9th July, 1894		17	41		
					922 92
<i>Thirteen Widows at \$54.</i>					
Widow of J. E. Adam, year		54	00		
" " arrears		13	50		
" Damase Babin		54	00		
" Edouard Demers		54	00		
" Paschal Dick		54	00		
" Eustache Doiron, account		40	50		
" Nicholas Fortin		54	00		
" Michel Fournier		54	00		
" Amable Genest, arrears		13	50		
" " year		54	00		
" François Goudreau		54	00		
" Joseph Lapointe		54	00		
" Louis H. Leclerc		54	00		
" J.-Bte Paquet		54	00		
" Gabriel Plante		54	00		
					715 50

## Steamboat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>	\$ cts.	\$ cts.
<i>WIDOWS OF PILOTS—Continued.</i>		
<i>Nine Widows at \$52.</i>		
Widow of Antoine Boucher.....	52 00	
" Felix Caron.....	52 00	
" David Cinq-Mars .....	52 00	
" Louis Crépault.....	52 00	
" Pierre Curodeau.....	52 00	
" Joseph Dupil.....	52 00	
" Pierre Gourdeau (D.N.) died 2nd January, 1894.....	8 65	
" Magloire Mercier.....	52 00	
" Alexis Roy.....	52 00	
		424 95
<i>Thirteen Widows at \$50.</i>		
Widow of Thomas Dick.....	50 00	
" Amable Fournier, arrears.....	12 50	
" " year.....	50 00	
" Dennis Flynn.....	50 00	
" Wm. Irvine.....	50 00	
" Fabien Langelier.....	50 00	
" Julien Langlois, arrears.....	12 50	
" " year.....	50 00	
" J.-Bte. Laroche.....	50 00	
" A. Lavoie (L. M.).....	50 00	
" Ls. Hon. Lachance, pensioned 29 June, 1894.....	12 80	
" Henri Noël.....	50 00	
" Pierre Ross, account.....	37 50	
" Frederick Simpson, died 23rd August, 1894.....	40 56	
" Joseph Simpson.....	50 00	
		615 86
<i>Nine Widows at \$48.</i>		
Widow of Germain Caron.....	48 00	
" François Coté.....	48 00	
" Jean Dion.....	48 00	
" C. F. Kœning.....	48 00	
" Joseph Leveque, arrears.....	12 00	
" " year.....	48 00	
" Jean Pelletier.....	48 00	
" J.-Bte. Talbot, pensioned 15th June, 1894.....	6 00	
" Benjamin Pineau.....	48 00	
		402 00
<i>Five Widows at \$40.</i>		
Widow of Edouard Turgeon.....	40 00	
" Célistin Côté.....	40 00	
" Paul Blouin.....	40 00	
" F.-X. Lachance (F. L.).....	40 00	
" P. Desrosiers.....	40 00	
		200 00
<i>Six Widows at \$34.</i>		
Widow of Jacques Dandurand.....	34 00	
" Guill. Morency.....	34 00	
" André Keable.....	34 00	
" David Pelletier.....	34 00	
" Pierre Rouleau.....	34 00	
" Henry Verreault, died 10th December, 1893.....	3 88	
		173 88

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—Continued.

PENSIONERS AT THE EXPENSE OF THE FUND—Continued.		\$ cts.	\$ cts.
<i>Seven Widows at \$32.</i>			
Widow of Fabien Caron.....		32 00	
" Magloire Côté.....		32 00	
" Antoine Fortier, died 21st February, 1894.....		9 90	
" Louis Langlois (A.R.).....		32 00	
" Thomas McNeil.....		32 00	
" George Simard, arrears.....		16 00	
" " year.....		32 00	
" Alfred Turgeon.....		32 00	
			217 90
<i>Children.</i>			
Children of Thos. Boutin, infirm (1) ac.....		11 25	
" David Charest " (1).....		15 00	
" Jean Dugas " (2).....		27 48	
" F. Dupuis " (1).....		15 00	
" Isaac Forbes " (2).....		27 48	
" N. Fortin " (1) arrears.....		7 50	
" " year.....		15 00	
" Jean Giroux " (2) Lumina died 28th February, 1894.....		17 50	
" Jos. Langlois " (1).....		15 00	
" J. Jahan " (1).....		15 00	
" P. Toussaint " (1).....		15 00	
" P. S. Laprise " (3).....		37 24	
			218 45
RECAPITULATION OF PENSIONS.			Total Amount.
			\$ cts.
18 pilots at \$100.....			1,671 10
4 " 92.....			368 00
4 " 84.....			336 00
2 " 82.....			122 09
2 " 80.....			160 00
3 " 73.....			219 00
1 " 47.....			58 75
34 pilots.....			
22 widows at \$58.....			1,219 32
18 " 55.....			922 92
13 " 54.....			715 50
9 " 52.....			424 95
13 " 50.....			615 86
9 " 48.....			402 00
5 " 40.....			200 00
6 " 34.....			173 88
7 " 32.....			217 90
102 widows.....			
16 children at \$15, \$12.50 and \$10.....			218 45
152 pensioners.....			8,045 72

## Steamboat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

CREDIT.	\$ cts.	\$ cts.
RECEIPTS—DETAILS.		
To Balance of 1893.....	10,717 17	
Trustees of the Quebec Roads: 1 year's interest to 1st July, 1894, on \$22,800, at 6 per cent.....	1,368 00	
The City of Quebec; 1 year's interest to 1st July, 1894, on \$9,000, at 7 per cent.....	630 00	
Treasury Department: 1 year's interest to 1st July, 1894, on \$20,000, at 5 per cent.....	1,000 00	
Estate P. Boisseau: 1 year's interest to 26th January, 1894, on \$1,000, at 6 per cent.....	60 00	
The Corporation of Pilots: 1 year's interest on \$700, at 5 per cent.....	35 00	
The Savings Bank: Interest received on current account to 25th May, 1894.....	335 9	
Received from the Corporation of Pilots.....	8,189 63	
"    "    Captains acting as pilots.....	67 00	
		22,402 78
DEBIT.		
PENSIONS, RELIEF, &C., PAID DURING THE YEAR 1894.		
By Relief.....	288 00	
Arrears of pensions to 31st December, 1893.....	154 93	
General expenses.....	26 25	
Loan to Municipality of St. Joseph de Lévis.....	3,210 00	
Amount of pay list of pensions for quarter ended 31st January, 1895.....	2,039 42	
"    "    "    "    30th April, 1894.....	1,974 13	
"    "    "    "    31st July, 1894.....	1,947 36	
"    "    "    "    31st October, 1894.....	1,929 88	
Salaries of secretary-treasurer and assistant.....	500 50	
Deposit in savings branch of La Banque Nationale.....	10,200 00	
Balance on hand.....	82 81	
		22,402 78
STATEMENT OF FUND.		
Moneys loaned.....	56,745 83	
Amount in savings bank.....	10,200 00	
Amount in secretary-treasurer's hands.....	82 81	
To be deducted: Arrears of pension due this date.....		67,028 64
		97 50
		66,931 14

N.B.—At the general annual assembly of pilots, held 10th instant, it was unanimously resolved to have no audit made of the books and accounts for the year ended 31st December, 1894.

F. X. DION,  
*Secretary-Treasurer.*

QUEBEC, 31st December, 1894.

F. X. DION in current account with the Corporation of Pilots of Quebec to the 31st December, 1894.

RECEIPTS.		\$	cts.	\$	cts.
To Balance of 1893.....		1,153	68		
Reserve fund of 1893.....		500	00		
Customs, Montreal.....		60,895	39		
" Three Rivers.....		1,321	26		
" Chicoutimi.....		653	46		
" Tadousac.....		378	66		
" Sorel.....		1,454	89		
" Batiscan.....		806	74		
Interest:					
National Bank.....	\$ 124	60			
Lost time.....	1,929	80			
Pilotage collected at Quebec.....		52,137	00		
				121,595	57
EXPENDITURE.					
By Expenses of pilot-boats.....	\$1,299	84			
Repair of No. 5 "Price".....	500	00			
Less.....			1,799	84	
Less.....			4	53	
Pilots' expenses.....			721	93	
Less.....			9	34	
General expenses.....			1,501	75	
Less.....			0	51	
Provisions.....			1,680	72	
Less—sold.....			76	59	
Rent.....					1,604
Sailors' wages.....					416
Cooks' wages.....					506
Interdiction.....					437
Indemnity to directors.....					600
" captains.....					207
" for the Saguenay station.....					225
Pilot-boat shares.....					300
Interest on loans.....					47
Amount paid on loans.....					300
Insurance.....					106
Pilotage refunded.....					756
Salaries of employees.....					450
Decayed Pilot Fund.....					8,189
Reserve Fund.....					500
Dividends.....					98,882
Balance.....					943
					121,595

F. X. DION,  
*Secretary-Treasurer.*

QUEBEC, 31st December, 1894.

N.B.—At the general annual assembly of pilots held 10th instant, it was unanimously resolved not to audit the books and accounts for the year ended 31st December, 1894.

I cordially thank the members of the corporation of pilots for this new mark of confidence in again accepting, this year, books not audited. I renew the assurance that I will always be ready to give to anyone entitled thereto, at all times, any explanations, proofs or particulars requested.

F. X. DION,  
*Secretary-Treasurer.*

# Steamboat Inspection.

## APPENDIX No. 13.

### REPORT OF THE HALIFAX PILOTAGE COMMISSIONERS FOR THE CALENDAR YEAR 1894.

HALIFAX, N.S., 7th January, 1895.

Hon. Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg leave to transmit, for the information of the department, the annexed returns of the Pilotage Authority of the District of Halifax, viz. :—

- Statement of receipts and expenditures.
- “ superannuation funds.
- “ net earnings of pilots.
- Return of vessels entered, British and foreign.
- “ “ outwards “
- List of licensed pilots.

Respectfully, &c.,  
Your obedient servant,  
**J. TAYLOR WOOD,**  
*Secretary.*

#### STATEMENT of Receipts and Expenditure for the Year ending 1894.

Dr.	\$	cts.
Paid commissioners attending meetings, &c .....	690	00
Office rent and taxes .....	276	00
Printing, expenses visiting stations, legal, &c.....	582	91
Superannuation fund .....	941	69
Salary, secretary .....	600	00
Balance .....	1,211	65
	4,302 25	
Cr.		
Balance, 31st December, 1893 .....	953	45
Outward pilotage .....	1,548	63
Commissions .....	1,280	96
Interest .....	301	21
Licenses and bonds .....	218	00
	4,302 25	

**J. TAYLOR WOOD,**  
*Secretary.*



## STATEMENT of Superannuation Fund.

CR.	\$ cts.	\$ cts.
By Balance as per statement December 31, 1893.....		11,304 10
Commissions for year.....		640 48
Interest on investments.....		301 21
Dr.		12,245 79
To Cash paid pensions.....	310 00	
Balance at credit of Superannuation Fund.....	11,935 79	12,245 79
By amount at credit of Superannuation Fund, December 31, 1894.....		11,935 79
To amount in Dominion Stock.....	5,200 00	
" Savings Bank.....	6,023 07	
" Special deposit.....	500 00	
" Union Bank.....	212 72	11,935 79

J. TAYLOR WOOD,  
*Secretary.*

**RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January, 1894, to 31st December, 1894, subject to compulsory Pilotage Dues.**

Schooners.	Brigantines.	Barquantine.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount of Pilotage Dues.
								\$ cts.
106	31	7	9	3	627	51	696,725	12,622 35

## FOREIGN.

51	9	4	33	3	100	2	105,703	2,794 15
157	40	11	42	6	727	53	802,428	15,416 50

**RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January, 1894, to 31st December, 1894, subject to compulsory Pilotage Dues.**

## BRITISH.

Schooners.	Brigantines.	Barquantine.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount of Pilotage Dues.
								\$ cts.
27	9	6	6	4	526	11	642,406	6,414 48

## FOREIGN.

8	4	2	30	3	96	1	95,834	1,253 80
35	13	8	36	7	622	12	738,240	7,668 28

J. TAYLOR WOOD,  
*Secretary.*

## Steamboat Inspection.

### List of Pilots of the Port of Halifax.

Name.	No.	Residence.	Age.
William Fleming.....	2	Halifax .....	28
James Holland.....	3	Duncan's Cove.....	58
William Baker.....	4	Halifax.....	59
Bernard Gallagher.....	5	".....	70
Daniel Martin.....	6	Ketch Harbour.....	49
Joseph Reno.....	7	Herring Cove.....	69
Hugh Munro.....	9	".....	59
Jeremiah Holland.....	10	Duncan's Cove.....	62
Edward Bayers.....	11	Halifax.....	53
James Hanrahan.....	12	Ferguson's Cove.....	57
William Beazley.....	13	".....	54
John Hayes.....	14	Halifax.....	44
James Spears.....	15	Herring Cove.....	36
John Beazley.....	16	Halifax.....	34
Charles Glazebrook.....	17	".....	64
Charles T. Martin.....	18	".....	29
William White.....	19	Ferguson's Cove.....	37
Thomas Hayes.....	20	Herring Cove.....	35
Thomas Reno.....	21	".....	34
Charles Martin.....	22	Halifax.....	65
Henry Latter.....	23	Herring Cove.....	30
James Conway.....	25	Ferguson's Cove.....	32
James Fleming.....	26	Ketch Harbour.....	55

Total net earnings of pilots for 1894, \$19,836.86 ; total net earnings of each man for 1894, \$862.47.

**J. TAYLOR WOOD,**  
*Secretary.*

APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

OFFICE OF PILOTAGE AUTHORITY,  
DOMINION OF CANADA, DISTRICT OF ST. JOHN, N.B.,  
7th January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Inclosed please find the annual returns of pilotage for this district, for the  
year ending the 31st December, 1894, all of which I trust you will find in order.

I am, sir,

Your obedient servant,

J. U. THOMAS,  
*Secretary, St. John Pilotage Commission.*

# Steamboat Inspection.

STATEMENT of Receipts and Expenditures for year ending 31st December, 1894.

	Dr.	\$	cts.	\$	cts.
To balance 31st December, 1893—					
In Maritime Bank in liquidation.....		2,075	65		
In Bank of New Brunswick.....		217	92		
				2,293	57
Licenses—					
29 pilots, at \$5 .....		145	00		
6 pilot boats at \$10.....		60	00		
					205 00
Pilotage—					
25 cents per foot on outward pilotage from Port of St. John.....		1,581	26		
" " " " " Musquash.....		5	50		
					1,586 76
Interest—					
On deposits Dominion Savings Bank --					
12 months to 1st July, 1894, per pass book No. 744.....		126	70		
" " " " " No. 10260.....		157	18		
					283 88
	Cr.				4,369 21
Pension account—					
By amount paid to 6 pilots .....		966	67		
" " 7 widows.....		548	00		
" " 3 children.....		50	00		
					1,564 67
Expense account—					
Funeral expenses, S. Rutherford.....		20	00		
Stationery, &c.....		35	55		
Auditing accounts for 1893.....		25	00		
Office rent, 1 year to 1st November, 1894.....		100	00		
Salary, secretary treasurer.....		800	00		
Sundries.....		18	00		
					998 55
Furness Line rebate account—					
Amount paid to 29 pilots.....					1,030 15
Investment account—					
Interest to credit in savings bank.....					283 88
Balance—					
In Maritime Bank in liquidation.....		217	92		
In Bank of New Brunswick.....		274	04		
					491 96
					4,369 21

J. U. THOMAS,  
*Secretary.*

STATEMENT of pilotage earnings for the district of St. John, N. B., for the year ended 31st December, 1894.

	\$ cts.	\$ cts.
Total amount of pilotage received.....	21,415 80	
<i>Less—</i>		
Twenty-five cents per foot from outward pilotage.....	1,581 26	
<i>Contra—</i>		
Bennett, James.....	525 54	19,834 54
Cline, Richard.....	1,432 27	
Cline, Alfred.....	569 01	
Conlon, Patrick.....	668 89	
Doherty, Joseph.....	881 89	
Doyle, James.....	720 06	
Daley, Charles.....	1,181 44	
Doody, P. Geo.....	189 27	
Fletcher, Edward J.....	451 26	
Lahey, William.....	1,042 23	
Miller, William.....	804 74	
Marble, James E.....	495 32	
McPartana, James.....	334 50	
Quinn, William.....	566 88	
Reed, James.....	325 61	
Rogers, Bart.....	1,266 64	
Spears, John.....	909 15	
Spears, Henry.....	969 02	
Spears, John S.....	558 51	
Spears, Martin.....	665 39	
Sherrard, John L. C.....	941 11	
Scott, William.....	494 52	
Scott, Richard.....	336 02	
Stone, Thomas, jr.....	831 77	
Sproul, John.....	774 24	
Thomas, John.....	1,072 87	
Thomas, Robert.....	319 88	
Traynor, Thomas.....	506 51	

RETURN of vessels arriving at the port of St. John, N. B., subject to compulsory pilotage for the year ending 31st December, 1894.

Number.	Rig.	Total.
	<i>British.</i>	\$ cts.
144	Schooners.....	
13	Brigs and brigantines.....	
26	Ships.....	
62	Barques and barquantines.....	
61	Steamers.....	
306	Amount of pilotage received.....	15,800 83
	<i>Foreign.</i>	
141	Schooners.....	
3	Brigs and brigantines.....	
8	Ships.....	
12	Barques and barquantines.....	
8	Steamers.....	
172	Amount of pilotage received.....	5,614 97
	<i>Total.</i>	
285	Schooners.....	
16	Brigs and brigantines.....	
34	Ships.....	
74	Barks and barkentines.....	
69	Steamers.....	
478	Amount of pilotage received.....	21,415 80

# Steamboat Inspection.

OFFICE OF PILOT AUTHORITY,  
DOMINION OF CANADA, DISTRICT OF ST. JOHN,  
31st December, 1894.

LICENSED Pilots, Port of St. John, N.B., for the year 1893-94.

Name.	Age.	Residence.	Remarks.
Bennett, James.....	37	St. John, N.B.....	
Cline, Richard.....	69	".....	
Cline, Alfred.....	37	".....	
Conlin, Patrick.....	44	".....	
Doherty, Joseph.....	48	".....	
Doyle, James.....	57	".....	
Daley, Charles.....	58	".....	
Doody, P. Geo.....	54	".....	
Fletcher, Edwd. J.....	67	".....	
Lahey, William.....	65	".....	
Miller, William.....	43	".....	
Mantle, James E.....	48	".....	
McPartland, James.....	60	".....	
Quinn, William.....	47	".....	
Reed, James.....	48	".....	
Rogers, Bart.....	37	".....	
Spears, John.....	45	".....	
Spears, Henry.....	43	".....	
Spears, James S.....	49	".....	
Spears, Martin.....	37	".....	
Sherrard, John L. C.....	60	".....	
Scott, William.....	38	".....	
Scott, Richard.....	43	".....	
Stone, Thomas J.....	41	".....	
Sproul, John.....	58	".....	
Thomas, John.....	46	".....	
Thomas, Robert.....	53	".....	
Traynor, Thomas.....	41	".....	
McInulty, John.....	56	Musquash, N.B.....	Licensed for Musquash only.

J. U. THOMAS,  
*Secretary.*

OFFICE OF PILOTAGE AUTHORITY,  
DOMINION OF CANADA, DISTRICT OF ST. JOHN, N.B.,  
31st December, 1894.

STATEMENT of Finances of the St. John Pilot Commissioners, as per audit,  
31st December, 1894.

INVESTMENT ACCOUNT.	\$ cts.	\$ cts.
On deposit in Dominion Savings Bank, per pass book No. 744, to 1st July, 1894.....		3,746 75
" " " " " " 10260 ".....		4,648 99
CURRENT ACCOUNT.		8,395 74
In Maritime Bank in liquidation.....	217 92	
In Bank of New Brunswick.....	274 04	
		491 96
		8,887 70

J. U. THOMAS,  
*Secretary.*

## APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF GLACE BAY, C.B., FOR  
THE CALENDAR YEAR ENDED 31ST DECEMBER, 1894.

GLACE BAY, C.B., 17th January, 1895.

The Honourable  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—Herewith I beg to forward returns for this pilotage district for the year ended 31st December, 1894, which, I think, will be found in order.

Quarantine regulations, sent for distribution to the several pilots, have been placed in the hands of each pilot.

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

CHARLES H. RIGBY,  
*Secretary.*

## NAMES of Pilots, and License Fees collected during year ended 31st December, 1894.

No.	Name of Pilot.	Age.	License	Licenses
			Renewals.	to Boats.
			\$ cts.	\$ cts.
1	Edward Petrie.....	61	3 00	1 00
2	Joseph Shanahan.....	55	3 00	
3	John Ryan.....	47	3 00	1 00
4	James Farrell.....	63	3 00	
5	Thos. Ling.....	57	3 00	1 00
6	Edmond Petrie.....	50	3 00	5 00
7	Alexander McLennan.....	58	3 00	
8	Allan McPherson.....	59	3 00	
9	Capt. M. Floriario, barges "Mabel" and "Alice".....		20 00	
10	Capt. E. McGillivray, barges "Lizzie" and "A. Z. Taylor".....		20 00	
11	Capt. M. Comber, tug "D. H. Thomas".....		10 00	
			74 00	8 00

## RECAPITULATION.

8 License renewals.....	\$ 24 00
5 Licenses to barges, &c.....	50 00
Licenses to boats.....	8 00
	<hr/>
	\$ 82 00

CHARLES H. RIGBY,  
*Secretary.*

# Steamboat Inspection.

## DISBURSEMENT and Receipt Account for the Year 1894.

1894.	<i>Dr.</i>	\$ cts.	\$ cts.
Jan. 1	To Balance from last year .....	39 00	
Dec. 31	Paid E. Mahon, retired pilot allowance .....	50 00	
	" secretary .....	20 00	
	" three commissioners, travelling allowance .....	15 00	
	<i>Cr.</i>		124 00
Dec. 31	By Fees from licenses to barges and tugs .....	50 00	
	" " renewals to pilots .....	24 00	
	" " licenses to boats .....	8 00	
	Balance .....	42 00	
			124 00

CHARLES H. RIGBY,  
*Secretary.*

## RETURN of Pilotage collected at Glace Bay, C.B., during year ended 31st December 1894.

Date.	Name of Vessel.	Tonnage.	Total.	Nationality.	Pilotage.	Total.
1894.					\$ cts.	\$ cts.
Jan. 2.	Barge Grandee .....	1,263		British	58 00	
" 2.	Steamship Virginia Lake .....	290		"	24 00	
" 2.	Barquentine Aureola .....	250		"	18 00	
" 8.	Steamship Coban .....	689		"	34 00	
" 19.	" Cacouna .....	930		"	44 00	
" 19.	" Windsor Lake .....	293		"	18 00	
			3,715			196 00
May 2.	" Coban .....	688		"	34 00	
" 7.	" Mereddio .....	917		"	42 00	
" 10.	" Wylø .....	978		"	46 00	
" 11.	" Sapphire .....	1,389		"	62 00	
" 17.	" Petunia .....	1,093		"	50 00	
" 17.	" Sunrise .....	723		"	36 00	
" 21.	" Mereddio .....	917		"	42 00	
" 24.	" Wylø .....	978		"	46 00	
" 25.	Schooner T. S. Parker .....	239		"	12 00	
" 25.	Steamship Sunrise .....	723		"	36 00	
" 28.	" Astrion .....	1,046		"	48 00	
" 29.	" Pocklington .....	885		"	42 00	
" 31.	" Petunia .....	1,093		"	50 00	
			11,669			546 00
June 5.	" Sunrise .....	723		"	36 00	
" 5.	" Bonavista .....	837		"	40 00	
" 8.	" Astrion .....	1,046		"	73 00	
" 12.	" Ipsden .....	1,120		"	52 00	
" 12.	Schooner Kohinoor .....	97		"	3 00	
" 12.	Steamship Mereddio .....	917		"	48 00	
" 12.	Schooner Telegram .....	80		"	7 50	
" 12.	Steamship Petunia .....	1,093		"	50 00	
" 12.	" Lynton .....	1,045		"	48 00	
" 12.	" Sunrise .....	723		"	36 00	
" 16.	" Edmondsley .....	980		"	46 00	
" 20.	" Astrion .....	1,046		"	48 00	
" 22.	" Wylø .....	978		"	46 00	
" 22.	" Lynton .....	1,045		"	48 00	
" 23.	" Mereddio .....	917		"	46 00	
" 23.	" Mersario .....	900		"	42 00	
" 25.	" Windsor Lake .....	293		"	13 50	
" 26.	" Petunia .....	1,093		"	50 00	
" 28.	" Ipsden .....	1,120		"	52 00	
" 29.	Barque Cordelia .....	564		"	30 00	
			16,617			815



## RETURN of Pilotage collected at Glace Bay, &amp;c.—Continued.

Date.	Name of Vessel.	Tonnage.	Total.	Nationality.	Pilotage.	Total.
1894.					\$ cts.	\$ cts.
July 2.	Steamship Astrion.....	1,046		"	48 00	
" 4.	" Lynton.....	1,045		"	48 00	
" 5.	" Windsor Lake.....	293		"	13 50	
" 6.	" Mereddio.....	917		"	42 00	
" 7.	" Mersario.....	900		"	42 00	
" 10.	" Cacouna.....	930		"	44 00	
" 10.	" Ipsden.....	1,120		"	52 00	
" 11.	" Edmondsley.....	980		"	46 00	
" 13.	Barquantine Neily.....	183		"	14 00	
" 13.	" Annie L. Taylor.....	317		"	20 00	
" 14.	Schooner Adeline.....	192		"	3 50	
" 16.	Steamship Astrion.....	1,046		"	48 00	
" 17.	" Cacouna.....	930		"	44 00	
" 17.	" Lynton.....	1,045		"	48 00	
" 19.	" Cape Breton.....	1,108		"	52 00	
" 19.	" Mersario.....	900		"	42 00	
" 20.	" Wylo.....	978		"	46 00	
" 23.	" Edmondsley.....	980		"	46 00	
" 24.	" Coban.....	688		"	34 00	
" 25.	" Ipsden.....	1,120		"	52 00	
" 25.	" Petunia.....	1,093		"	50 00	
" 26.	" Sunrise.....	723		"	36 00	
" 28.	" Buckminster.....	1,297		"	58 00	
" 30.	" Lynton.....	1,045		"	48 00	
			20,876			977 00
Aug. 1.	" Cape Breton.....	1,108		"	52 00	
" 3.	" Mersario.....	900		"	42 00	
" 4.	" Wylo.....	978		"	46 00	
" 4.	" Edmondsley.....	980		"	46 00	
" 7.	" Cacouna.....	930		"	44 00	
" 8.	" Petunia.....	1,093		"	50 00	
" 10.	" Buckminster.....	1,297		"	58 00	
" 11.	" Astrion.....	1,046		"	48 00	
" 13.	" Lynton.....	1,045		"	48 00	
" 13.	Barque Clotilde.....	445		American...	24 00	
" 16.	Steamship Cape Breton.....	1,108		British.....	52 00	
" 16.	" Wylo.....	978		"	46 00	
" 17.	" Mersario.....	900		"	42 00	
" 20.	" Edmondsley.....	980		"	46 00	
" 22.	" Ipsden.....	1,120		"	52 00	
" 25.	" Petunia.....	1,093		"	50 00	
" 28.	" Astrion.....	1,046		"	48 00	
" 28.	Schooner Allan McIntyre.....	119		"	10 50	
" 28.	Steamship Buckminster.....	1,297		"	58 00	
" 28.	" Sunrise.....	723		"	36 00	
" 29.	" Wylo.....	978		"	46 00	
" 31.	" Cape Breton.....	1,108		"	52 00	
" 31.	" Lynton.....	1,045		"	48 00	
			22,317			1,044 50
Sept. 4.	" Mersario.....	900		"	42 00	
" 6.	" Edmondsley.....	980		"	46 00	
" 7.	" Ipsden.....	1,120		"	52 00	
" 8.	Schooner Golden Hind.....	188		"	10 50	
" 8.	Steamship Buckminster.....	1,297		"	58 00	
" 10.	" Petunia.....	1,093		"	50 00	
" 13.	" Astrion.....	1,046		"	48 00	
" 14.	" Cape Breton.....	1,108		"	52 00	
" 15.	" Lynton.....	1,045		"	48 00	
" 15.	" Mereddio.....	917		"	44 00	
" 19.	" Pocklington.....	885		"	63 00	
" 19.	" Edmondsley.....	980		"	46 00	
" 21.	" Cacouna.....	930		"	44 00	
" 22.	" Ipsden.....	1,120		"	52 00	
" 22.	Schooner Cepola.....	94		"	5 00	
" 24.	Steamship Petunia.....	1,093		"	50 00	
" 27.	" Astrion.....	1,046		"	48 00	
" 27.	" Cape Breton.....	1,108		"	52 00	
" 29.	" Mereddio.....	917		"	44 00	
" 29.	" Lynton.....	1,045		"	48 00	
			18,912			902 50

# Steamboat Inspection.

RETURN of Pilotage collected at Glace Bay, &c.—*Concluded.*

Date.	Name of Vessel.	Tonnage.	Total.	Nationality.	Pilotage.	Total.
					\$ cts.	\$ cts.
1894.						
Oct. 3.	Steamship Pocklington .....	885		British .....	42 00	
" 4.	" Ipsden .....	1,120		" .....	52 00	
" 5.	" Mereddio .....	900		" .....	42 00	
" 5.	Barque Aureola .....	251		" .....	18 00	
" 9.	Steamship Bonavista .....	837		" .....	40 00	
" 9.	" Petunia .....	1,093		" .....	50 00	
" 11.	" Astrion .....	1,046		" .....	48 00	
" 11.	" Mereddio .....	917		" .....	44 00	
" 13.	Barque Morning Light .....	257		American .....	13 50	
" 15.	Steamship Pocklington .....	885		British .....	42 00	
" 16.	" Cape Breton .....	1,108		" .....	52 00	
" 18.	" Lynton .....	1,045		" .....	48 00	
" 18.	" Ipsden .....	1,120		" .....	52 00	
" 19.	" Edmondsley .....	980		" .....	46 00	
" 20.	" Cacouna .....	930		" .....	44 00	
" 20.	" Petunia .....	1,093		" .....	50 00	
" 23.	" Coila .....	161		" .....	7 00	
" 29.	" Mereddio .....	917		" .....	44 00	
" 29.	" Pocklington .....	885		" .....	42 00	
" 30.	" Bonavista .....	837		" .....	40 00	
			17,267			816 50
Nov. 3.	" Ipsden .....	1,120		" .....	52 00	
" 3.	Schooner Wm. Jones .....	296		American .....	9 00	
" 3.	Steamship Cacouna .....	930		British .....	44 00	
" 5.	Schooner M. J. Chadwick .....	228		American .....	8 00	
" 8.	Steamship Coban .....	688		British .....	34 00	
" 14.	" Mersario .....	900		" .....	42 00	
" 21.	" Albert .....	319		" .....	20 00	
" 24.	" Bonavista .....	837		" .....	40 00	
" 24.	" Windsor Lake .....	293		" .....	13 50	
" 24.	Schooner Jacob M. Haskell .....	460		American .....	26 00	
			6,071			288 50
Dec. 4.	Steamship Cacouna .....	930		British .....	44 00	
" 6.	" Kitty .....	624		Norwegian .....	32 00	
" 10.	" Mersario .....	900		British .....	42 00	
" 15.	" Bonavista .....	837		" .....	40 00	
			3,291			158 00
			120,735			5,744 00

## RECAPITULATION.

	Tons.	Pilotage.
123 British steamers .....	114,933	5,497 50
1 Norwegian " .....	624	32 00
11 British sailing vessels .....	3,492	134 00
5 American " .....	1,686	80 50
	120,735	5,744 00

CHAS. H. RIGBY,  
*Secretary, Pilotage Authority.*

## APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO', N.S., FOR  
THE CALANDER YEAR ENDED 31st DECEMBER, 1894.

PARRSBORO', N. S., 28th January, 1895.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Inclosed please find Parrsboro' pilotage returns for 1894.

I am, sir,

Your obedient servant,

STEPHEN R. DE WOLFE,  
*Secretary, Parrsboro' Pilotage Authority.**Parrsboro' Pilotage Returns for 1894.*

Canadian vessels piloted .....	15
Norwegian " " .....	27
American " " .....	4
<b>Total.....</b>	<b>46</b>

*Class of Vessels.*

Ships.....	10
Barques .....	31
Barquantines.....	1
Schooners, American.....	4
	<b>46</b>

Amount of pilotage collected .....	\$2,179 36
Received for four pilot certificates .....	140 00

Total amount received in 1894..... \$2,319 36

*Earnings by the licensed pilots acting.*

Robert Anderson.....	\$783 68
James George.....	708 93
Haviland Pettis .....	686 75
	<b>\$2,179 36</b>

Amount of pilot fund deposited in Dominion Government Savings Bank, 31st  
December, 1894, \$620.59.*Pilot Commissioners.*Stephen R. De Wolfe, secretary and treasurer, Parrsboro'.  
Angus McGilvay, chairman, Parrsboro'.  
Edward Gillespie, Parrsboro'.  
James E. Pettis, Parrsboro', Port Greville.  
Sydney Smith, Advocate Harbour.S. R. DEWOLFE,  
*Secretary.*

PARRSBORO', N.S., 29th January, 1895.

# Steamboat Inspection.

## APPENDIX No. 17.

### REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

OFFICE OF PILOT COMMISSIONERS,  
PORT OF PICTOU, 31st December, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg leave to transmit the pilotage returns for the port of Pictou for season ending 31st December, 1894.

I am, sir, your obedient servant,  
W. H. NOONAN.

#### NUMBER, name, age, and amount earned by pilots during 1894.

No.	Name.	Residence.	Age	Amount.
				\$ cts.
1	Jas. Fraser .....	Boat Harbour .....	63	88 57
2	Bryant Rodgers.....	Pictou.....	59	87 00
3	W. A. Cooke .....	" .....	56	195 83
4	Angus McDonald .....	" .....	55	195 83
5	Hy. H. Powell.....	Boat Harbour.....	48	195 83
6	C. A. Cooke.....	Pictou.....	49	385 42
7	G. W. Powell.....	Pictou Landing.....	43	34 00
8	Daniel McLeod.....	Pictou.....	53	245 51
9	Daniel Smith.....	" .....	43	889 03
10	Angus Smith.....	" .....	37	694 59
				2,619 95

RECEIPTS and expenditures of all money received by or on account of the pilotage authority in respect of pilots or pilotage.

<i>Receipts.</i>		\$ cts.	
Received pilotage dues as per statement .....		2,661 75	
"    from nine pilots—renewing bonds.....		9 00	
"    "    Capt. Bacquet license.....		40 00	
Balance due secretary.....		291 67	
			3,002 42
<i>Expenditures.</i>			
Paid pilots for pilotage.....		2,619 95	
"    secretary's salary.....		200 00	
"    "    "Standard" office.....		3 00	
Balance from last year.....		179 47	
			3,002 42

J. A. GORDON,  
A. J. PATTERSON,  
JOHN R. DAVIES,  
H. McKENZIE.

PILOTAGE Dues for season ending 1894.

	\$ cts.	\$ cts.
Total amount received for pilotage dues for season ending 1894 .....		2,661 75
Of this amount :—		
Received from steamships.....	2,167 18	
"    "    sailing ships.....	494 57	
		2,661 75
Of this amount :—		
Received from British ships.....	2,461 18	
"    "    Foreign ships.....	200 57	
		2,661 75

Certified Master—Amabel Bacquet, ss. "Miramichi."

# Steamboat Inspection.

## APPENDIX No. 18.

### REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N. S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PUGWASH, N.S., 15th January, 1895.

The Honourable Minister of Marine and Fisheries,  
Ottawa.

SIR,—Inclosed I forward pilotage returns for the district of Pugwash for the year ending 31st December, 1894.

I am, sir,

Your obedient servant,

H. C. BLACK,  
*Secretary, Pugwash Pilotage Authority.*

#### PILOTS LICENSED.

Names.	Age.	Numbers
John Seaman.....	62	1
Joseph O'Read.....	40	2
Murdoch Nicholson.....	61	3
Neil McIver.....	35	4
Clarence E. Read.....	41	5
George M. Cooper.....	44	6

There are no licensed apprentices. The amount of pilotage collected was:—

From 13 foreign ships.....	\$443 00
“ 1 British “.....	32 00
“ Schooners, &c.....	35 00
	\$510 00

There is no pilotage fund, each pilot receiving his dues, when his duties are performed.

H. C. BLACK,  
*Commissioner and Secretary to Pilotage Authority.*

## APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY FOR THE  
CALENDAR YEAR ENDED DECEMBER, 1894.

NORTH SYDNEY, C.B., 19th January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine, &c.,  
Ottawa.

DEAR SIR,—Find inclosed returns for pilotage district of Sydney, &c.:—

- No. 1. Vessels paying pilotage.
- “ 2. Recapitulation and masters licensed.
- “ 3. Amounts paid pilots.
- “ 4. Statement of account.
- “ 5. Statement of relief with duplicate copies.

The general account shows:—

Balance .....	\$391 92
Amount on deposit .....	800 00
	<hr/>
Balance due authority .....	\$1,191 92
	<hr/> <hr/>

Your obedient servant,

W. PURVES,  
*Sec.-Treas. P.A.S.*

# Steamboat Inspection.

PILOT Earnings, 31st December, 1894.

No.	Name.	Amount.
		\$ cts.
1	Con. Mullins.....	518 40
2	Daniel McGillivray.....	190 01
3	Wm. Ratchford.....	518 40
4	John Cann.....	543 41
5	J. J. Mullins.....	550 91
6	Sil. Shanahan.....	550 91
7	Andrew Ratchford.....	518 40
8	John Fraser.....	518 40
9	James G. McGillivery.....	543 41
10	Angus McNeil.....	272 12
11	James D. McGillivery.....	518 40
12	John Carroll.....	543 41
13	Geo. Brown.....	543 41
14	Larry Connell.....	518 40
15	James Carroll.....	518 40
16	Daniel Petrie.....	543 41
17	John McNeil.....	543 41
18	Peter Burke.....	543 41
19	James Shanahan.....	518 40
20	Wm. Brown.....	543 41
21	Thos. Ratchford.....	543 41
22	G. D Townshend.....	518 40
23	J. B McGillivery.....	543 41
24	Lawrence Ling.....	543 41
25	James Fraser.....	518 40
26	Thos. McNeil.....	543 41
27	James T. Laffin.....	543 41
28	Hugh McGillivery.....	44 45
	<i>Apprentices.</i>	
	Joseph Brown.....	270 35
	Bernard Mullins.....	270 35
	Thomas Roberts.....	257 85
	Ben. Carroll.....	385 52
	W. D. McGillivery.....	154 75
	Michael Curren.....	237 12
		\$ 15,432 67

\$15,457 81  
15,432 67

§ 25 14 difference paid pilots not included in monthly receipt book



## Dr. ACCOUNT of Sydney Pilotage Authority, 1894. CR.

	\$	cts.		\$	cts.
By Total pilotage as per returns. ....	16,453	37	Paid pilots total pilotage. . . . .	\$ 16,453.37	
Licenses. ....	78	00	Less relief. . . . .	\$ 182.00	
Boats. ....	16	00	" commission,		
Masters' licenses. ....	400	00	5 per cent	813.56	
Balance last year. ....	456	19		995.56	
Amount on deposit. ....	600	00	Paid 4 collectors. . . . .		15,457 81
Interest 1 year, \$800 at 4 per cent..	32	00	" office rent and fuel. ....		500 00
	18,035	56	" commissioners' expenses, \$30 each		150 00
Balance brought down. ....	391	92	" books, printing and stationery. . . . .		7 42
Amount on deposit with Bank of Nova Scotia	800	00	" telegrams and postage. ....		8 41
	1,191	92	" secretary and treasurer. ....		150 00
			" relief per statement. ....		525 00
			Amount on deposit Bank of Nova Scotia		800 00
			Balance carried down. ....		391 92
Amount due Pilotage Authority. ....					18,035 56

W. PURVES,  
Secretary-Treasurer.

NORTH SYDNEY, C.B., 17th January, 1895.

## STATEMENT of Arrivals paying Pilotage and Pilotage received in the District of Sydney, C. B., during the year 1894.

## NORTH SYDNEY.

Class of Vessel.	Number.	Tonnage.
British steamers. ....	101	111,840
Foreign " . . . . .	59	28,648
British sailing vessels. ....	153	61,126
Foreign " . . . . .	36	19,685
Relief. ....	17	4,627
Total tonnage. ....	366	225,926
PILOTAGE RECEIVED.		
From British vessels. ....		\$5,872 87
" Foreign " . . . . .		795 00
" Relief. ....		67 50
Total pilotage. ....		\$7,735 37

## VICTORIA, OR SOUTH BAR.

British steamers. ....	43	41,637
Foreign " . . . . .	10	14,256
British sailing vessels. ....	15	3,705
Foreign " . . . . .	1	87
Total tonnage. ....	69	61,685
PILOTAGE RECEIVED.		
From British vessels. ....		\$1,574 00
" Foreign " . . . . .		454 00
" Relief. ....		37 00
Total pilotage. ....		\$2,065 00

# Steamboat Inspection.

## STATEMENT of Arrivals paying Pilotage, &c.—

### INTERNATIONAL.

Class of Vessel.	Number.	Tonnage.
British steamers.....	73	99,544
Foreign ".....	16	20,276
British sailing vessels.....	19	12,959
Relief.....	2	473
	110	133,272
<b>PILOTAGE RECEIVED.</b>		
From British vessels.....		\$3,598 00
" Foreign ".....		767 50
" Relief.....		9 50
		\$4,375 00

### SYDNEY.

British steamers.....	63	87,698
Foreign ".....	2	814
British sailing ships.....	13	5,754
Foreign ".....	1	537
Relief.....	7	1,375
Total tonnage.....	86	96,178
<b>PILOTAGE RECEIVED.</b>		
From British vessels.....		\$2,153 50
" Foreign ".....		65 00
" Relief.....		59 50
Total pilotage.....		\$2,278 00

## STATEMENT of relief bestowed in the pilotage district of Sydney, C. B., during 1894.

Date.	Names.	Amount.	Date.	Names.	Amount.
1894.		\$ cts.	1894.		\$ cts.
Jan. 15..	Widow Young.....	20 00	Sept. 14..	Pilot T. Doyle.....	25 00
Feb. 21..	" Mullins.....	15 00	" 17..	Widow Young.....	20 00
March 2..	Pilot J. Curren.....	25 00	" 17..	Pilot J. Brown.....	10 00
May 8..	Widow Jas. Petrie.....	20 00	" 17..	Widow Jas. Petrie.....	10 00
" 25..	Pilot T. Doyle.....	25 00	Nov. 8..	" Jno. Petrie.....	10 00
" 29..	" J. Brown.....	25 00	" 14..	Family T. Doyle.....	20 00
June 14..	Widow Brown.....	20 00	" 28..	Pilot J. Brown.....	25 00
" 13..	Pilot J. Petrie.....	25 00	" 28..	" H. McGillvery.....	25 00
" 28..	Widow McInnes.....	20 00	" 13..	Widow Daley.....	5 00
July 4..	" Daley.....	25 00	" 17..	" J. Brown.....	10 00
" 16..	" Mullins.....	15 00	" 17..	" Madore.....	15 00
" 18..	" Madore.....	15 00	" 17..	" McInnes.....	10 00
" 21..	Pilot H. Gillvy.....	25 00	" 17..	" Carroll.....	30 00
Aug. 21..	" McGillvery.....	25 00		Total.....	525 00

RECAPITULATION, 1894.

Ports.	Number of Vessels.	Tonnage.	Amount.
			\$ cts.
North Sydney.....	366	225,926	7,735 37
Victoria.....	69	61,685	2,065 00
International.....	110	133,272	4,375 00
Sydney.....	86	96,178	2,278 00
Total.....	631	517,061	16,453 37

MASTERS LICENSED.

No.	Name.	Class.	Vessel.	Amount.
				\$ cts.
1	J. P. Angrove.....	Steamer.....	St. Pierre.....	40 00
2	D. Fraser.....	".....	Coban.....	40 00
3	D. C. Fraser.....	".....	Bonavista.....	40 00
4	J. McPhail.....	".....	Cacouna.....	40 00
5	W. W. Gould.....	".....	Louisbourg.....	40 00
6	J. Reid.....	".....	Cape Breton.....	40 00
7	J. Farquhar.....	".....	Harlow.....	40 00
8	J. Coulliard.....	".....	Thames.....	40 00
9	C. Mylius.....	".....	Acadian.....	40 00
10	D. McRae.....	".....	Albert.....	40 00
	Total.....			400 00

## Steamboat Inspection.

### APPENDIX No. 20.

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REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ST.  
MARY'S AND LISCOMBE FOR THE CALENDAR YEAR ENDED  
31st DECEMBER, 1894.

St. Mary's, 4th January, 1895.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour to transmit you herewith commission's report as pilotage authority for the year 1894, containing the several pilot returns for St. Mary's and Liscombe.

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

WILLIAM PRIDE,  
*Secretary of Pilot Commission.*

STATEMENT of Pilotage during the year 1894.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Rate Inward. \$ cts.	Rate Outward. \$ cts.	Total. \$ cts.	Name of Pilot.
1894.										
May 17	Glasgow	Bright	Loven	Norway	251	A. Roer	7 00	9 00	16 00	Edward Quinn, No. 1, St. Mary's.
Aug. 28	Bordeaux	Barque	Jerbuen	"	263	O. Ona Olsen	7 00	9 00	16 00	
	Lunenburg	Tern. schr.	Stephen Bennet	Boston	231	Glass	6 00	8 00	14 00	
		Schr.	Acholet	Dominion	180			Towed out	10 66	
		Tern. schr.	Stephen Bennet	Boston	231	Glass	6 00	9 33	6 00	
	Halifax	Steam	City of Ghent	London	119	C. Pye	2 48	2 48	4 96	
		Schr.	Agility	Halifax	62	Fongem	1 68	1 68	3 36	
	Sydney	"	Hariza	"	42		4 64		4 64	
	Cow Bay	"	Ella	"	116	Liblance	2 48		2 48	
	Glouce Bay	"	Julia Franklin	"	62	London	2 60		2 60	
	"	"	Laurence	"	65		1 68		1 68	
	"	"	P. Walsh	"	56				94 31	
July 7	Halifax	Barque	Ebenezer	Norway	518	Otto Olson	12 00		12 00	
" 23	Sydney	"	Axel	"	885	N. J. Neilson	14 00		14 00	
Sept. 5	Sharpness, G.B.	"	Julie	"	1,230	L. Neilson	18 00	20 00	38 00	
		"		"					64 00	
		"	Axel	"		N. J. Neilson		16 00	16 00	Charles Riley, No. 3, Liscombe.
May 19	France	"	Petropolis	"	536	O. Wettier	12 00	14 00	26 00	David Longill, No. 6, Liscombe.
" 21	Stampt, G.B.	"	Junerwick	Pictou, N.S.	1,237	D. Waters	18 00		18 00	
July 2	Halifax	S Ship	Mornea	Glasgow, G.B.	399	A. Weston	*10 67	*12 00	22 67	
		Barque	Ebenezer	Norway	518	Capt. Olsen	14 00	14 00	14 00	
Sept. 15	France	"	Roxane	Russia	494	Capt. Justfaen	10 00	12 00	22 00	
		Barque	Junerwick	Pictou, N.S.	1,237	D. Waters		20 00	102 67	Lewis Wilson, No. 4, Liscombe.
									20 00	

## Steamboat Inspection.

May 23	Barrow, G.B.	Lilly	Sweden	474	A. Kashman	10 00	12 00	22 00	} Daniel Lang, No. 2, Liscombe.
Sept. 13	Bristol, G.B.	Liberte	Norway	480	O. Aresen	10 00	12 00	22 00	
Aug. 27	Ayr, Scotland	Petropolis	"	536	O. Wettier	12 00	14 00	44 00	} Arthur Crooks, No. 5, Liscombe.
Sept. 3	Sharpness, G.B.	Hightler	"	935	A. Ericksen	15 00	17 00	26 00	
" 10	Manchester	Junerwick	Pickon, N.S.	1,237	D. Waters	18 00	20 00	32 00	
Aug. 23	Glasgow	Nasheim	Norway	523	J. Samuelsen	5 00	10 00	38 00	
								15 00	
								111 00	

\*One-third less.

I would respectfully call your attention to the latter vessel in this return, the "Nasheim," which loaded in Groggin, a harbour between St. Mary's and Liscombe, which is not included in the pilotage authority of the above ports. Arthur Crooks, Pilot No. 5, made a special bargain for five dollars inward and ten dollars outward, with the captain. Now, it is likely that that vessel will in the future load in Groggin. I would, therefore, recommend that the harbour of Groggin be proclaimed a port, and be included in the Pilotage Authority of St. Mary's and Liscombe, so that they would be empowered to appoint pilots and regulate fees equally with the other harbours.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

BATHURST, N.B., 30th November, 1894.

Department of Marine,  
Ottawa.

Inclosed find my report for the Pilotage District of Bathurst for season 1894,  
please acknowledge receipt and oblige.

Yours truly,

J. W. STEWART,  
*Secretary.*

STATEMENT showing Number of Vessels, Collections and Disbursements, in Pilotage District of Bathurst, N.B., Season 1894.

Steamboat Inspection.

PILOTS.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL COLLECTED.	RATES OF PILOTAGE PER FOOT.				DISBURSEMENTS.	
	Inwards.		Outwards.		Inwards.		Outwards.			Outside Bar.		Inside Bar.		To whom.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		Amt.	Amt.	Amt.	Amt.		
		\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Timothy Daly ...	2	24 20	2	23 00	1	15 20	1	19 00	81 40	1 20	80	1 40	1 00	M. Daly	138 19
William Daly .....														F. Reynolds	36 86
Nazaire Hachey .....	1	6 00							6 00					N. Hachey	176 51
Frederick Reynolds .....	1	6 00			1	18 40	1	14 40	38 80					Timothy Daly	32 63
Timothy Daly .....														William Daly	170 81
William Daly .....	2	22 40	2	24 00	12	225 40	12	186 20	458 00					Expenses	0 20
Michael Daley .....														Commissioners	17 50
Nazaire Hachey .....														Secretary	17 50
Fees for boat licenses .....									584 20						
									6 00						
									590 20						590 20

K. F. BURNS, JOHN E. O'BRIEN, THOS. LEAHY, SAM'L MELANCON, JOS. M. HACHEY, } Commissioners.  
 W.M. T. DALY, MICHAEL DALY, FRED. REYNOLDS, NAZAIRE HACHEY, } Pilots.  
 J. W. STEWART, Secretary.



APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

CARAQUET, N.B., 28th December, 1894.

To the Deputy Minister of Marine,  
Ottawa.

SIR,—I beg to inclose statement of pilotage dues received also of receipts and expenditure in the pilotage district of Caraquet for the present year.

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

PHILIP RIVE,  
*Secretary to Pilot Commissioners and Pilot Committee.*

STATEMENT of Receipts and Expenditure of the District of Caraquet, for the year ending 31st December, 1894.

RECEIPTS.		\$ cts.
For renewal of boat license, Octave Aché.....		1 00
" " Xavier Poulain.....		1 00
" " Gervais Poulain.....		1 00
" " Charles Vibert.....		1 00
Pilot license to Joseph Albert.....		4 00
		8 00
EXPENDITURE.		
To paid Philip Rive, secretary to pilot commissioners, salary.....		8 00

# Steamboat Inspection.

## PILOTAGE DISTRICT OF CARAQUET. STATEMENT of Pilotage during the year 18<sup>o</sup>4.

Rig.	Name of Vessel.	Nationality.	Date of Arrival.	Pilot Inwards.	Date of Sailing.	Pilot Outwards.	Pilotage Inwards.	Pilotage Outwards.	Moving Vessel.	Total Pilotage paid.
							\$ cts.	\$ cts.	\$ cts.	\$ cts.
Schooner	Alliance.....	British.....	May 22.....	Gervais Poulain.....	May 26.....	Gervais Poulain.....	13 20	9 00		22 20
"	".....	".....	Aug. 7.....	Charles Vibert.....	Aug. 10.....	Charles Vibert.....	12 00	9 00		21 00
"	Wild Daisy.....	".....	July 31.....	No pilot.....	Sept. 21.....	".....	12 00	9 50	2 00	11 50
"	Red Gauntlet.....	".....	Aug. 15.....	Gervais Poulain.....	" 15.....	Gervais Poulain.....	6 00	6 00		12 00
"	Genging Star.....	".....	" 22.....	Charles Vibert.....	" 20.....	Charles Vibert.....	13 20	10 00		23 20
"	Zephyr.....	".....	Oct. 7.....	".....	Nov. 13.....	".....	12 00	10 50		22 50
Barque	Mary Mills.....	".....	Nov. 10.....	".....	" 14.....	".....	10 20	9 50		19 70
Schooner	Percy.....	".....	" 9.....	Gervais Poulain.....	" 15.....	Gervais Poulin.....	9 60	9 50		19 10
										151 20

## APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY OF NEWCASTLE, N.B., FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

NEWCASTLE, MIRAMICHI, N.B., 29th January, 1895.

WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to inclose herewith the pilotage returns of the Miramichi district for the year ending 31st December, 1894.

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

R. R. CALL,  
*Secretary-Treasurer to Pilot Commissioners.*

## Steamboat Inspection.

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ending  
31st December, 1894.

Class of Vessel.	Number.	Tonnage.
<b>Vessels reported inwards—</b>		
British steamers.....	13	
" sailing vessels.....	50	
Foreign steamers.....	2	
" sailing vessels.....	89	
		154
<b>Vessels reported outwards—</b>		
British steamers.....	13	
" sailing vessels.....	46	
Foreign steamers.....	2	
" sailing vessels.....	89	
		150
<b>Vessels removed—</b>		
British steamers.....	9	
" sailing vessels.....	16	
Foreign steamers.....	1	
" sailing vessels.....	60	
		86
<b>Vessels extra services—</b>		
British steamers.....		
" sailing vessels.....	1	
Foreign steamers.....	1	
" sailing vessels.....	2	
		4

Amount.	Total.
	\$ cts.
<b>Total amount of pilotage inward—</b>	
British steamers.....	762 03
" sailing vessels.....	1,246 75
Foreign steamers.....	81 36
" sailing vessels.....	2,576 48
	4,666 62
<b>Total amount of pilotage outward—</b>	
British steamers.....	771 64
" sailing vessels.....	1,462 50
Foreign steamers.....	66 78
" sailing vessels.....	3,265 20
	5,566 12
<b>Total amount of removals—</b>	
British steamers.....	64 00
" sailing vessels.....	106 25
Foreign steamers.....	4 00
" sailing vessels.....	406 50
	580 75
<b>Total amount for extra services—</b>	
British steamers.....	
" sailing vessels.....	4 00
Foreign steamers.....	4 00
" sailing vessels.....	8 00
	16 00
	<b>\$10,829 49</b>

R. R. CALL,  
Secretary-Treasurer to Pilot Commissioners.  
201

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign, for the year ending 31st December, 1894.

	8 cts.
When inward bound.....	2 25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	0 02 per ton.
When outward bound.....	2 00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	0 02 per ton.
For the removal and mooring of vessels over 300 tons.....	4 00
And where the distance of removal exceeds four miles 50 per cent to be added to the above rate.	
For every vessel taken to sea after the 1st of November a bonus of.....	4 00

NATIONALITY of vessels piloted inwards for the year ending 31st December, 1894.

Nationality.	Number.	Nationality.	Number.
British.....	63	French.....	2
Norwegian.....	41	Danish.....	1
Swedish.....	9	German.....	1
Austrian.....	9	American.....	1
Italian.....	19		
Russian.....	8	Total.....	154

PILOTAGE Returns, Miramichi District, 1894.

No. License.	Name of Pilots.	Age.	For what service.	Remarks.
2	Louis Jimmo.....	40	Full license.....	Pilot master.
4	Angus McEachran.....	75	".....	
5	Mitchell Martin.....	65	".....	
6	Francis Martin.....	60	".....	
7	Maxime Martin.....	49	".....	
9	Angus McLean.....	61	".....	
10	Alex. Wilson.....	48	".....	
11	Robt. Walls.....	43	".....	
12	George Savoy.....	50	".....	
13	Reuben Nowlan.....	50	".....	
14	John McEachran.....	44	".....	
15	Chas. McLean.....	55	".....	
20	Oliver Foster.....	53	".....	
22	Wm. Walls, sen.....	40	".....	
26	John McCullam.....	42	".....	
27	James Nowlan.....	43	".....	
28	Dudley P. Walls.....	48	".....	
29	George Sutton.....	43	".....	
30	Jas. A. Nowlan.....	39	".....	
31	George T. Tait.....	37	".....	
32	Joseph Jimmo.....	39	".....	
33	James McCullam.....	50	".....	
34	Allan McEachran.....	35	".....	
35	John Martin.....	35	".....	
36	Asa Walls.....	35	".....	
37	Wm. Walls, jun.....	37	".....	
38	John Nowlan.....	38	".....	
39	Patrick Nowlan.....	35	".....	

## Steamboat Inspection.

### PILOTAGE Returns, Miramichi District, 1894.

No.	Name of Boats.	Tonnage	Captains.	When first licensed.	When last licensed.
11	May Queen.....	22 50		May, 1878.....	Laid up in 1894
13	Two Brothers.....	25 00	Jas. A. Nowlan.....	" 1878.....	May, 1894.
14	Empress.....	25 57	John Martin.....	" 1878.....	" 1894.
15	Princess Louise.....	20 85	Robt. J. Walls.....	" 1878.....	" 1894.

### STATEMENT showing the yearly expenditure by the Pilots on account of Pilot Boats during the past seven years.

Name of Boats.	Paid by Pilots in 1888.	Paid by Pilots in 1889.	Paid by Pilots in 1890.	Paid by Pilots in 1891.	Paid by Pilots in 1892.	Paid by Pilots in 1893.	Paid by Pilots in 1894.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
May Queen.....	463 25	420 64	375 13	379 71	318 60	330 31	Laid up.
Two Brothers.....	474 36	504 90	423 60	432 39	404 17	371 85	398 77
Empress.....	379 71	434 38	465 93	473 48	505 37	385 20	430 78
Princess Louise.....	334 00	370 47	321 27	346 33	324 35	447 17	391 84
Totals.....	1,651 42	1,730 39	1,585 93	1,631 91	1,552 49	1,534 53	1,221 39

J. C. MILLER,  
*Chairman Pilotage Commissioners.*

R. R. CALL,  
*Secretary-Treasurer Pilotage Commissioners.*

MIRAMICHI Pilots in account with R. R. Call, Secretary-Treasurer.

1894.		DR.	\$	cts.
June	1..	To paid Jas. McDonald account repairs " May Queen "		6 75
"	7..	" Premiums of insurance on seine		12 60
"	14..	" Jos. Henderson, surveying three boats		7 50
"	18..	" Miramichi Steam Navigation Co., ferriages		3 00
July	18..	" J. M. Ruddock, account repairs " May Queen "		3 25
"	18..	" Miramichi Steam Navigation Co., ferriages		3 00
"	18..	" Wm. Wilson & Co., account sundries for pilot office		2 31
Aug.	18..	" for mast for pilot boat " Princess Louise "		15 00
"	18..	" D. G. Smith, account printing forms, &c.		6 00
"	18..	" " " pilotage regulations		36 40
"	18..	" Miramichi Steam Navigation Co., ferriages		3 00
"	18..	" Note in bank account repairs " May Queen "		57 50
Oct.	18..	" Miramichi Steam Navigation Co., ferriages		6 00
"	18..	" John Wilson, account repairs " May Queen "		4 10
Nov.	17..	" J. B. Snowball, account towing, &c., " May Queen "		20 00
"	17..	" D. MacLachlan, rent pilot office		20 00
"	25..	" Miss Letson, rent store for seine, &c.		10 00
"	29..	" Geo. Watt, account repairs, &c., " May Queen "		80
"	29..	" Geo. Watt, account seats for pilot office		1 38
"	29..	" Angus Ullock, taking pilot to Nelson		1 50
"	29..	" Pilot A. McLean, expenses to Sydney, s.s. Kitty		4 00
Dec.	10..	" W. C. Auston, account printing forms, &c.		4 00
"	10..	" Refund 2 pilots account expenses seine		1 68
"	10..	" Secretary-Treasurer account stationery, postage, &c.		2 77
"	10..	" " " 3 per cent commission on \$11,171.49		335 14
"	10..	" Alexander Martin, pension		100 00
"	10..	" 27 pilots, \$384.39 each, and 1 pilot at \$125.28		10,503 81
1894.		CR.		11,171 49
Dec.	12..	By amount collected inward pilotage	\$	4,666 62
"	12..	" " outward "		5,566 12
"	12..	" " removals "		580 75
"	12..	" " extra services pilotage		16 00
"	12..	" " earned outside "		342 00
				11,171 49

R. R. CALL,  
Sec.-Treas. to Pilot Commissioners.

NEWCASTLE, 12th December, 1894.

# Steamboat Inspection.

## APPENDIX No. 24.

### REPORT OF THE PILOTAGE AUTHORITY FOR THE COUNTY OF CHARLOTTE, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

W. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to annex pilotage returns for the district of the County of Charlotte, province of New Brunswick, for the year ending 31st December, 1894.

I am, sir,

Your obedient servant,

C. E. O. HATHEWAY,  
*Commissioner and Secretary.*

### PILOTAGE Returns for the District of the County of Charlotte, for the year ending 31st December, 1894.

Name of Pilot.	Age.	Residence.	District Licensed for.
Wellington Cline.....	53	Parish of West Isles.....	County of Charlotte, N.B.
Joseph Boyd.....	59	" Campobello ...	do

### PILOT Boats licensed.

Schooner "Frederick Taylor," 12½ tons, Joseph Boyd, master.

### LICENSES granted to Masters.

Name of Master.	Age.	Name of Vessel.	Tonnage.	Port of Registry.	District licensed for.
Stewart T. Salter .	27	Barge No. 4 . . . .	439	Parrsborough N.S.	St. Andrew, St. Stephen and Campobello.
C. S. Howard.....	43	Sch. W.R. Huntley	166	" . . . . .	St. Andrew, St. Stephen, renewal.
Robert Gale.....	58	" Carville . . . .	210	St. John, N.B.....	" . . . . .
Alonzo A. McLean	34	" Kewayden..	187	Parrsborough, N.S.	" . . . . .
John Hatfield.....	59	" Brenton.....	159	" . . . . .	" . . . . .



PILOTAGE collected by Pilots for the year ending 31st December, 1894.

Name of Pilot.	British Vessels.	Foreign Vessels.	Total.
	\$ cts.	\$ cts.	\$ cts.
Joseph Boyd.....	183 00	85 50	268 50
Wellington Cline.....	192 50	154 50	347 00
	375 50	240 00	615 50

*Receipts by Pilotage Authority.*

License to pilot boat.....	\$ 6 00
Regulations to pilots....	2 00
License and renewals to masters.....	30 00
	<u>338 00</u>

*Charges.*

Stationery and postage.....	\$ 1 00
Commissioner, St. Stephen and St. George.....	8 00
Commissioner and secretary, St. Andrews.....	29 00
	<u>38 00</u>

*Rates of Pilotage in the District of the County of Charlotte, N.B.*

First longest pilotage district inwards or outwards, \$2.25 per foot draught of water.

Second " " 1.60 " "

Third " " 1.50 " "

From or to Campobello, 20c. per foot less than above rates.

Fourth pilotage distance inwards or outwards, \$1 per foot draught of water.

From the 1st of November to 1st April, 20c. per foot in addition to above rates.

To or from St. Andrew's Harbour to ballast ground; vessels under 300 tons, \$2.50 each; 300 tons and upwards \$3 each.

Removing vessel from one loading place or harbour to any other loading place or harbour, inside St. Andrew's Bay: vessels up to 200 tons, \$4 each; over 200 tons and up to 300 tons, \$5 each; over 300 tons and up to 400 tons, \$6 each; exceeding 400 tons, \$8 each.

Removing a vessel from any loading place inside St. Andrew's Bay and within the county, to any harbour or loading place outside St. Andrew's Bay and within the county, pilotage inwards and outwards: vessels under 200 tons, \$6; 200 tons and under 300 tons, \$8; 300 tons and under 400 tons, \$10; 400 tons and upwards \$12 each.

C. E. O. HATHEWAY,  
*Commissioner and Secretary.*

# Steamboat Inspection.

## APPENDIX No. 25.

### REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

Wm. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg leave to present the inclosed as the report of the Pilotage Commission of Shediac, N.B., for the year ending 31st December, 1894.

Your obedient servant,

W. A. RUSSELL,  
*Secretary.*

OFFICE OF PILOTAGE COMMISSION,  
SHEDIAC, N.B., 16th January, 1895.

The Pilotage Authority of the Port of Shediac beg leave to submit the following report for the year ending 31st December, 1894 :

The names and ages of all the pilots licensed for the year 1894 are as follows:—Edward McDonald, age 61 years; Docity P. LeBlanc, age 54 years; Thomas McGrath, age 47 years; Olaf Hendrickson, age 38 years; Paul P. LeBlanc, age 48 years; and no others were licensed or acted.

The above were licensed for pilotage service for the Shediac Pilotage District.

The rates of pilotage are as follows:—For vessels inwards or outwards bound \$1.25 per foot draught of water; for each removal and securing vessel \$2.

The total amount received for pilotage dues for 1894 is as follows:—

Paid by foreign ships.....	\$784
“ British “ .....	30
	<hr/>
	<u>\$814</u>

All vessels paying the same rate of pilotage dues.

The above amount was all paid to the above named pilots.

I am, sir,

Your obedient servant,

W. A. RUSSELL,  
*Secretary Shediac Pilotage Commission.*

## APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY OF CRAPAUD FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

VICTORIA, CRAPAUD, P.E.I., 21st January, 1895.

SIR,—The inclosed are the pilots' reports for the year ending 31st December, 1894.

I would beg to state that few or any vessels of large tonnage enter our ports since the trade of Europe is discontinued; consequently the pilots find it impossible to keep boats and be on hand continually waiting for large vessels. I would further state that this is an intricate harbour for strange vessels of any tonnage to enter without pilots; consequently pilots are much wanted here.

We therefore request that your Honour would reduce the tonnage to 80 tons, in order that pilots may still continue on and not hand in their license.

I would beg to ask can any pilot hold an office and be a pilot also?

The inclosed is a copy of the by-laws; also two sections added to the by-laws which we would request you to pass.

I am, honourable sir,

Yours truly,

GEO. PALMER,

*Master Mariner.*

## Steamboat Inspection.

### REPORT OF THE PILOTAGE DISTRICT FOR THE PORT OF CRAPAUD, FOR THE YEAR ENDED 31st DECEMBER, 1894.

VICTORIA, CRAPAUD, P.E.I., 14th January, 1894.

To Wm. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour to transmit herewith the report of the Crapaud Pilotage District for the year ending 31st January, 1894.

I have the honour sir to be,  
Yours, &c.,  
GEO. PALMER,  
*Master Mariner.*

No.	Name of Pilot.	Age.	Service.	Remarks.
2	Wesley Myers.....	46	To pilot vessels of every description within the limits.	Pilotage is greatly decreased by the Compulsion Act from 80 to 125 tons.
3	J. S. Rogers.....	32		

#### PILOTAGE collected during the year.

	\$ cts.
To amount of inward bound pilotage.....	15 00
"    Outward    "    .....	25 00
Total.....	40 00

GEORGE PALMER,  
*Master Mariner for the  
Pilotage District of the Port of Crapaud.*

APPENDIX No. 27.

REPORT OF PILOTAGE AUTHORITY OF NANAIMO FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

NANAIMO, 8th January, 1895.

The Honourable  
The Minister of Marine and Fisheries.  
Ottawa.

SIR,—I have the honour to forward, for the information of the Government, the pilotage returns for the year ending 31st December, 1894, in accordance with the "Pilotage Act, 1886."

I am, sir,  
Your obedient servant,  
C. C. McKENZIE,  
*Acting Secretary.*

NAMES and Ages of Pilots, &c.

Name.	Age.	Service.
John Sabiston, sen.....	68	District.
John Sabiston, jun.....	41	"
Daniel Morrison.....	54	"
James Peter Bendrodt.....	34	"
James Christensen.....	53	"
James Edgar Butler.....	33	"

Rates of pilotage dues, &c. :—

Half pilotage .....	\$ 1 00 per foot.
Full " .....	2 00 "
Gulf " .....	10 00 per diem.

Special rates for mail steamers and tugs.

Total amount received for pilotage dues :—

Pilotage dues from British ships.....	\$ 3,341 50
" " foreign ships.....	18,051 50

Total pilotage dues..... \$21,393 00

RECEIPTS AND EXPENDITURE.

Receipts :—

Balance from 1893.....	\$ 385 49
Receipts for 1894.....	21,393 00
	<u>\$ 21,778 49</u>

Expenditure :—

Amount paid pilots .....	\$ 19,788 62
Expenses.....	1,388 25
Balance on hand.....	601 62
	<u>21,778 49</u>

E. QUESNELL,  
*Chairman.*

C. C. McKENZIE,  
*Acting Secretary*

## Steamboat Inspection.

### APPENDIX No. 28.

#### REPORT OF THE PILOTAGE AUTHORITY OF NEW WESTMINSTER AND YALE FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

VANCOUVER, B.C., 9th January, 1895.

To the Honourable  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to forward to you with the pilotage papers a copy of a resolution passed at the annual meeting of the pilotage commissioners held at this office to-day, the 9th of January:—

*Resolved*,—That the accounts kept by the secretary for 1894, as submitted to the commissioners, having been examined by them, are found to be correct, and the secretary be instructed to forward same to the Minister of Marine at Ottawa.

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

C. GARDINER JOHNSON,  
*Secretary New Westminster and Yale Pilotage Authority.*

VANCOUVER, B.C., 8th January, 1895.

To the Honourable  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit to you the returns of the Yale and New Westminster pilotage authority, for the year ending 31st December, 1894.

The inclosed pages 1, 2, 3 and 4, show respectively, ledger balance sheet, receipts and disbursements, and general summary. The total returns you will notice, sir, are again greater than the year before, showing that business in this direction is still on the increase.

Our system is the same as that adopted by our commissioners in 1891 and reported in that year to your department, the by-laws are the same, as are also the dues, as those reported and approved by Order in Council, Saturday, the 28th day of April, 1894.

The whole of the papers submitted I hand to your representative who visits my office to-day, for his perusal before forwarding to you.

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

C. GARDINER JOHNSON,  
*Secretary New Westminster and Yale Pilotage Authority.*

## LEDGER BALANCE.

Folio 64, Bank of Montreal .....	\$	759 66
“ 184 “ Savings Dept.....	\$	527 63
Interest on deposit.....		18 50
		<hr/>
		546 13
		<hr/>
	\$	1,305 79
		<hr/>
Folio 51, Commission account (over on commissions)...	\$	117 73
“ 95, Reserve fund (special) ...		546 13
“ 73, Pilotage earnings (over last quarter) .....		641 93
		<hr/>
	\$	1,305 79
		<hr/>

C. GARDINER JOHNSON,

*Secretary New Westminster and Yale Pilotage Authority.*

VANCOUVER, B.C., 7th January, 1895.

## BALANCE SHEET FOR 1894.

Reserve fund.....	\$	527 63
Interest to December, 1894.....		18 50
Commission account.....		1,283 32
Fines .....		0 00
Licenses . .....		0 00
Surplus earnings for quarter ending 31st December, 1894.....		641 93
		<hr/>
	\$	2,471 38
		<hr/>
Expense account .....	\$	1,165 60
Bank of Montreal (special) .....		546 13
“ (current).....		759 66
		<hr/>
	\$	2,471 39
		<hr/>

—Error, 1 cent.

C. GARDINER JOHNSON,

*Secretary New Westminster and Yale Pilotage Authority.*

VANCOUVER, B.C., 7th January, 1895.

# Steamboat Inspection.

STATEMENT of Receipts and Disbursements for the year ending 31st December, 1894.

### Receipts.

Balance in bank.....	\$ 1,161 31
Pilotage earnings for year.....	12,836 25
	\$ 13,997 56

### Disbursements.

Paid pilots balance in bank January 5th, 1894.....	\$ 1,161 31
Paid pilots (1894).....	8,054 82
Office expenses.....	\$ 1,165 60
Pilot " .....	2,856 17
	4,021 77
Balance in bank to be divided amongst pilots. ....	759 66
	\$ 13,997 56

C. GARDINER JOHNSON,  
*Secretary New Westminster and Yale Pilotage Authority.*

VANCOUVER, B.C., 7th January, 1895.

### LICENSED PILOTS.

No. of License.	Class.	Name of Pilot.	Age.	Service.	Remarks.
1	1	W. Ettershank.....	52	Licensed to pilot vessels of any size or description within limits of district,	Active. " " "
2	1	G. W. Robertson.....	44		
3	2	H. Robson-Jones.....	38		
4	2	W. Johnson.....	37		

Pilotage dues now in force are the same as approved by Order in Council of Saturday, the 28th day of April, 1894.

### PILOTAGE COLLECTED.

	Tons.	Pilotage.	Remarks.
		\$ cts.	
50 British vessels inward.....	106,447	2,481 75	4 British inward more than 1893.
192 foreign " " .....	208,546	3,655 75	14 foreign " " 1893.
49 British " outward.....	104,289	2,626 25	3 British outward " 1893.
201 foreign " " .....	203,391	4,072 50	25 foreign " " 1893.
492 Total.....	622,673	12,836 25	

Total tonnage increase 1894 over 1893, 56,168. Gross average of 4 pilots, \$3,209.06; nett average of 4 pilots, \$2,054.80.

C. GARDINER JOHNSON,  
*Secretary New Westminster and Yale Pilotage Authority.*

VANCOUVER, B.C., 7th January, 1895.



## APPENDIX No. 29.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.PILOTAGE AUTHORITY,  
VICTORIA, B.C., 7th January, 1895.WILLIAM SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by the direction of the commissioners, to transmit herewith the pilotage returns for the Pilotage District of "Victoria and Esquimalt," in the province of British Columbia, for the year ending 31st December, 1894, as required by section 22, chapter 80 of the Revised Statutes of Canada, 1886.

Trusting that the same will reach you in season for embodiment in your annual report, and that I may be furnished with a copy of the supplement when issued.

I have the honour to be, sir,

Your obedient servant,

EDGAR CROW BAKER,  
*Secretary and Treasurer, P.A.*

PILOTAGE RETURNS, Victoria and Esquimalt Pilotage District, B.C., 1st January to  
31st December, 1894.

## LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	45	April 23, 1880..	Dec. 4, 1878..	Originally a British Columbia pilot.
2	James Ramsey.....	64	Oct. 21, 1889..	June 9, 1873..	Retired under pension from pilots Feb. 8, 1894.
3	Samuel W. Bucknam	44	March 6, 1891..	March 6, 1891..	Victoria and Esquimalt District.
4	John Newby.....	45	April 10, 1891..	April 10, 1891..	do do
5	Thos. Bebbington....	48	Feb. 25, 1893..	Feb. 25, 1893..	Originally a New Westminster and Yale pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district. One of the above, namely, Jas. Ramsey, has been pensioned off owing to increasing infirmity under an agreement between the other pilots and the aforesaid Jas. Ramsey, whereby he receives a monthly allowance of sixty dollars paid out of the earnings of the aforesaid pilots pro rata.

Clauses I, II, III, page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, and also those on pages 181 and 182, supplement to 26th annual report apply to this year also (*i. e.*, Order in Council, 1st July, 1893.) Same acts and parts of acts as last year apply to 1894 and list of exempted vessels, and Puget Sound rates remain the same.

EDGAR CROW BAKER,  
*Secretary, P.A.*

VICTORIA, B.C., 31st December, 1894.

## Steamboat Inspection.

PILOTAGE DUES, collected 1st January to 31st December, 1894.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January .....	202 50	357 87	560 37	} N.B.—The total, \$10,142, does not include a sum of \$500 collected from the Puget Sound steamers, or \$521.51 collected from various vessels for half pilotage outwards.
February .....	456 50	399 50	856 00	
March .....	302 50	383 50	686 00	
April .....	362 75	457 50	820 25	
May .....	419 00	513 25	932 25	
June .....	299 00	594 25	893 25	
July .....	359 00	658 13	1,017 13	
August .....	333 00	685 00	1,018 00	
September .....	384 75	550 25	935 00	
October .....	373 50	485 75	859 25	
November .....	303 25	372 75	676 00	
December .....	296 50	592 00	888 50	
	4,092 25	6,049 75	10,142 00	

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

VANCOUVER, B.C., 31st December, 1894.

Cr.

RECEIPTS and Expenditure, 1st January to 31st December, 1894.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1894.			1894.		\$ cts.
Jan. 1	To Balance from last year.....	176 99	Jan. 1 to Dec. 31	By British Columbia Pilots, earnings as per receipts.	8,527 80
" 1	" Pilotage dues under clause IV.....	10,142 00	" 1 " 31	" " 10 months' allowance to	600 00
" 1	" Certificate fees, Puget Sound steamers.....	500 00	" 1 " 31	Jas. Ramsey.....	600 00
" 1	" Amount collected as one-half outwards.....	521 51	" 1 " 31	Secretary-treasurer, 12 months' salary.....	13 50
" 1	" S. W. Bucknam: fine imposed, 21st June.....	40 00	" 8 .....	Amount ship "Eclipse" refunded half outwards, 30th Nov., 1893.....	
			" 1 to Dec. 31	Fees to Commissioners, 12 months.....	295 00
			" 1 " 31	Office expenses, rent, fuel, light, &c.....	327 70
			Dec. 31.....	Balance at credit of pilotage authority.....	1,016 50
		11,380 50			11,380 50

EDGAR CROW BAKER,  
Secretary-Treasurer.

Approved and certified correct,  
R. P. RITHET, )  
ROBT. WARD, ) Commissioners.  
THOS. B. HALL, )

# Steamboat Inspection.

## APPENDIX No. 30.

### REPORT OF PILOTAGE AUTHORITY OF HARVEY FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

HARVEY, N. B., 15th January, 1895.

To the Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to report that Harding Bishop, 69 years old, has been licensed to pilot in the waters of this district.

Pilotage rates, 50 cents to \$1 per foot, as to distance. Amounts received from British ships as pilotage only, \$100; amounts received from foreign ships as pilotage only, \$20; amount received by commissioner, for license, \$5—and expended printing by-laws, making out papers, postage, &c.

Pilot receives all pilotage fees.

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

GEO. A. COONAN,  
*Pilotage Commissioner.*

## APPENDIX No. 31.

REPORT OF PILOTAGE AUTHORITY OF RICHIBUCTO FOR THE CAL-  
ENDAR YEAR ENDED 31st DECEMBER, 1894.

RICHIBUCTO, N.B., 31st January, 1895.

The Deputy Minister of Marine,  
Ottawa.

SIR,—As instructed by yours of 10th inst., I herewith inclose pilotage returns for this port for the year ended 1894.

There being no pilotage fund, each pilot is allowed to collect his own pilotage.

Also please note that schooners and other vessels not subject to pilotage rates are not included in the returns.

I am, sir, your obedient servant,

WM. J. SMITH,  
Secretary.

PILOTAGE AUTHORITY,

RICHIBUCTO, N.B., 31st January, 1895.

## PILOTAGE Returns for the District of Richibucto for the year ended 1894.

## PILOTS OPERATING UNDER LICENSE.

Name.	No. of License.	Age.	For what Service Licensed.
William Irving .....	1	59	} To pilot any vessel within and throughout the Pilotage District of Richibucto.
James W. Long .....	2	50	
Henry D. Irving .....	3	47	
Wm. H. Long .....	4	43	
Albert Long .....	5	43	
John Curwin .....	6	46	

## RATES OF PILOTAGE.

Inward or outward, per foot .....		\$	cts.
For the removal of any ship or vessel and seeing the same properly secured and moored :—			1 50
Vessels not exceeding 100 tons .....			1 50
" over 100 tons and not exceeding 200 tons .....			2 00
" over 200 tons and not exceeding 300 tons .....			3 00
All vessels over 300 tons .....			4 00
Vessels inward and outward at the port of Richibucto :—			
British and colonial .....	4 vessels.	Tonnage.	3,156
Foreign .....	8	"	2,159
Total vessels .....	12	Total tonnage	5,315

## Steamboat Inspection.

List of schooners and other craft engaged coasting, and subject to pilotage rates and not included in this report, can be furnished if necessary.

### AMOUNTS COLLECTED BY PILOTS.

	\$	cts.
From British and colonial vessels .....	144	00
" Foreign vessels .....	288	00
	432	00

There being no pilotage fund each pilot is allowed to collect his own pilotage.  
The money received by the commissioners for the past year amount to \$6.00, being for six licenses renewed at \$1.00 each.

Respectfully submitted,

WM. J. SMITH,  
*Secretary.*

APPENDIX No. 32.

REPORT OF THE PILOTAGE AUTHORITY OF BADDECK, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

BADDECK, 31st January, 1895.

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

The Pilotage Commissioners for the Bras d'Or Lakes for the year 1894 beg to report as follows :

The total number of pilots licensed was eight, whose names, residences and ages are as follows :—

	Years
George McKay, Baddeck.....	42
Joseph Fader, Englishtown .....	41
Donald McLeod, St. Ann's Glen.....	62
Archy Livingston, Big Bras d'Or.....	45
Daniel Campbell, Bird Island.....	30
Kenneth McAulay, Table.....	39
Rory Morrison, Baddeck.....	63
Alex. Fraser, Boularderie.....	50

The amount received as license fees was \$22.50.

The amount collected as pilot dues was \$414 classified as follows :

British ships .....	\$ 97 00
Foreign " .....	317 00
Total .....	414 00

There were no amounts collected for any other service than as pilotage dues.

The Board would add that the amount received for license and renewal fees from pilots was found insufficient to meet the travelling and other incidental expenses of the Board as one of the commissioners lives at the entrance to the Big Bras d'Or, about thirty miles from Baddeck.

All of which is respectfully submitted.

T. S. McLEAN,  
*Chairman of Pilotage Commissioners for the Bras d'Or Lakes.*

# Steamboat Inspection.

## APPENDIX No. 33.

### REPORT OF PILOTAGE AUTHORITY OF BAY VERTE AND PORT ELGIN, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

BAY VERTE, N.B., 31st December, 1894.

Pilotage returns for the pilotage district of Bay Verte and Port Elgin, New Brunswick, for the year 1894.

George Lawrence, pilot, aged 54 years, fees collected .....	\$400 00
Jared S. Silliker " 72 " " .....	51 00
S. Waldo Welling " 26 " " .....	12 00
Total collected.....	<u>\$463 00</u>

EDWARD C. GOODEN,  
GODFREY SIDDALL,  
HAZEN CAPP,

*Pilotage Authority of Bay Verte and Port Elgin.*



## APPENDIX No. 34.

REPORT OF PILOTAGE AUTHORITY OF TATAMAGOUCHE FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

TATAMAGOUCHE, 15th January, 1895.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

The commissioners of pilots for Brulé and Tatamagouche harbours beg leave to report:

That no licenses have been issued for pilotage for harbours of Tatamagouche and Brulé during the past year, 1894.

None applied for; none issued.

P. MILLAR,  
*Secretary of Commission.*

# Steamboat Inspection.

## APPENDIX No. 35.

### REPORT OF THE PORT WARDEN, MONTREAL, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

MONTREAL, 8th January, 1895.

Honourable JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the council of this Board, and in compliance with section 31 of the Act governing the Port Warden Office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. The port warden's report for the year 1894.
2. Audited statement of receipts and expenditure of the port warden office, for the year ending 31st December, 1894.
3. Statement of investments of the port warden surplus funds.

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

GEO. HADRILL,  
*Secretary.*

OFFICE OF THE PORT WARDEN,  
MONTREAL, 31st December, 1894.

To the Chairman and Members of the  
Board of Examiners for the Office of  
Port Warden.

GENTLEMEN,—I have the honour to submit to you the annual report of the business of this office, with the statement of receipts and expenditure for the past year. Navigation opened by the arrival from the Mediterranean of the ss. "Phoenix" with a cargo of fruit at 9 a.m. on the 27th April, and closed with the departure for sea of the ss. "Storm King," on the 24th November.

The first sailing vessel to arrive was the brigantine "Gertrude" from Barbados, and the first vessel to enter the gulf by the Straits of Belle Isle was the steamship "Memphis" on the 21st June.

Three hundred and seventy-one oversea or foreign going vessels of all kinds were entered at this office with a tonnage of 759,135 tons, being a decrease of 62 vessels and 77,796 tons on the business of last year.

In consequence of inquiries by the underwriters and insurance companies of the port, the question of the jurisdiction of this office over vessels loading for and bound to ports in the Gulf of St. Lawrence and St. John's, Nfld., has been brought up, and by letter of the 14th June, the Deputy Minister of Marine and Fisheries calls the port warden's attention to the 14th and 16th sections of the Port Warden's Act, Montreal, directing him to have the law applied in its entirety to all vessels loading at the port of Montreal, for any port not within the limits of inland navigation, since which time we have cleared for the lower ports:

114 steamers.....	101,292 tons.
15 sailing vessels.....	1,360 "
<hr/> Total, 129 vessels.	<hr/> Total, 102,652 "

We have no serious disasters to report, except the stranding of the ss. "Amarynthia," on the south side of the channel near St. Helen's Island, where she sustained considerable damage, necessitating her cargo being discharged here, the vessel taken to Quebec for repairs, and again returning to this port to load.

In this connection, I would again place before the members of the Board the necessity for prompt and energetic efforts being made for the speedy construction of a dry dock at this port for the largest ocean steamships, which will enhance the prosperity and success of the port.

This season has been marked by an unusual falling off of the shipments of grain, being 8,869,743 bushels this year, against 22,565,748 bushels in 1893, or a decrease of 13,696,005 bushels, the decrease in corn alone being 7,729,368 bushels.

The shipments of various kinds for the past season were as follows:—

COMPARATIVE Statement of Shipments, years 1893 and 1894.

Increase, 1894.	1893.	Description.	1894.	Decrease, 1894.
	7,461,017	Wheat..... Bush.	5,494,398	1,966,619
	1,898,289	Pease..... "	1,157,728	740,561
	310,110	Barley..... "	54,403	255,717
	3,062,052	Oats..... "	58,302	3,003,750
	9,834,280	Corn..... "	2,104,912	7,729,368
	57,646	Hay..... Tons.	22,212	35,434
	3,185	Oilcake..... "	2,142	1,043
	5,175	Phosphate..... "	3,099	2,076
	3,208	Lumber..... "	2,182	1,026
77,443	647,484	Flour..... Brls.	724,927	
133	1,114	Ashes..... "	1,247	
212,336	59,808	Apples..... "	272,144	
14,231	98,774	Sundries..... Tons.	113,005	
25	18	Hops..... "	43	
233	1,999	Minerals..... "	2,232	
57,512,050	132,097,979	Lumber..... Ft. B. M.	189,610,029	
7,996	83,045	Cattle and horses..... Hd.	91,041	
133,483	3,764	Sheep..... "	137,247	

STATEMENT of Arrivals.

1894.			1893.	
No.	Tons.		No.	Tons.
349	744,292	Steamers.....	410	821,289
3	4,324	Ships.....	3	4,014
14	9,603	Barques.....	12	9,745
5	916	Brigs and schooners.....	8	1,883
371	759,135	Totals.....	433	836,931

Decrease of 62 vessels and 77,796 tons.

# Steamboat Inspection.

## CLEARANCES to lower Ports.

	No.	Tons.
Steamers.....	114	101,292
Brigs and schooners.....	15	1,360
Total.....	129	102,652

The revenue of this office for the past year is \$9,679.37, against \$9,035.49 in 1893, an increase of \$641.88, the diminished tonnage being more than compensated for by the increased shipments of flour, apples, lumber, live stock and sundries, which has taken the place of short shipments of grain, on which there are no port warden's fees.

I am, gentlemen,

Your obedient servant,

ARCHIBALD REID,  
*Port Warden.*

Accepted by the Board of Examiners,

ROBERT REFORM,  
*Chairman.*

PORT WARDEN'S OFFICE.  
STATEMENT of receipts and expenditure for the year ended 31st December, 1894.

Dr.

Cr.

	1893.		1894.	1894.		1894.		1894.	
	\$	cts.	\$	cts.		\$	cts.	\$	cts.
Dec. 31...									
To Balance, cash in bank.....	6,494	398	3,182	42	By paid salaries, &c.—			2,000	00
Cash in Port Warden's hands—cash, \$190.36;	1,157	728	1,372	55	Archibald Reid, Port Warden.....			1,500	00
cheque from Treasurer Board of Trade,	54	403	35	73	J. A. Vibert, Deputy Port Warden.....			1,125	00
\$1,182.19.....					Alex. T. Creighton, Dep. Port Warden.....			1,400	00
Outstanding accounts.....					W. J. Anderson, bookkeeper.....			580	00
			4,590	70	E. J. Hunt, clerk.....			79	00
					Geo. Hayes, office boy.....				
Receipts derived as under—					Superannuation allowance—			300	00
6,494,398 bushels wheat.....	1,157	728			Archibald Reid, Port Warden.....			200	00
"  pease.....	58	302			J. A. Vibert, Deputy Port Warden.....			200	00
"  rye and barley.....	2,104	312			A. T. Creighton, Deputy Port Warden.....			100	00
"  oats.....	2,142	tons oil cake.....			W. J. Anderson, bookkeeper.....			1,000	00
"  corn.....	2,232	"  minerals.....	543	70	Board of Trade, secretarial expenses.....			523	28
"  724,927 barrels flour and meal.....	1,247	"  ashes.....	12	47	Rent, taxes fuel, telephone, &c.....			29	77
"  apples.....	272	144	680	38	Lloyd's register and charts.....			115	90
"  91,041 heads oxen and horses.....	137	247	910	41	Books, printing and stationery.....			30	25
"  137,247 " sheep.....	113,005	tons sundries at 3 cents.....	3,390	15	Miscellaneous expenses.....			18	12
"  2,683 " ".....	22	212	53	66	AH. W. Hadrill, auditor.....			60	00
"  22,212 tons hay.....	3,099	"  phosphates.....	444	24	Outstanding accounts, 1893.....			16	39
"  189,610,029 feet lumber.....			30	99	"  1894.....			25	60
"  Port Warden's fees, inwards.....			948	15	Balance cash in bank.....			5,864	70
"  Special surveys.....			212	50	Cash in Port Warden's hands—cash, \$253.				
"  Damaged cargo certificates.....			1,692	50	68; cheque from Treasurer Board of				
"  Interest on deposits in Montreal City and			265	50	Trade, \$1,500.....			1,753	68
"  District Savings Bank.....			151	50					
"  Cash from Treasurer Board of Trade, in-									
"  terest on investments.....			9,679	37					
"  Balance.....			109	62					
			2,542	00					
			16,921	69					
			7,660	37					
1895.									
Jan. 1...									

ARCHIBALD REID,  
Port Warden.

E. & O. E.

Audited and found correct,  
ALF. W. HADRILL, Auditor.  
MONTREAL, 4th January, 1895.

## Steamboat Inspection.

### APPENDIX No. 36.

#### REPORT OF THE PORT WARDEN AT QUEBEC FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

QUEBEC, 31st December, 1894.

JOHN HARDIE, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—Your esteemed favour of the 26th inst. duly reached me, and I have noted contents of same. I now inclose you a copy of report and statement of the business transacted in this office during the year just ended. It also refers to the different wrecks and casualties that occurred in the Gulf and River St. Lawrence during the year 1894, which do not come under the port warden rules, but have been more or less treated by me in my private capacity as naval architect or sub-agent to Norwegian underwriting clubs.

The whole respectfully submitted by

Your obedient servant,

W. SIMONS,  
Port Warden.

PORT WARDEN'S OFFICE,  
QUEBEC, 31st December, 1894.

JOHN HARDIE, Esq.,  
Acting Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—As required by the 30th section of the port warden rules, I beg respectfully to submit the following copy of annual statement of the business transacted in this office during the year ending 31st December, 1894, as follows:—

Sixty-three steamers were surveyed for clearance outward after taking on board part cargo at this port, having previously loaded part cargo of grain at Montreal.

Four steamers and thirteen sailing vessels had their hatches and cargoes surveyed by the request of the captain or agent on their arrival from sea.

One steamer and one sailing vessel were surveyed for damage by collision.

Six steamers were surveyed after stranding.

One sailing vessel was surveyed on strand at Bersimis and was condemned as a total wreck.

Two steamers and three sailing vessels were surveyed for valuation.

One steamer and three sailing vessels were surveyed for seaworthiness.

One steamer was surveyed during slight repairs.

One steamer was surveyed for damage to one of her tanks.

One steamer was surveyed for damage to her tail shaft.

Three copies of reports on damaged cargoes were given at the request of the owners of said cargoes.

The receipts and expenses of the office were as follows:—

Receipts from all sources.....	\$ 918 50
Expenses of office.....	318 50

Balance net receipts.....	<u>\$ 600 00</u>
---------------------------	------------------

Besides the above there were several vessels damaged by stranding or otherwise that did not come under the port warden rules, but were surveyed and repaired or condemned according to circumstances, as follows:—

Norwegian barque "Fortuna," stranded on Flat Island, Straits of Belle Isle, was floated, and proceeded on her voyage to Great Britain.

Norwegian barque "Courant" was slightly damaged by collision, was surveyed and repaired.

Norwegian ship "America," stranded on Beauport Beach, was surveyed and proceeded.

Norwegian barque "Capella," stranded on Anticosti, came to Quebec, was repaired and proceeded.

Norwegian barque "Columbia" was totally wrecked on Anticosti.

Norwegian ship "Savannah" sprung a leak while loading at Metis, was surveyed, repaired, and proceeded.

Norwegian barque "Magdela," stranded in River St. Lawrence while proceeding to Tadoussac, was surveyed, and proceeded.

Norwegian barque "Atlas" was surveyed for damage by collision.

Norwegian barque "Palermo" sustained damage by stress of weather at sea, and was surveyed.

Norwegian barque "Belos," ex Hugh Cann, driven ashore at Bersimis, was surveyed and condemned as a total wreck.

The whole respectfully submitted by

Your most obedient servant,

W. SIMONS,  
*Port Warden.*

Steamboat Inspection.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT RIMOUSKI, QUE., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

RIMOUSKI, 6th December, 1894.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inform you that I have not inspected any vessel nor collected any fees during the past year.

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

ELZEAR HEPPEL,  
*Port Warden.*



## APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT ANNAPOLIS, N.S., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

ANNAPOLIS, N.S., 31st December, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report of the business of this office for  
the past year.

On February 8th I held survey on one sailing vessel.

Fees collected.....	\$ 18
Paid for assistants. ....	10
	<hr/>
Net amount.....	\$ 8

I have the honour to be, sir,

Your obedient servant,

SIMON RILEY,  
*Port Warden.*

## Steamboat Inspection.

### APPENDIX No. 39.

#### REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

HALIFAX, N.S., 4th January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ended 31st December, 1894, accompanied by a statement of the receipts and expenditure during that period. Surveys have been held by me on twenty-two steamers and six sailing vessels which arrived in a damaged condition during the year.

The steamers "Sapphire," "Ramlich," "Madura" and "City of Lincoln" received partial and temporary repairs sufficient to put them in seaworthy condition to load cargoes and proceed to Great Britain, there to be permanently repaired. The "Sapphire," which was damaged by ice on a voyage from Cardiff to this port, and the "Ramlich," which was stranded at Cape Breton, proceeded to Cape Breton, where they loaded coal for Montreal. They subsequently loaded timber in the St. Lawrence and proceeded to Great Britain, where they arrived safely. The "Madura," which was damaged by ice on a voyage from London to this port, loaded a general cargo for London and arrived safely at her destination. The "City of Lincoln" had her hatches stove in, deck damaged, &c., while on a voyage from Antwerp to this port and Boston, Mass., and put into St. John's, Nfld., where she received temporary repairs. After the repairs were made here, she proceeded with the remainder of her cargo to Boston, and after discharging, proceeded to St. John, N.B., where she is now loading a cargo of deals and timber for a port in Great Britain.

I have the honour to be, sir,

Your most obedient servant,

DAVID HUNTER,  
*Port Warden.*

#### RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1894.

DR.	\$ cts.	CR.	\$ cts.
To amount of fees received . . . . .	2,239 86	By paid assistants, office expenses, &c. . . . .	1,179 76
		Amount reverting to Port Warden . . . . .	1,060 10
	2,239 86		2,239 86

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the port warden at Halifax, N.S., during the year 1894.

DAVID HUNTER,  
*Port Warden.*

## APPENDIX No. 40.

REPORT OF THE PORT WARDEN OF NORTH SYDNEY, C.B., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.PORT WARDEN'S OFFICE,  
NORTH SYDNEY, C.B., 14th January, 1895.WM. SMITH, Esq.,  
Deputy Minister of Marine,  
Ottawa.

SIR,—I have the honour to report as follows:—

During the past season I have made the following survey: On 11 steamships  
and 13 sailing vessels.The greater number of the above vessels arrived in a damaged condition and  
had extensive repairs made in this port.

The total fees received were.....	\$ 419 00
Paid assistants.....	120 00
	<hr/>
Balance .....	\$ 299 00
Office expenses .....	60 00
	<hr/>
Net fees received .....	<u>\$ 239 00</u>

I have the honour to be, sir,

Your obedient servant,

DANIEL McKAY.

# Steamboat Inspection.

## APPENDIX No. 41.

### REPORT OF THE PORT WARDEN OF PICTOU, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

To the  
Deputy Minister of Marine and Fisheries,  
Ottawa.

PICTOU, N.S., 2nd January, 1895.

SIR,—I have the honour to herewith submit my annual report as port warden of this port for the year ending 31st December, 1894.

Amount of fees received for ten surveys.....	\$ 100 00
Less paid assistants.....	\$ 30 00
Office expenses.....	10 00
	<hr/>
	40 00
	<hr/>
Net revenue.....	\$ 60 00
	<hr/> <hr/>

Respectfully submitted,  
DANIEL McDONALD.

Sworn before me, at Pictou, this 2nd }  
January, A.D. 1895. }

R. W. OLIVER, J.P.,  
In and for the County of Pictou.

APPENDIX No. 42.

REPORT OF THE PORT WARDEN AT HASTINGS, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PORT HASTINGS, C.B., 26th January, 1895.

To the Deputy Minister of Marine,  
Ottawa,

DEAR SIR,—In answer to yours of recent date in reference to my report I beg to say that I have not been called on as port warden during the past year.

Your obedient servant,

HUGH McMILLAN.

## Steamboat Inspection.

### APPENDIX No. 43.

#### REPORT OF THE PORT WARDEN AT PORT HAWKESBURY, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PORT HAWKESBURY, 31st December, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st December, 1894, accompanied by a statement of receipts and expenditure during the year just closed. Surveys have been held by me on seven vessels which have arrived here in a damaged condition. There have been other vessels arriving here also damaged, and have been repaired, on which my services have not been called for. The schooner "Walsh," which was damaged by stress of weather off Canso on her voyage from Bathurst, N.B., bound to Vinyard Haven, laden with laths, on which survey was held on 25th October, has not been repaired, is still lying in Port Hawkesbury, with her cargo still on board.

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

D. W. HENNESSY,  
Port Warden.

#### RECEIPTS and Expenditure of Port Warden's Office at Port Hawkesbury from Jan- uary 1st to December 31st, 1894.

1894.	Receipts.	\$ cts.	Expenditure.	\$ cts.
June 26...	Two surveys held on schooner "Union".....	18 00	Paid assistants.....	5 00
July 6...	" " " " "W. H. Waters".....	23 00	" " " " ".....	10 00
Oct. 18...	One " " " " "Minnie".....	5 50	Less fees reserved.....	
" 25...	" " " " "E. Walsh".....			
Nov. 19...	Two " valuation of "Thezia" (ex. copy)	43 00		
" 20...	Survey held on hatches, schooner "Harvest Home"	2 50		
" 25...	Survey on schooner "Jane".....	13 00		
		105 00		25 00
	By paid assistants.....	40 00		
		65 00		

I do hereby certify that the above is a true and correct statement of the receipts and expenditure of the office during the year 1894.

## Report of Surveys held on Vessels arriving at the Port of Hawkesbury, 1894, in a Damaged Condition.

Date.	Name of Vessel.	Rig.	Where From.	Where Bound.	Port of Registry.	Cargo.	Master's Name.	Remarks.
1894. June 28..	Union.....	Schr.....	Cape Canso.....	Fishing voyage..	Lunenburg, N.S.	Fish'g supplies	Smeltzer.....	Received damage by stranding at or near Cape Canso, N.S., was repaired at Port Hawkesbury, and proceeded on her voyage in good order and condition.
July 6..	W. H. Walters..	"	Canso, N.S.....	"	"	"	Amos Walters..	By stranding near Canso, N.S.; was repaired here on the Marine Railway, and proceeded on her voyage.
Oct. 18..	Minnie ..	"	Channel, Nfld..	Ballast, P. E. I..	St. Johns, Nfld..	Ballast.....	George Bragg...	By stress of weather whilst on a voyage from Channel, Nfld., to P. E. Island for produce; she was recalked on the Strait of Canso Marine Railway, and left here in good order and condition.
" 25..	E. Walsh.....	"	Bathurst, N.B..	Vinyard Haven.	St. John, N.B..	Laths.....	Alex. Currie....	Damaged by stress of weather and leaking badly; returned to this port; survey declared her unseaworthy; is now laid up here with cargo still on board.
Nov. 19..	Kezia.....	"	Boston, <i>via</i> Petit De Grat.	P. E. Island....	Lunenburg, N.S.	Kerosene oil..	Silvester Landry	Was stranded at Petit De Grat, County of Richmond, with cargo of kerosene oil; was badly damaged; towed to Hawkesbury; repaired and loaded coal at Sydney for Halifax.
" 20..	Harvest-home..	"	P. E. Island....	Little Glace Bay.	Charlottetown..	Oats and potatoes.	Cequean.....	Held survey on hatches; only sold cargo here.
" 26..	Jane.....	"	"	St. John's, Nfld.	St. John's, Nfld.	"	Law. Chasman..	Struck at the eastern entrance of Straits of Canso; was only slightly damaged; repaired here.

PORT WARDEN'S OFFICE,  
PORT HAWKESBURY, 31st December, 1894.

# Steamboat Inspection.

## APPENDIX No. 44.

### REPORT OF THE PORT WARDEN AT PORT MULGRAVE, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PORT MULGRAVE, N.S., January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending the 31st December, 1894, accompanied with a statement showing the receipts and expenditures for that period.

I held surveys on two small schooners—one the “Ocean Bride,” sunken between Sand Point and Red Head, entrance to Strait of Canso, and the other the “Mariano” of Newfoundland, stranded on Sand Point aforesaid. Both vessels were condemned.

I am, sir,  
Your obedient servant,  
GEO. B. HADLEY,  
*Port Warden.*

#### RECEIPTS and Expenditure of the Port Warden of Port Mulgrave, N.S., for year ending 31st December, 1894.

Dr.	\$ cts.	Cr.	\$ cts.
To amount of fees paid.....	31 00	By Paid assistance and expenses.....	18 00
		Amount reverting to Port Warden....	13 00
	31 00		31 00

I hereby certify that the above is a true and correct statement of the receipts and expenditures of my office at Port Mulgrave, N.S., for the year ending 1894.

GEO. B. HADLEY,  
*Port Warden.*



APPENDIX No. 45.

REPORT OF THE PORT WARDEN FOR THE PORT OF SYDNEY, C.B., FOR THE YEAR ENDED 31st DECEMBER, 1894.

PORT WARDEN'S OFFICE,  
SYDNEY, 31st December, 1894.

Hon. JOHN COSTIGAN,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit a report of the transactions in connection with the office of port warden at Sydney, C.B., ending the past year.

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

JOHN LOURAY,  
*Port Warden.*

RECEIPTS and Expenditure of the Port Warden of Sydney, C.B., from 31st December, 1893, to 1894.

	\$	cts.		\$	cts.	
For survey on steamers for bunker coals....	208	00	By Fees paid to assistant .....	\$ 52	00	
Survey on three damaged steamers .....	24	00	Office rent and stationery.....	40	00	
Survey on one sailing ship .....	2	50			92	00
			Amount reverting to Port Warden....		142	50
	234	50			234	50

I hereby certify that the above is a true and correct statement.

JOHN LOURAY,  
*Port Warden.*

SYDNEY, C.B., 31st December, 1894.

# Steamboat Inspection.

## APPENDIX No. 46.

### REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I now beg to forward my report as port warden for Yarmouth, N.S., ending 31st December, 1894.

I have been called on ten times to hold surveys on vessels arriving at Yarmouth damaged and in distress.

The gross amount of fees received.....	\$117 00
Paid out for assistance.....	40 00
	<hr/>
Net amount of fees received.....	\$ 77 00
	<hr/> <hr/>

I remain your obedient servant,

EBEN SCOTT,  
*Port Warden.*

I solemnly declare the above statement to be correct and true in every respect.

..... EBEN SCOTT.

Taken before me this twelfth day of February, 1895.

GEO. R. SMITH,  
*J. P. for the County of Yarmouth.*

## APPENDIX No. 47.

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PORT OF CHATHAM, N.B., 31st December, 1894.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to submit report of survey I held at this port during the season.

9th November.—SS. "Wylö Van" ashore at Robicheau Flats, was obliged to discharge about 350 standards before she got off. Was in charge of licensed pilot whose certificate was cancelled for one year for negligence. Vessel not damaged. Granted certificate of seaworthiness.

9th November.—Italian barque "Elvira" of Geneva. Certificate of seaworthiness.

H. A. MUIRHEAD,  
Port Warden, Chatham, N.B.

## RECEIPTS and Expenses of Port Warden's office, Chatham, N.B., 31st December, 1894.

	\$	cts.
Amount received for surveys.....	15	00
To paid surveyor's fees.....	5	00
	10	00

H. A. MUIRHEAD,  
Port Warden.

CHATHAM, N.B., 31st December, 1894.

# Steamboat Inspection.

## APPENDIX No. 48.

### REPORT OF THE PORT WARDEN AT SOUTH BAR, C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

SOUTH BAR, 3rd January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report as port warden of this port for the year ending 31st December, 1894.

To Surveys held on twelve steamships at \$5.00.....	\$60 00
Certificates to       “       “       3.00.....	36 00
	<hr/>
	\$96 00

I remain,  
Your obedient servant,

Y. H. BARRINGTON,  
*Port Warden.*

## APPENDIX No. 49.

REPORT OF THE PORT WARDEN AT HILLSBOROUGH, N.S., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.HILLSBOROUGH,  
ALBERT COUNTY, 22nd January, 1895.To the Deputy Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—Yours of 11th instant received. Contents noted.

Nothing special to report, as I have not been called on in the capacity of port  
warden, there being no disasters for the year 1894.

Yours very respectfully,

MALCOLM CARLISLE.

## Steamboat Inspection.

### APPENDIX No. 50.

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, N.B., FOR THE  
CALENDAR YEAR ENDED 31ST DECEMBER, 1894.

HOPEWELL CAPE, 17th January, 1895.

Wm. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—I beg to herewith send you report of surveys held on vessels since my last report.

Three surveys on barque "Queen of the Fleet" and certificate of seaworthiness and a general supervision of repairs, said barque having run on shore at Apple River on her way from Liverpool, G.B., to Hopewell Cape, \$24.

H. J. BENNET,  
*Port Warden.*

## APPENDIX No. 51.

PORT WARDEN'S REPORT FOR THE PORT OF MONCTON, N.B., FOR  
THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

MONCTON, 17th October, 1894.

Survey held on quantity of soda and salt damaged in barque "Queen of the Fleet" and landed at this port. The damaged goods were sold at public auction for the benefit of all concerned.

The goods were consigned to F. P. Reid & Co.

Fees for holding survey .....	\$4 00
Expenses .....	Nil.

I hereby certify the above to be a correct statement of the business done as port warden of the port of Moncton for the year ending 31st December, 1894.

JAMES HAMILTON,  
*Port Warden.*

T. C. HENEERSON, *J. P.*  
MONCTON, N.B., 9th January, 1895.

## Steamboat Inspection.

### APPENDIX No. 52.

REPORT OF THE PORT WARDEN AT NEWCASTLE, N.B., FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

NEWCASTLE, N.B., 15th January, 1895.

Department of Marine and Fisheries,  
Ottawa.

I beg to inform you that my services as port warden were not called into requisition during the season of 1894.

Yours respectfully,

JNO. FERGUSON,  
*Port Warden.*



## APPENDIX No. 53.

REPORT OF THE PORT WARDEN AT RICHIBUCTO FOR THE CALENDAR  
YEAR ENDED THE 31st DECEMBER, 1894.PORT WARDEN'S OFFICE,  
RICHIBUCTO, 26th January, 1895.The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.SIR,—I have the honour herewith to submit my annual report as port warden  
of this port for the year ending 31st December, 1894.

Amount received for holding two surveys.....	\$47 00
Paid surveyors .....	\$20 00
Expenses of office.....	8 00
	28 00
Net amount . . . . .	\$19 00

Yours respectfully,

WM. H. McLEOD,  
*Port Warden.*



## APPENDIX No. 55.

REPORT OF THE PORT WARDEN AT SHEDIAC FOR THE  
CALENDAR YEAR ENDED 31st DECEMBER, 1894.

SHEDIAC, 4th February, 1895.

WM. SMITH, Esq.,  
Deputy Minister Marine and Fisheries,  
Ottawa.

SIR,—I beg to report that the only casualties calling for services of port warden at this port during 1894 was to the barques "Liberta" and "Hanna," both of Norway. The former had sustained some slight injury from collision with ice when entering the gulf in early spring. The latter grounded and lay aground during several hours when leaving port. Neither of them had sustained any serious damage and captains merely called surveys, as a precaution in case of falling into trouble going across. The fees in each case were \$18, and payments for assistants \$10, being net fees \$16.

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

CHARLES HARPER,  
*Port Warden.*

# Steamboat Inspection.

## APPENDIX No. 56.

### REPORT OF THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1894.

PORT WARDEN'S OFFICE,  
PRINCE EDWARD ISLAND, 31st December, 1894.

To WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past year.

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

H. P. WELSH,  
*Port Warden.*

#### RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for the Year ending 31st December, 1894.

Date.	Receipts.	Amount.	Date.	Receipts.	Amount.
1894.		\$ cts.	1894.		\$ cts.
Dec. 31.	To Fees derived from grain-laden vessels.....	139 00	Dec. 31.	By Expense of office.....	21 50
	Surveys on hatches.....	3 00		Commission to deputies.....	70 00
	Damaged goods.....	38 00		Balance.....	156 50
	Other surveys.....	68 00			
		\$ 248 00			\$ 248 00

I hereby certify that the above is a correct statement.

H. -P. WELSH,  
*Port Warden.*

CHARLOTTETOWN, P.E.I., 31st December, 1894.

## APPENDIX No. 57.

## REPORT OF THE PORT WARDEN OF Burrard Inlet, B.C., FOR THE YEAR ENDED 31st DECEMBER, 1894.

Date.		Fees.
1894.		\$ cts.
Jan. 2....	Surveyed hatches of British ship "Dunboyne" (Captain Niel) and found them properly covered and in good order.....	5 00
" 11....	Extra survey.—Was called to survey and ascertain cause of damage to part of the cargo of ship "Dunboyne" Niel, master from London with general cargo. I found a quantity of oil in casks had leaked badly and the contents more or less lost, the cause of which I attribute to weakness of the head of the packages as they are all more or less warped and sprung, and I find that the vessel has been well stowed and dunnaged and every care taken that no more pressure than necessary has been on the oil than to properly secure them, and I consider the vessel not liable for said damage, with the exception of one cask marked C. P. C. K. 166, which has been bilged in the handling, and I would advise consignees to have their oil shipped in drums for so long a passage, as the heat of the hold is liable to make cask leak and warp if not very strong.....	5 00
Jan. 18....	Surveyed hatches ss. "Empress of Japan," and found them properly covered and in good order.....	10 00
Feb. 9....	Surveyed hatches British ship "British General" (Captain Tullock) from Java and found them properly covered and in good order.....	5 00
" 14....	Surveyed hatches ss. "Empress of China" and found them in good order and properly covered.....	10 00
Mar. 14....	Surveyed hatches ss. "Empress of India" and found them properly covered and in good order.....	10 00
" 21....	Extra Survey.—Was called to survey and ascertain cause of damage to part of cargo of C. P. ss. C. steamship "Empress of India" on the voyage from Yokohama to this port. I find that the attached list of merchandise has been damaged by water through the leaking of one of the joints of pipe leading to the heater in main, fore, between decks, which has evidently been caused by the pressure of the cargo during the heavy rolling of the ship against the same. I found the cargo well dunnaged and matted and every care had been taken in the stowage, and consider the vessel not liable as the damage has been caused by stress of weather on the voyage, but would advise that the heater should be removed when not in use as it is placed in the centre of the ship where it cannot be protected with a heavy cargo around it and liable to meet with the same trouble.....	15 00
April 11....	Surveyed hatches ss. "Empress of Japan" and found them properly covered and in good order.....	10 00
May 3....	Surveyed hatches ship "Astoria" and found them properly covered and in good order.....	5 00
" 3....	Surveyed hatches ss. "Empress of China" and found them properly covered and in good order.....	10 00
May 27....	Surveyed hatches ss. "Empress of India," and found them properly covered and in good order.....	10 00
June 13....	Surveyed hatches ss. "Empress of Japan," and found them properly covered and in good order.....	10 00
" 16....	Extra survey.—Was called to survey and ascertain cause of damage to a quantity of rice in sacks on board British ss. "Arowa," on arrival at Vancouver. I found that a number of casks of oil had been stowed on the after Orlopp deck, in bad condition and leaking, and appeared to be old casks re-coopered and not fit for the purpose. The oil, having leaked through the deck, thereby damaging the rice stowed in the lower hold. The said deck is supposed to be watertight. I found the casks had been well stowed and dunnaged, and I consider the shippers to blame for said damage in not having proper casks or drums so as to avoid such leakage, thereby endangering all the cargo in the vicinity of the oil; and I consider the vessel not liable as the lower hold was full before receiving the oil.....	15 00

## Steamboat Inspection.

### REPORT of the Warden of Burrard Inlet, B.C.—Continued.

Date.	Amount.
1894.	\$ cts.
July 3....	10 00
"   4....	5 00
"   29....	10 00
Aug. 4....	5 00
"   20....	10 00
Sept. 5....	5 00
"   5....	15 00
"   7....	10 00
Oct. 3....	10 00
"   3....	15 00
"   5....	5 00
"   5....	15 00
"   24....	10 00
"   24....	15 00
Nov. 21....	10 00

REPORT of the Port Warden of Burrard Inlet, B. C.—*Concluded.*

Date.		Fees.
1894.		\$ cts.
Nov. 21....	<p>Extra survey.—Was called to survey and report on damaged part of cargo of ss. "Empress of China," on seventeenth voyage from Yokohama and Hong Kong. I find that a quantity of merchandise has been more or less wet and stained by salt water near the after cargo on port side, showing that the port had been strained, starting the packing around the edge and damaging the cargo in the vicinity, and the water finding its way by a slack bolt in the deck to the cargo below; also in main hold a leakage around coal shute, caused no doubt by the straining of the vessel,—but it is hard to say where the water entered, as it has run between the wooden and iron decks and found its way below around the sleeve and damaged the cargo in lower hold and found its way under said shute. I would recommend that the deck be lifted around the said shute and an iron collar with frame be bolted to the iron deck and raised above the wooden deck to act as a stop-water wheel would protect from damage in the future the cargo in that part of the hold. I found the vessel well stowed, dunnaged and matted and I consider the vessel not liable as the cause of said damage, and advise that the damaged cargo be forwarded to its destination to avoid further loss to whom it may concern.....</p>	15 00
Dec. 21....	<p>Surveyed hatches ss. "Empress of India," and found them properly covered and in good order.....</p>	10 00
" 22....	<p>Extra survey.—Was called to survey and ascertain cause of damage to part of cargo of ss. "Empress of India," and find that a number of bales of silk are more or less wet and stained by moisture in the silk room, partly by sweat; but evidently the deck has been strained, as the quantity of water accumulated had found its way by the wooden ends to the steerage deck and there to the lower hold, damaging cargo of tea, rice and other merchandise, but it is hard to say where the water entered, as it has run between the iron and wooden decks and found its way to the silk room. I would recommend a thorough search around the after lavatory pipes, also the bedding of winch on the starboard side aft as the working of the winch may have slackened one of the bolts. I also find that the starboard cargo port in the main hold has leaked slightly and damaged some few bales in the vicinity of the port, which has been caused by the heavy rolling and straining of the vessel during the passage to this port. I found the vessel well stowed, dunnaged and matted, and I attribute the whole damage to the severe weather encountered on passage, and I consider the vessel not liable as every care has been taken to protect and deliver the cargo in good order, and would advise that the damaged cargo be forwarded to its destination as soon as possible to avoid any further loss to whom it may concern. A full list of damaged cargo is attached to this certificate.....</p>	15 00
		310 00

Subscribed and sworn to before me }  
 this 6th day of January, 1896. }

J. SCHOFIELD, J. P.

M. W. THAIN,  
 Port Warden.

# Steamboat Inspection.

## APPENDIX No. 58.

### REPORT OF THE PORT WARDEN AT VICTORIA, B. C., FOR THE CAL- ENDAR YEAR ENDED 31st DECEMBER, 1894.

VICTORIA, B. C., 2nd January, 1895.

The Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour of submitting herewith the port warden's report for the ports of Victoria and Esquimalt for the year 1894.

Excepting the last item the report is compiled from data left by the late Capt. W. R. Clarke, and those supplied by Mr. Frank Yorke, acting port warden for about two months.

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

CHAS. E. CLARKE,  
*Port Warden.*

### REPORT of Port Warden of Victoria, B. C., for the year 1894.

Class of vessel.	Name.	What surveyed.	Fees.
			\$ cts.
Barque.....	Archer.....	Hatches.....	5 00
".....	Thermopylæ.....	".....	5 00
".....	Archer.....	Cargo.....	5 00
".....	".....	".....	5 00
Ship.....	Gutenberg.....	Hatches.....	5 00
".....	".....	Cargo.....	5 00
Steamship.....	Tacoma.....	Hatches.....	5 00
Ship.....	Astoria.....	".....	5 00
".....	".....	Cargo.....	5 00
".....	".....	".....	5 00
Barque.....	Ainsdale.....	Hatches.....	5 00
Steamship.....	Mogul.....	".....	5 00
Ship.....	Victoria.....	".....	5 00
".....	Benmore.....	".....	5 00
".....	".....	Cargo.....	5 00
".....	Borrowdale.....	Hatches.....	5 00
".....	".....	Cargo.....	5 00
Steamship.....	Tacoma.....	Hatches.....	5 00
".....	Sikh.....	".....	5 00
Ship.....	Eaton Hall.....	".....	5 00
Steamship.....	Victoria.....	".....	5 00
Ship.....	Eaton Hall.....	Cargo.....	5 00
Steamship.....	Tacoma.....	Hatches.....	5 00
Barque.....	Ladstock.....	".....	5 00
".....	Thermopylæ.....	".....	5 00
			125 00



## APPENDIX No. 59.

REPORT OF THE PORT WARDEN AT NANAIMO FOR THE CALENDAR  
YEAR ENDED 31st DECEMBER, 1894.

NANAIMO, B. C., 25th January, 1895.

WM. SMITH, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—I have no report to make as port warden as there is no direct importing here, and I have had no cause to act as port warden yet. As soon as there is cause for my acting in that capacity, I will report to the department.

I have the honour to be, sir,

Your obedient servant,

E. QUESNELL,  
*Harbour Master.*

# Steamboat Inspection.

## APPENDIX No. 60.

List of Certificates of Competency granted to Masters and Mates, Foreign Sea-going,  
during the year ended 30th June 1894.

Number of Certificates.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
						\$ cts.
1893.						
3036	July 13.	James E. Blackadder	Master	Wolfville, N.S.	Halifax	10 00
3037	" 13.	William Caddell	"	Maitland, N.S.	"	10 00
3038	" 13.	Robert H. McLeod	"	Liverpool, N.S.	"	
3039	" 13.	Charles A. Hunter	"	Mount Denson, N.S.	"	
3040	" 17.	George McKinlay	Mate	Liverpool, Eng.	St. John	5 00
3041	" 17.	Frederick W. Robbins	"	Yarmouth, N.S.	Yarmouth	
3042	" 17.	Judson W. Robbins	Master	"	"	10 00
3043	Aug. 18.	Samuel A. Parker	"	Walton, N.S.	Halifax	10 00
3044	" 18.	Millidge Mailman	"	Bridgewater, N.S.	"	10 00
3045	" 18.	Jacob H. Cummings	"	Londonderry, N.S.	"	10 00
3046	" 18.	Wellesley Davison	"	Hantsport, N.S.	"	10 00
3047	Sept. 11.	John Thompson	Mate	St. John, N.B.	St. John	
3048	" 11.	Harry T. Boyd	Master	"	"	10 00
3049	" 11.	Lemuel E. Cann	Mate	Yarmouth, N.S.	"	5 00
3050	" 13.	Stanley Morrell	"	"	Halifax	5 00
3051	" 30.	Alton H. Rafuse	"	Bridgewater, N.S.	St. John	5 00
3052	" 30.	Charles LeB. Carter	"	Hopewell Cape, N.B.	"	5 00
3053	" 30.	Abram J. Brown	Master	St. John, N.B.	"	10 00
3054	Oct. 12.	George McLeod	Mate	Brooklyn, N.S.	Halifax	5 00
3055	" 12.	George H. Hayward	"	Burlington, N.S.	"	5 00
3056	" 12.	George L. Fraser	Master	Hantsport, N.S.	"	10 00
3057	" 12.	John Cunningham	Mate	"	"	5 00
3058	" 26.	John Hillgrove	"	Parsboro, N.S.	"	5 00
3059	" 26.	William A. Morehouse	Master	Sandy Cove	St. John	10 00
3060	Nov. 7.	Henry C. Ellis	"	Maitland, N.S.	Halifax	
3061	Dec. 2.	Lewis C. Crowe	"	Noel, N.S.	St. John	10 00
3062	" 2.	John Angus McDonald	Mate	Belfast, P.E.I.	"	5 00
3063	" 2.	Cutler Snow	Master	Sandy Cove, N.S.	"	10 00
3064	" 21.	Harry Smith	Mate	Walton, N.S.	"	
3065	" 21.	Thomas E. Thurmott	"	St. John, N.B.	"	5 00
1894.						
3066	Jan. 13.	Edward Kennedy	"	Main à Dieu, N.S.	Halifax	5 00
3067	" 19.	Otto Bucholz	"	Victoria, B.C.	Victoria	5 00
3068	Feby. 1.	William C. Landers	Master	Hartford, N.S.	Yarmouth	
3069	" 14.	Edmond Corriveau	Mate	St. Pauls, Que.	Quebec	5 00
3070	" 14.	Isaac Fontaine	2nd Mate	St. Roche, Que.	"	5 00
3071	" 14.	John Samuel Kyffin	Master	St. John, N.B.	St. John	10 00
3072	" 19.	George Rupert Marsters	"	Sumnerville, N.S.	Halifax	10 00
3073	" 19.	Charles A. Watt	Mate	Halifax, N.S.	"	5 00
3074	" 20.	Nicholas Mosher	2nd Mate	Avondale, N.S.	"	5 00
3075	" 20.	Award Mader	Master	Mahone Bay, N.S.	"	10 00
3076	" 20.	Murray McDonald	"	Main à Dieu, N.S.	"	10 00
3077	" 20.	Edward R. Sterling	"	Halifax, N.S.	"	10 00
3078	" 20.	Daniel G. McKenzie	Mate	Pictou, N.S.	"	5 00
3079	" 20.	Freeman Slawenwhite	Master	Mahone Bay, N.S.	"	10 00
3080	" 20.	Edward H. Burgess	Mate	Cheverie, N.S.	"	5 00
3081	" 27.	William H. Whiteley	Master	Victoria, B.C.	Victoria	
3082	Mar. 12.	Charles A. Watt	"	Halifax, N.S.	Halifax	10 00
3083	" 16.	Ivan A. Dernier	2nd Mate	Dover, N.B.	St. John	5 00
3084	" 16.	Wm. Hector McKenzie	Master	St. John, N.B.	"	
3085	" 21.	Edmond Laroche, jr.	Mate	St. Michel, Que.	Quebec	5 00
3086	" 21.	Charles Octave Clovet	"	St. Michel, Que.	"	5 00
3087	" 21.	Albert Boulanger	Master	St. Thomas, Que.	"	10 00

List of Certificates of Competency granted to Masters and Mates, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1894.					\$ cts.
3088	Apr. 17.	Louis Fielders.....	Master.....	Hantsport, N.S.....	Halifax.....	10 00
3089	May 4.	James Bowman.....	Mate.....	Halifax, N.S.....	".....	5 00
3090	" 26.	Robert A. Goudey.....	".....	Yarmouth, N.S.....	St. John.....	5 00
3091	" 26.	Daniel H. Andrews.....	Master.....	Arcadia, N.S.....	Yarmouth.....	10 00
3092	" 29.	Joseph H. Blakeney.....	Mate.....	Dartmouth, N.S.....	Halifax.....	5 00
3093	June 13.	Samuel Barbrick.....	Master.....	Maitland, N.S.....	".....	10 00
3094	" 13.	Creighton L. Baxter.....	".....	Windsor, N.S.....	".....	10 00

## Steamboat Inspection.

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting vessels during the year ended 30th June, 1894.

Number of certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1893.					\$ cts.
1217	July 4.	Edward Grant	Mate.	Wiarion, Ont.	St. Catharines	4 00
1218	" 11.	George W. Kenney	Master.	Chatham, Ont.	"	8 00
1219	" 11.	George W. Dean	"	Fort Erie, Ont.	"	8 00
1220	" 11.	Edward Martin	Mate.	Port Albert, Ont.	"	4 00
1221	" 13.	Robert Harman	"	Lindsay, Ont.	Kingston	4 00
1222	" 13.	Josiah Ball	"	Ceaserea, Ont.	"	4 00
1223	" 18.	John M. Fox	"	Sarnia, Ont.	St. Catharines	4 00
1224	" 19.	Elias Henry Card	Master.	Walton, N. S.	St. John, N.B.	8 00
1225	Aug. 10.	Archie McInnes	Mate.	Tiverton, Ont.	St. Catharines	4 00
1226	Sept. 11.	Simeon Benoit	"	Valleyfield, Que.	Ottawa	4 00
1227	" 11.	William Boyce	Master.	Stewartville, Ont.	"	8 00
1228	" 11.	John Alonzo Smith	"	Melocheville, Que.	"	8 00
1229	" 12.	Frederick William Coates	Mate.	Rat Portage, Ont.	Rat Portage	4 00
1230	" 12.	Francis McManus	"	Upper Gagetown, N.B.	St. John	4 00
1231	" 12.	Chas. Henry Richard	Master.	St. John, N.B.	"	8 00
1232	" 12.	Harry Willard McNally	"	"	"	8 00
1233	" 12.	Ulysses Richmond	Mate.	Port Arthur, Ont.	St. Catharines	4 00
1234	" 14.	Stephen Taylor	Master.	Lakeport, Ont.	"	8 00
1235	" 14.	James Edward Mantle	Mate.	St. John, N.B.	St. John	4 00
1236	" 14.	Fred'k Scammel Kay	Master.	"	"	8 00
1237	" 16.	Wm. Julian	"	Port Dalhousie, Ont.	St. Catharines	8 00
1238	" 16.	James B. Pool	"	North Sydney, N.S.	Sydney, C. B.	8 00
1239	" 22.	Chas. Laviolette	Mate.	St. Ours, Que.	Quebec	4 00
1240	" 22.	David Lefave, jr.	Master.	Garden Island, Ont.	Kingston	8 00
1241	" 30.	James Allen	Mate.	Chatham, N.B.	Chatham, N.B.	4 00
1242	" 30.	Archibald Trackear	Master.	"	"	8 00
1243	" 30.	John Houston	"	Douglstown, N.B.	"	8 00
1244	" 30.	Thos. Haldor Patterson	"	Chatham, N.B.	"	8 00
1245	" 30.	Benjamin Forsythe	"	Whitneyville, N.B.	"	8 00
1246	Oct. 2.	Godfrois Maur	"	Hawkesbury, Ont.	Ottawa	8 00
1247	" 2.	John J. McKenzie	"	Rat Portage	Rat Portage	8 00
1248	" 7.	James Ferguson	"	St. John, N.B.	St. John	8 00
1249	" 10.	Raphael Renaud	"	St. Louis de Gonzague, Q.	St. Catharines	8 00
1250	" 12.	John P. Clark	"	Hampton, N.B.	St. John	8 00
1251	" 12.	Thos. Leander Martin	Mate.	River Herbert, N.S.	"	4 00
1252	" 12.	John Wray	Master.	Burlington, Ont.	Toronto	8 00
1253	" 14.	James Williams	"	Vancouver, B.C.	Victoria	8 00
1254	" 17.	Joseph Paul	"	Sorel, Que.	Quebec	8 00
1255	" 20.	John Manning Newcomb	Mate.	Canning, N.S.	St. John	4 00
1256	" 26.	John J. Ivester	Master.	Cambridge, Mass.	Halifax	8 00
1257	" 30.	Judson McLeod French	"	St. John, N.B.	St. John	8 00
1258	" 31.	Ralph Parker Haslett	"	"	"	8 00
1259	" 31.	John McCaffery	"	"	"	8 00
1260	" 31.	Henry Lord	"	"	"	8 00
1261	" 31.	Justice Mowry	"	"	"	8 00
1262	Nov. 2.	Albert Hartly Hazlett	"	Portland, N.B.	"	8 00
1263	" 6.	Edmund A. Flewelling	"	Hampton, N.B.	"	8 00
1264	" 6.	Judson Ferris	"	Lincoln, N.B.	"	8 00
1265	" 6.	Milton Belyea	"	St. John, N.B.	"	8 00
1266	" 6.	Alex. Gordon	"	North Sydney, N.S.	Sydney, C. B.	8 00
1267	" 7.	Percy B. Belyea	"	Indiantown, N.B.	St. John	8 00
1268	" 7.	Frederick S. Mabee	"	Hampton, N.B.	"	8 00
1269	" 8.	John Arnold Mowry	"	St. John, N.B.	"	8 00
1270	" 8.	Narcisse Auclair	"	Sorel, Que.	Quebec	8 00
1271	" 11.	Charles E. Lerfry	Mate.	Hantsport, N.S.	Halifax	4 00
1272	" 13.	Daniel McRae	Master.	Baddeck, N.S.	Sydney	8 00
1273	" 14.	Edouard Boudet	"	Lotbinière, Que.	Quebec	8 00
1274	" 14.	Alfred F. Johnson	"	Deer Island, N.B.	St. John	8 00
1275	" 16.	William M. Tyson	"	Wiarion, Ont.	St. Catharines	8 00
1276	" 20.	Anthime Robillard	Mate.	Berthier en haut, Que.	Quebec	4 00
1277	" 21.	Eleazar Nickerson	Master.	Barrington Passage, N.S.	Halifax	8 00
1278	" 21.	Frank D. Stevens	"	St. John, N.B.	St. John	8 00

## List of Certificates of Competency granted to Masters and Mates, &amp;c.—Continued.

Number of Certificates.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1893.					\$ cts.
1279	Nov. 24.	Frederick J. Rudderham.	Master.....	North Sydney, N.S.	Sydney.....	8 00
1280	" 27.	William Heater	Mate.....	Victoria, B.C.	Victoria.....	4 00
1281	" 27.	Andrew Nelson	Master.....	"	"	8 00
1282	Dec. 4.	Prudent Parent	Mate.....	Levis, Que.	Quebec.....	4 00
1283	" 4.	William V. Reynolds.	"	Lakefield, Ont.	Kingston.....	4 00
1284	" 4.	Eugene Gouin..	Master.....	Sorel, Que.	Quebec.....	4 00
1285	" 7.	Thomas S. Guns.	"	Victoria, B.C.	Victoria.....	8 00
1286	" 7.	Ralph Lee	"	Bracebridge, Ont.	Toronto.....	8 00
1287	" 7.	Avard Hall	"	Annapolis, N.S.	St. John.....	8 00
1288	" 13.	Charles I. Harris.	"	Victoria, B.C.	Victoria.....	8 00
1289	" 21.	Harry Smith.	"	Walton, N.S.	St. John.....	8 00
1290	" 22.	John M. Newcomb.	Mate.....	Nanaimo, B.C.	Victoria.....	4 00
1291	" 22.	Ernest A. Powys.	"	Vancouver, B.C.	"	4 00
1292	" 22.	Stephen Saxby.	Master.....	Hamilton, Ont.	St. Catharines	8 00
1293	" 22.	Alexander McGregor.	"	Tiverton, Ont.	"	8 00
1294	" 26.	Stewart T. Salter.	"	Parrsboro', N.S.	St. John.....	8 00
1295	" 30.	Wm. Alfred Burrett.	Mate.....	North Bay, Ont.	Kingston.....	4 00
	1894.					
1296	Jan. 3.	Wm. Henry Dwyer.	"	Thurso, Que.	Ottawa.....	4 00
1297	" 3.	Thomas James Clark	Master.....	Toronto, Ont.	St. Catharines	8 00
1298	" 8.	Lock Hersey.	"	Yarmouth, N.S.	Yarmouth.....	8 00
1299	" 11.	John V. Morrill	"	Sarnia, Ont.	St. Catharines	8 00
1300	" 17.	Thomas Hagen.	"	Windsor, Ont.	"	8 00
1301	" 19.	Dougald Macintyre.	Mate.....	Collingwood, Ont.	"	4 00
1302	" 29.	Milton Ward.	Master.....	Rockport, N.S.	St. John.....	8 00
1303	" 29.	William Owen.	"	Victoria, B.C.	Victoria.....	8 00
1304	" 29.	Alvin Simms.	"	Yarmouth, N.S.	St. John.....	8 00
1305	" 29.	Patrick Joseph McMurray	"	Milford, N.B.	"	8 00
1306	" 30.	Richard Mather.	Mate.....	Victoria, B.C.	Victoria.....	4 00
1307	Feb. 1.	Carrie LeBlanc.	Master.....	Belliveau's Cove, N.S.	Yarmouth.....	8 00
1308	" 3.	John Black.	"	Kingston, Ont.	Kingston.....	8 00
1309	" 6.	George W. Maitland.	"	Brighton, Ont.	"	8 00
1310	" 6.	William A. Miller.	"	Tignish, P.E.I.	St. John.....	8 00
1311	" 6.	Ernest Leb. Robertson	"	St. John, N.B.	"	8 00
1312	" 6.	Elzear Betè	"	St. Michel, Que.	Quebec.....	8 00
1313	" 6.	Aristide Mondor.	"	Lanoraie, Que.	"	8 00
1314	" 9.	John LeB. Makinney.	"	Greenwick, N.B.	St. John.....	8 00
1315	" 15.	Thomas Churchill.	Mate.....	Bronte, Ont.	Toronto.....	4 00
1316	" 15.	Ephraim E. Rafuse	Master.....	Liverpool, N.S.	Lunenburg.....	8 00
1317	" 15.	Valentine Cook	"	St. John, N.B.	St. John.....	8 00
1318	" 15.	Omer Fortier.	"	St. Louis, Que.	Quebec.....	8 00
1319	" 15.	Wm. John Dalton	"	Farville, N.B.	St. John.....	8 00
1320	" 15.	Cleophas Végina.	"	St. Michel, Que.	Quebec.....	8 00
1321	" 16.	Frank Burton Richardson	"	Lord's Cove, N.B.	St. John.....	8 00
1322	" 19.	Albert David Williams.	"	Toronto, Ont.	St. Catharines	8 00
1323	" 19.	James Warren Gidley.	"	Penetanguishene, Ont.	"	8 00
1324	" 20.	William Oliver.	"	Victoria, B.C.	Victoria.....	8 00
1325	" 21.	Guy Chaffey Pendleton.	"	Deer Island, N.B.	St. John.....	8 00
1326	" 21.	Wm. Bell Barton	"	St. John, N.B.	"	8 00
1327	" 21.	Geo. Henry Kierstead.	"	Alma, N.B.	"	8 00
1328	" 27.	Isaac Fontaine.	Mate.....	St. Rochs, Que.	Quebec.....	4 00
1329	" 28.	Patrick Walsh.	"	Hamilton, Ont.	St. Catharines	4 00
1330	" 28.	William Brush.	Master.....	Yarmouth, N.S.	Yarmouth.....	8 00
1331	" 28.	Mark Knowlton.	"	Advocate Harbour, N.S.	St. John.....	8 00
1332	" 28.	Emilien Masson.	"	St. Thomas, Que.	Quebec.....	8 00
1333	" 28.	Wm. Wallace Graham.	"	Parrsborough, N.S.	St. John.....	8 00
1334	Mar. 1.	Edward H. O'Neill.	"	Port Colborne, Ont.	St. Catharines	8 00
1335	" 2.	Albert Bouchard	"	St. Rochs, Que.	Quebec.....	8 00
1336	" 2.	Lyman James Robbins.	Mate.....	Yarmouth, N.S.	St. John.....	4 00
1337	" 6.	Edward M. Durant	Master.....	Parrsborough, N.S.	"	8 00
1338	" 6.	John Kerney	"	"	"	8 00
1339	" 6.	Edgar Nelson Card.	"	Burlington, N.S.	"	8 00
1340	" 10.	John Alonzo Smith	Mate.....	Melocheville, Que.	Kingston.....	4 00

## Steamboat Inspection.

### List of Certificates of Competency granted to Masters and Mates, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1894.					\$ cts.
1341	Mar. 10.	Alfred Mailhot	Master	Sorel, Que.	Quebec	8 00
1342	" 12.	James Wm. Troup	"	Nelson, B.C.	Victoria	8 00
1343	" 12.	Joseph Sharon	"	Windsor, Ont.	St. Catharines	8 00
1344	" 12.	John O. Williams	"	Victoria, B.C.	Victoria	8 00
1345	" 13.	Jean Baptiste Masson	"	St. Thomas, Que.	Quebec	8 00
1346	" 13.	Jean Fortier	"	Sauven, Que.	"	8 00
1347	" 13.	James Crawford	"	Wolf Island, Ont.	Kingston	8 00
1348	" 13.	Henry A. Smith	Mate	Owen Sound, Ont.	St. Catharines	4 00
1349	" 13.	Henry Watters	Master	St. John, N.B.	St. John	8 00
1350	" 13.	George Lester Ward	"	"	"	8 00
1351	" 14.	Richard Belcraft	"	Penetanguishene, Ont.	Toronto	8 00
1352	" 14.	John McIntyre	"	Presque Isle, Ont.	St. Catharines	8 00
1353	" 14.	John Richard Beard	"	Merritton, Ont.	"	8 00
1354	" 15.	Edmund Hefler	"	Halifax, N.S.	Halifax	8 00
1355	" 19.	Charles Alex. Pace	"	St. John, N.B.	Fred-ricton	8 00
1356	" 19.	Charles J. Clark	"	Collingwood, Ont.	St. Catharines	8 00
1357	" 20.	Walter Elmer Masson	"	Parrsborough, N.S.	St. John	8 00
1358	" 20.	Herbert Riley Nicholas	"	"	"	8 00
1359	" 20.	Eber Brinton	"	Port Lorne, N.S.	"	8 00
1360	" 21.	John Henry Longmire	"	Annapolis, N.S.	"	8 00
1361	" 22.	Eugène Fortin	Mate	St. Valier, Que.	Quebec	4 00
1362	" 22.	George Allen Symes	Master	Sarnia, Ont.	St. Catharines	8 00
1363	" 24.	Archille Bernier	"	St. Joseph de Lévis, Que.	Quebec	8 00
1364	" 24.	Alphonse Lepine	"	Pointe Clair, Que.	"	8 00
1365	" 24.	Charles W. Starkey	"	St. John, N.B.	St. John	8 00
1366	" 27.	James Thos. Jackson	Mate	Hamilton, Ont.	St. Catharines	4 00
1367	" 27.	Ralph Clark	"	Collingwood, Ont.	"	4 00
1368	" 29.	Heman Kenney Hersey	"	Yarmouth, N.S.	St. John	4 00
1369	" 29.	Garrett D. Belyea	Master	Wickham, N.B.	"	8 00
1370	" 29.	John Peter Bullick	Mate	Chatham, N.B.	"	4 00
1371	" 29.	Joseph Granville	Master	Southampton, Ont.	St. Catharines	8 00
1372	" 29.	Eldridge Fulton	"	New Westminster, B.C.	Victoria	8 00
1373	" 29.	Charles Barnes	Mate	Victoria, B.C.	"	4 00
1374	" 30.	Alexander McLellan	"	Southampton, Ont.	St. Catharines	4 00
1375	" 30.	Thomas Wesley Spragg	Master	Springfield, N.B.	"	8 00
1376	" 30.	David Cox	"	Indiantown, N.B.	St. John	0 00
1377	April 2.	Edmund Larochele	"	St. Michel, Que.	Quebec	8 00
1378	" 4.	George Louis Lamothe	"	Mattawa, Ont.	Kingston	8 00
1379	" 5.	Harry Eagles	"	Chatham, N.B.	St. John	8 00
1380	" 6.	Duncan McDougall	"	Port Colborne, Ont.	St. Catharines	8 00
1381	" 11.	George Stalker	"	Collingwood, Ont.	"	8 00
1382	" 11.	James Archibald Johnston	Mate	Young's Point, Ont.	Kingston	4 00
1383	June 5.	Norbert Heyneman	Master	Lanoraie, Que.	Quebec	8 00
1384	" 18.	James Ganley	"	Collingwood, Ont.	St. Catharines	8 00
1385	" 13.	Thos. Henry Bergeron	"	Dobell's Cove, Que.	Quebec	8 00
1386	" 13.	Gabriel Picard	"	St. Roch, Que.	"	8 00
1387	" 13.	Cornelius Dacey	Mate	St. Catharines, Ont.	St. Catharines	4 00
1388	" 16.	Wm. Malcolm	"	Toronto, Ont.	"	4 00
1389	" 16.	William Hendery	Master	Windsor, Ont.	"	8 00
1390	" 16.	William Waggoner	Mate	Chatham, Ont.	"	4 00
1391	" 16.	Charles Octave Claret	Master	St. Michel, Que.	Quebec	8 00
1392	" 17.	Fredk. M. Belyea	Mate	Wickham, N.B.	St. John	4 00
1393	" 17.	Hugh McIntyre	Master	Toronto, Ont.	St. Catharines	8 00
1394	" 18.	Charles E. Coones	"	Port Dalhousie, Ont.	"	8 00
1395	" 20.	Fredk. Smith	Mate	Hamilton, Ont.	"	4 00
1396	" 20.	François Fortin	Master	Lévis, Que.	Quebec	8 00
1397	" 23.	Alexander Macaulay	Mate	Southampton, Ont.	St. Catharines	4 00
1398	" 24.	Ralph N. Hogan	Master	Young's Cove, N.S.	St. John, N.B.	8 00
1399	" 26.	Andrew E. Hicks	Mate	Milford, Ont.	Kingston, Ont.	4 00
1400	" 26.	Johann Sequardur	Master	Selkirk, Man.	Winnipeg	8 00
1401	" 27.	Frank W. Kingston	"	Port Colborne, Ont.	St. Catharines	8 00
1402	July 1.	Joseph Beault	"	Sorel, Que.	Quebec	8 00
1403	" 1.	Hiram Thos. Giggey	Mate	Millidgeville, N.B.	St. John	4 00
1404	" 4.	Saml. Savageau	Master	Montreal, Que.	Quebec	8 00

## List of Certificates of Competency granted to Masters and Mates, &amp;c.—Concluded.

Number of Certificates.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1894.					\$ cts.
1405	May 4.	Stephen Paul.	Master.	Sorel, Que.	Quebec.	8 00
1406	" 4.	Chas. J. Smith.	"	Toronto, Ont.	St. Catharines.	8 00
1407	" 8.	Henry McSherry.	Mate.	"	"	4 00
1408	" 9.	Albert J. Gould.	Master.	Lachine, Que.	Kingston	8 00
1409	" 10.	Patrick John Holden.	"	Quebec.	Quebec.	8 00
1410	" 10.	Esdras Bernier.	"	Lotbinière, Que.	"	8 00
1411	" 14.	Robert William White.	"	Millidgeville, N. B.	St. John.	8 00
1412	" 14.	Francis W. Bridges.	"	Rat Portage, Ont.	Winnipeg.	8 00
1413	" 15.	Alphonse Manarque.	"	Sorel, Que.	Ottawa.	8 00
1414	" 15.	Opiade Dubois.	"	Mattawa, Ont.	Kingston.	8 00
1415	" 15.	Samuel Norris.	"	Keewatin, Ont.	Winnipeg.	8 00
1416	" 16.	Honoré Larose.	"	St. Thomas, Que.	Quebec.	8 00
1417	" 23.	Harry Freak Bishop.	"	Victoria, B. C.	Victoria.	8 00
1418	" 23.	Théodule Proulx.	"	St. Redemption, Que.	Quebec.	8 00
1419	" 23.	John Guy Adams.	"	Oak Bay, Que.	"	8 00
1420	" 23.	Sylvanus Richards.	"	Arnprior, Ont.	Ottawa.	8 00
1421	" 23.	James Chas. Merchant.	"	Pembroke, Ont.	"	8 00
1422	" 23.	Adolph Richard.	"	Contrecoeur, Que.	Quebec.	8 00
1423	" 28.	Isaac Smith, Jr.	"	Quyong, Que.	Ottawa.	8 00
1424	" 28.	Emile Bourman.	"	Arnprior, Ont.	"	8 00
1425	" 30.	John L. McDonald.	"	Campbelltown, N. B.	Quebec.	8 00
1426	June 1.	Joseph A. Irvin.	"	Tidnish, N. S.	Halifax.	8 00
1427	" 1.	William Roberts.	"	Canso, N. S.	"	8 00
1428	" 5.	Peter Christianson.	"	West Selkirk, Man.	Winnipeg.	8 00
1429	" 5.	William Bartley.	"	Fort Francis.	"	8 00
1430	" 5.	John Dalsted.	"	West Selkirk.	"	8 00
1431	" 5.	Arthur Derry.	"	United States.	"	8 00
1432	" 5.	Louis Lalais.	"	Rat Portage, Ont.	"	8 00
1433	" 5.	Hiram F. Kendall.	"	"	"	8 00
1434	" 5.	Archilles Jolin.	"	St. Illigno, Que.	"	8 00
1435	" 5.	John S. Whiting.	"	Rat Portage, Ont.	"	8 00
1436	" 6.	Richard S. Fisher.	"	West Selkirk, Man.	"	8 00
1437	" 6.	Arthur E. Johnson.	"	"	"	8 00
1438	" 6.	Frederick Mongrain.	"	Rat Portage, Ont.	"	8 00
1439	" 6.	John Bell.	"	Selkirk, Man.	"	8 00
1440	" 6.	Roderick McRitchie.	"	Rat Portage, Ont.	"	8 00
1441	" 6.	David Bridges.	"	West Selkirk, Man.	"	8 00
1442	" 11.	Archelaus P. Belyea.	Mate.	St. John, N. B.	St. John.	4 00
1443	" 11.	Wm. Benj. McKendry.	Master.	Arnprior, Ont.	Ottawa.	8 00
1444	" 13.	George L. Berry.	Mate.	Advocate Harbour, N. S.	St. John.	4 00
1445	" 13.	Wm. Julian.	Master.	Port Dalhousie, Ont.	St. Catharines.	8 00
1446	" 14.	George T. Dunn.	"	Owen Sound, Ont.	"	"
1447	" 15.	John Andrew Mayers.	Mate.	Tangier, N. S.	"	4 00
1448	" 15.	David Kemaghan.	"	Lakeport, Ont.	"	4 00
1449	" 15.	Thomas Stewart.	Master.	Arnprior, Ont.	Ottawa.	8 00
1450	" 15.	Napoléon Mercier.	"	Montmorcency, Que.	Quebec.	8 00
1451	" 18.	Edward Glavin.	"	Yarmouth, N. S.	St. John.	8 00
1452	" 21.	Philippe Croteau.	"	Ste. Emilie, Que.	Quebec.	8 00
1453	" 22.	Maurice Sage.	Mate.	Mackey's Station, Ont.	Ottawa.	4 00
1454	" 22.	John Stevens.	Master.	Gimli, Man.	Winnipeg.	8 00
1455	" 22.	Albert E. Isherwood.	"	Rat Portage, Ont.	"	8 00
1456	" 22.	Thos. E. Pollock.	"	West Selkirk, Man.	"	8 00
1457	" 25.	Robert Calder.	"	Fort Francis.	"	8 00
1458	" 25.	Alfred M. Wright.	"	Collingwood, Ont.	St. Catharines.	8 00
1459	" 25.	Douglas LeBrun.	"	Rat Portage, Ont.	Winnipeg.	8 00
1460	" 25.	Geo. W. Sutherland.	"	Welland, Ont.	St. Catharines.	8 00
1461	" 27.	Chas. Eveleigh.	"	Port Carling, Ont.	"	8 00
1462	" 27.	Thomas Madrass.	"	Annapolis, N. S.	St. John.	8 00
1463	" 27.	Joseph Tranchmontagne.	"	Collins Inlet.	St. Catharines.	8 00
1464	" 27.	George D. Stinson.	"	Fort Francis.	Winnipeg.	8 00
1465	" 27.	Anthony J. Anderson.	"	West Selkirk, Man.	"	8 00
1466	" 27.	William L. Murphy.	Mate.	Pembroke, Ont.	Kingston.	4 00
1467	" 30.	William H. Quinn.	Master.	Hunter's Point, Ont.	Ottawa.	8 00

# Steamboat Inspection.

List of Service Certificates granted to Masters and Mates of Inland and Coasting Vessels during the year ended 30th June, 1894.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1893.					\$ cts.
3058	July 5.	Nelson W. Allen	Master.	Bayfield, N. B.	Pictou.	4 00
3059	" 18.	William W. Turnbull.	Mate.	South Bay, Ont.	Kingston.	2 00
3060	" 18.	William Burke	Master.	Lindsay, Ont.	"	4 00
3061	" 24.	Alexander Melancon.	"	Port Gilbert, N. S.	Pictou.	4 00
3062	" 25.	Embry Paul.	Mate.	Parrsboro', N. S.	Parrsboro'.	2 00
3063	" 25.	Joseph Cloutier	Master.	Penetanguishene, Ont.	St. Catharines.	4 00
3064	" 27.	Arthur Lockhart.	Mate.	Port Greville, N. S.	Parrsboro'.	2 00
3065	Aug. 7.	Neil McKay.	"	Port Arthur, Ont.	St. Catharines.	2 00
3066	Sept. 12.	Thomas Fegan.	"	Pictou, Ont.	Kingston.	2 00
3067	" 14.	Joseph Norbert Godin	Master.	Rat Portage, Ont.	Toronto.	4 00
3068	" 22.	William B. Heighton	"	River John, N. S.	Pictou.	4 00
3069	" 22.	Edward Charles.	Mate.	Kingston, Ont.	Kingston.	2 00
3070	" 27.	John T. Martell.	Master.	Main à Dieu, N. S.	Main à Dieu.	4 00
3071	" 27.	John George Dawson.	"	Pictou, N. S.	Pictou.	4 00
3072	" 30.	Lawrence McDonald.	"	Newcastle, N. B.	Chatham.	4 00
3073	" 30.	Matthew Russell	"	"	"	4 00
3074	" 30.	Ephraim Steele.	"	Chatham, N. B.	"	4 00
3075	" 30.	Alexander McLean.	"	Black Brook, N. B.	"	4 00
3076	" 30.	Timothy W. Crocker.	"	Newcastle, N. B.	"	4 00
3077	" 30.	Thomas Haviland.	"	Chatham, N. B.	"	4 00
3078	" 30.	Alexander R. Goodfellow.	"	"	"	4 00
3079	Oct. 2.	Ernest H. Haviland	"	"	"	4 00
3080	" 2.	David Samuel Betts	"	Millerton, N. B.	"	4 00
3081	" 2.	Robert Parker Whitney.	"	North Esk, N. B.	"	4 00
3082	" 2.	Charles Call.	"	Newcastle, N. B.	"	4 00
3083	" 2.	John Curry	"	Halifax, N. S.	Halifax.	4 00
3084	" 13.	Edward Walsh	Mate.	Murray Harbour, P. E. I.	Pictou.	2 00
3085	" 13.	George Clarke.	Master.	Victoria, P. E. I.	Charlottet'wn.	4 00
3086	" 24.	John Russell.	"	Newcastle, N. B.	St. John.	4 00
3087	" 26.	Hiram Hobbs.	"	Charlottetown, P. E. I.	Pictou.	4 00
3088	" 26.	William Oliver.	"	Canso, N. S.	Halifax.	4 00
3089	" 27.	Peter Clark	"	St. John, N. B.	St. John.	4 00
3090	" 30.	John Clark.	"	"	"	4 00
3091	Nov. 2.	William Knox.	"	Fredericton, N. B.	"	4 00
3092	" 2.	Amos Edwin Bakter.	"	Canning, N. S.	Kentville.	4 00
3093	" 2.	George Garrity.	"	Fredericton, N. B.	St. John.	4 00
3094	" 2.	Frederick H. Nice.	"	St. John, N. B.	"	4 00
3095	" 2.	Matthew Dunn.	"	Summerside, P. E. I.	Charlottet'wn.	4 00
3096	" 7.	James Warnock.	"	St. John, N. B.	St. John.	4 00
3097	" 6.	Peter Henry Gasler.	"	Halifax, N. S.	Halifax.	4 00
3098	" 6.	Murdoch McKeegan.	"	"	"	4 00
3099	" 11.	James Holly.	"	St. John, N. B.	St. John.	4 00
3100	" 6.	Shubael S. Carvell.	"	"	"	4 00
3101	" 6.	John Martin	"	Dartmouth, N. S.	Halifax.	4 00
3102	" 6.	Louis Hefer.	"	Halifax, N. S.	"	4 00
3103	" 6.	James Mechan.	"	"	"	4 00
3104	" 6.	Denis Coholan.	"	St. John, N. B.	St. John.	4 00
3105	" 7.	James Martin.	"	Dartmouth, N. S.	Halifax.	4 00
3106	" 11.	Nelson Fairchild.	"	Georgetown, P. E. I.	Charlottet'wn.	4 00
3107	" 13.	Samuel Mills.	"	Grenville Ferry, N. S.	Halifax.	4 00
3108	" 13.	Christian Nelsen.	"	Dartmouth, N. S.	"	4 00
3109	" 14.	George B. Milne.	"	Kingston, Ont.	St. Catharines.	4 00
3110	" 14.	Alfred McDaniel.	"	Sherbrooke, N. S.	Halifax.	4 00
3111	" 14.	Charles W. Shields.	"	Maugerville, N. B.	St. John.	4 00
3112	" 16.	Christopher C. McLean.	"	Chatham, N. B.	"	4 00
3113	" 16.	William Murdoch.	"	Sherbrooke, N. S.	Halifax.	4 00
3114	" 20.	James W. Gordon.	"	North Sydney, N. S.	Sydney.	4 00
115	" 21.	Joshua D. Colwell.	"	Cambridge, N. S.	St. John.	4 00
3116	" 24.	George L. Banks.	"	Barrington, N. S.	Barrington.	4 00
117	" 24.	James T. Norris.	"	Dartmouth, N. S.	Halifax.	4 00
118	" 24.	John Smith.	"	Georgetown, P. E. I.	"	4 00
119	Dec. 4.	John D. Reid.	"	Cardinal, Ont.	Kingston.	4 00
3120	" 4.	Charles E. Smith.	"	Sambro, N. S.	Halifax.	4 00



## LIST of Service Certificates granted to Masters and Mates, &amp;c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1893.					\$ cts.
3121	Dec. 4.	Jacob Pollard	"	Buctouche, N.B.	Charlottet'wn.	4 00
3122	" 4.	Oliver Rames	"	Port Perry, Ont.	Kingston.	4 00
3123	" 7.	William M. Snow	"	Crapaud, P.E.I.	Summerside	4 00
3124	" 7.	John Moore.	"	St. John, N.B.	St. John.	4 00
3125	" 21.	Daniel V. Kenney.	"	Cape Island, N.S.	Halifax.	4 00
3126	" 22.	Constant C. Church	"	Chester, N.S.	"	4 00
	1894.					
3127	Jan. 8.	Frank Hawes	Mate.	Halifax, N.S.	"	2 00
3128	" 8.	Charles W. Baird.	"	Parrsboro', N.S.	Parrsboro'.	2 00
3129	" 12.	Donald McDougall.	Master	Charlottetown, P.E.I.	Charlottet'wn.	4 00
3130	" 19.	William Delouchry.	"	Halifax, N.S.	Halifax.	4 00
3131	" 30.	Frederick W. Roberts.	Mate.	Parrsboro', N.S.	Parrsboro'.	2 00
3132	Feb. 3.	Charles Lohnes	Master	Canso, N.S.	Halifax.	4 00
3133	" 15.	John Carey.	Mate.	St. Catharines, Ont.	St. Catharines.	
3134	" 22.	Thomas Albert Wilson.	Master	Bridgewater, N.S.	Halifax.	4 00
3135	" 22.	John T. McLaine	"	Charlottetown, P.E.I.	Charlottet'wn.	4 00
3136	" 22.	Frederick Wallace.	Mate.	Hantsport, N.S.	Parrsboro'.	2 00
3137	" 28.	Edward Joyce.	"	Hamilton, Ont.	St. Catharines.	2 00
3138	" 28.	John Hefler.	Master	Halifax, N.S.	Halifax.	4 00
3139	" 28.	Amos E. Baxter.	"	Canning, N.S.	Canning	4 00
3140	Mar. 2.	Archibald McDougall	"	Charlottetown, P.E.I.	Charlottet'wn.	4 00
3141	" 2.	Henry M. Bell.	"	New London, P.E.I.	"	4 00
3142	" 6.	John Thos. Bowser	Mate.	Musquodoboit Hbr., N.S.	Halifax.	2 00
3143	" 6.	William Foran.	Master	Quebec	Quebec.	4 00
3144	" 13.	Jean B. Danville.	"	"	Quebec.	4 00
3145	" 13.	Gardiner Boyd	"	Toronto, Ont.	Toronto	4 00
3146	" 14.	William Lambert	"	Point Lévis, Que.	Quebec.	4 00
3147	" 14.	John H. Warner	"	Quebec	"	4 00
3148	" 14.	Daniel A. Gough.	Mate.	Parrsboro', N.S.	Parrsboro'.	2 00
3149	" 16.	Eber B. Hatfield.	"	Port Greville, N.S.	"	2 00
3150	" 16.	James Fitzgerald.	Master	Quebec	Quebec.	4 00
3151	" 16.	Hyacinthe Beaulieu	"	Lévis, Que.	"	4 00
3152	" 19.	Michael Livingston.	"	Bronte, Ont.	Toronto	4 00
3153	" 19.	Walter S. Kennedy.	"	Quebec	Quebec	4 00
3154	" 21.	Francis Weston	"	Kingston, N.B.	Richibucto.	4 00
3155	" 29.	Daniel Crimmin	"	Chatham, N.B.	St. John.	4 00
3156	" 30.	Adolphe Richard	"	Contrecoeur, P.Q.	Quebec	4 00
3157	" 30.	James King	Mate.	Oakville, Ont.	Ottawa.	2 00
3158	" 30.	Angus Ross.	Master	Stanley Bridge, P.E.I.	Charlottetown	4 00
3159	" 30.	Fred A. Robinson	"	Digby, N.S.	D'gby	4 00
3160	" 30.	Joseph Ryan	"	Charlottetown, P.E.I.	Charlottetown	4 00
3161	" 30.	Melbourne Cook	"	Harbourville, N.S.	Kentville.	4 00
3162	April 2.	Alexander Mitchell.	Mate.	Kingston, Ont.	Kingston	2 00
3163	" 3.	Walter E. Thomas.	"	Bronte, Ont.	Ottawa	2 00
3164	" 4.	Archille Boucher.	Master	L'Islet, P.Q.	Quebec	4 00
3165	" 4.	John D. McDonald	"	Pinette Bridge, P.E.I.	Charlottetown	4 00
3166	" 16.	James Wintlop.	Mate.	Halifax, N.S.	Halifax.	2 00
3167	" 16.	James Wise	Master	South Shore, P.E.I.	Charlottetown	4 00
3168	" 16.	Frederick Beers	"	Charlottetown P.E.I.	"	4 00
3169	" 23.	Robert Merriam	"	Port Greville, N.S.	Parrsboro.	4 00
3170	" 13.	James Howden.	"	Sorel, P.Q.	Quebec	4 00
3171	" 26.	Frederick Thos. Hooper.	"	Rat Portage, Ont.	Rat Portage.	4 00
3172	" 26.	Thos. Fitzgerald.	"	Quebec	Quebec.	4 00
3173	" 27.	James A. Striker.	"	St. Catharines, Ont.	St. Catharines.	4 00
3174	" 30.	Albert Long	"	Richibucto, N.B.	Ottawa.	4 00
3175	May 1.	Adolphus Dupuis	Mate.	Carrillon, P.Q.	"	2 00
3176	" 4.	Timothy Depew	"	Chatham, Ont.	St. Catharines.	2 00
3177	" 7.	Joseph G. Baker.	Master	Charlottetown, P.E.I.	Charlottetown	4 00
3178	" 9.	Ambrose Goulet	"	Lachine, P.Q.	Kingston.	4 00
3179	" 23.	John McLeod	"	Charlottetown, P.E.I.	Charlottetown	4 00
3180	" 26.	Charles Wm. Harrington.	Mate.	Parrsboro, N.S.	Parrsboro.	2 00
3181	" 31.	John Mason	"	New Glasgow, N.S.	Pictou	2 00

## Steamboat Inspection.

LIST of Service Certificates granted to Masters and Mates, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1894.					\$ cts.
3182	June 1..	Benedict Haines.....	Master.....	Richibucto, N.B.....	Ottawa.....	4 00
3183	April 12..	Joseph Bernier.....	".....	Morrisburg, Ont.....	Kingston.....	4 00
3184	June 8..	Alexander F. Gardiner.....	".....	Dundee, P.Q.....	Ottawa.....	4 00
3185	" 15..	Michael Delaney.....	".....	Quebec.....	Quebec.....	4 00
3186	" 20..	Louis Tremblay.....	".....	Murray Bay.....	".....	4 00
3187	" 21..	Jefferson D. Gardiner.....	".....	Charlottetown, P.E.I.....	Charlottetown.....	4 00
3188	" 22..	Angus Mathison.....	".....	Gore Bay.....	St. Catharines.....	4 00
3189	" 27..	Jacques Bernier.....	".....	Portneuf, P.Q.....	Quebec.....	4 00
3190	" 27..	Jean B. E. Labrousche.....	".....	Montreal, P.Q.....	".....	4 00
3191	" 27..	Fredk. W. Foreshew.....	".....	Little Current, Ont.....	St. Catharines.....	4 00
3192	" 27..	Henry Perault.....	".....	Parry Harbour, Ont.....	".....	4 00

APPENDIX No. 61.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian waters, and to Canadian Sea-going Vessels in other waters, for the six months ended 30th June, 1894.

Date of Casualty.	Name of Ship.	Age of Ship	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives Lost and Saved.	Remarks.
1894.		Yrs								\$
Mar. 17	Archer	18	Liverpool, G.B.	Barque, iron, sail.	765	Victoria, B.C., to Portland, Oregon.	North Pacific	Vessel was found abandoned on the west coast of Vancouver Island.	2	Loss unknown.
Apr. 11	Argenta	4	Parrsboro N.S.	Barque, wood, sail.	588	Port Spain, Trinidad, to New York, U.S.	West Indies, South Atlantic Ocean.	Vessel was driven amongst the shoals in a heavy gale.		Partial loss. 450
May 6	Acacia	7	Lunenburg, N.S.	Schr., wood, sail.	117	Boston, U.S., to St. John's, Nfld.	Mud Island, U.S.	Vessel was carried out of course by a strong current and stranded.		" 2,000
" 28	Alta	14	Halifax, N.S.	" "	167	Wallace, N.S., to New York.	West Reef, Gulf of St. Lawrence.	Vessel got off her course owing to a very dense fog.		Total loss. 2,500 Cargo. 1,400
Apr. 5	Avonmore	12	Windsor, N.S.	Barque, wood, sail.	1,389	Havana, Cuba	South Pacific Ocean.	Vessel damaged in storm and condemned as a total wreck.		Total loss. 1,500
Feb. 10	Bessie E. Crane	9	Parrsboro N.S.	Schr., wood, sail.	185	Havana, Cuba, to Fernandian, Florida.	Reef, S. E. Key, West, U.S.	Vessel was carried on reef by a strong current.		" 3,500
May 13	Bertha H.	4	Windsor, N.S.	" "	124	Halifax, N.S., to Summerside, P.E.I.	Gardwin Island, Cape Breton, N.S.	On account of poor anchoring ground the vessel dragged her anchors.		Partial loss. 300
Jan. 12	Clayola	4	"	" "	123	Canning, N.S., to Jacksonville, Fla.	Lat. 34° 05' Long. 65° W., Atl. Ocean.	Heavy sea swept over her deck and she was injured generally.		" 600
Mar. 5	Clara J. Wilbur	10	Dorchester, N.B.	" "	195	Charleston, U.S., to Philadelphia, Pa.	Bay of Jamaica	Vessel dragged her anchor and stranded in a gale.		" (Not known.)

# Steamboat Inspection.

Feb. 14	Curacao.....	22	Windsor, N.S.	Barque, wood, sail.	369	New York to Curacao. Entrance to harbour.....	Stranded	Total loss.	"
Apr. 3	C. Y. Gregory...	10	St. John, N.B.	Schr. wood, sail.	88	St. John to United States.	Near the Coast of Grand Manan, N.B. Vessel caught fire from lime and became a total wreck.	Cargo.	1,000 1,400
Mar. 6	Clifton.....	9	"	"	219	Porto Rico, S.W.I., to St. Stephen, N.B.	East end of San Domingo. Vessel stranded in bad weather.	Total loss.	8,000
Feb. ..	Deer Hill.....	3	"	"	341	Ardagh, Brazil, to New York, U.S.	Vessel struck on a bar while being towed.	Partial loss. (Not known.)	(Not known.)
June 19	Diadem.....	9	Lunenburg, N.S.	"	162	Porto Rico to Lunenburg.	Indian Island, off Lavigne Island.	Total loss. (Not known.)	(Not known.)
Feb. 3	Estella.....	3	Victoria, B.C.	Sloop, wood, steam.	5,717	Nanaimo, Discovery Passage.	Gulf of Georgia, B.C. Causes not known. Pieces of the wreck were found floating.	Total loss.	20,000
" 4	Ettie.....	7	St. John, N.B.	Schr. wood, sail.	124	New York to Cuba.....	Atlantic Ocean.....	Partial loss. (Not known.)	(Not known.)
" 26	Evolution.....	5	Parrsborough, N.S.	"	173	West Indies to Portland, Me.	"	Partial loss.	1,500
.....	Evangeline.....	10	Grenville.....	Wood, sail....	86	Bordeau to St. Pierre, Miquelon.	Stranded at Scatarie... Casualty caused by drift ice.	Total loss.	1,720
April 12	Energy.....	5	Parrsborough, N.S.	Schr. wood, sail.	98	St. John to Boston....	Off Cape Ann, U.S.A. Damaged in a snowstorm.	Partial loss.	2,000
June 7	Ellen May.....	21	Lunenburg, N.S.	"	60	Canso to Pictou.....	Off Little Harbour, Pictou Co., N.S. Stranded in fog and high wind.	Total loss.	800
" 8	Eliza B.....	.....	Arichat, N.S.	"	40	Baddeck to Sydney, N.S.	Sydney Harbour, C.B. Foundered.	"	500
Mar. 5	Eventide.....	1	Windsor, N.S.	"	.....	St. Vincent to St. Thomas.	Fifty miles west of Guadalupe. Vessel dismasted in a storm.	Partial loss.	2,500
Feb. 18	Falcon.....	7	New Westminster, B.C.	Sloop, wood, steam.	36	Victoria, B.C.....	Cormorant Bay, B.C. Dragged her anchor and drifted on shore.	"	(Not known.)
Jan. 31	Forest Holme.....	.....	Maryport.....	Schr. steel....	4,544	London to Liverpool, N.S.	North Atlantic Ocean. Struck a submerged wreck.	Loss. (Not known.)	(Not known.)
April 20	Florida.....	17	Yarmouth, N.S.	Barque, wood, sail.	100	Bermuda to Yarmouth.	West Cape, Fouchere, N.S. Stranded.	Total loss.	2,500
Jan. 11	Glenarchy.....	11	Halifax, N.S.	"	297	Bermuda to Halifax....	Cape Point, Cape Island, N.S. Parted her chains.....	"	9,000
April ..	Gladstone.....	.....	Parrsborough, N.S.	Schr. wood, sail.	150	Barbados to New York.	Barregrut Light, 6 miles sea. Heavy wind and rough sea.	Partial loss.	100
" 11	Gypsum King...	4	"	"	639	Windsor, N.S., to New Haven, Conn.	Between Grand Manan and Cape Cod. Damaged in a storm.	"	500
" 10	Harry.....	2	"	"	422	Walton, N.S., to New Haven, Conn.	Atlantic Ocean, American coast. Damaged in gale.	"	700
May 11	Hilda Maud.....	3	Lunenburg, N.S.	"	37	Halifax to North Bay, fishing.	Port Mulgrave, N.S. Collided with another vessel.	"	150
July 2	Haverton.....	11	London, Eng.	Iron, steamer.	.....	North Sydney, C.B., Montreal.	St. Croix Bay..... Vessel struck on a rock.	"	(Not known.)
Mar. 23	Icarus.....	19	Windsor, N.S.	Barque, wood, sail.	482	Rosario, S. A., to New York.	West Indies..... Sprung a leak through stress of weather.	Partial loss.	1,729
" 7	James L. Harvey.	14	Pictou, N.S.	Barque, wood, sail.	959	Liverpool, G.B.....	Between Mantozas and Key West. Collision.....	"	3,500

STATEMENT OF WRECKS and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound for.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1894		Yrs								\$
June 15	J. B. Homon	5	St. John, N.B.	Schr., wood, sail.	299	St. John, N.B., to New port.	Atlantic Ocean	Rough weather cause of casualty.		Par. loss (unknown). Cargo. 250
April 14	Keewaydin	5	Parrsboro', N.S.	" "	187	Antigua to Boston, Mass.	" "	Damaged in gale.		Partial loss. 1,000
Feb. 26	Latona	13	St. John, N.B.	Barque, wood, sail.	948	New York, Junin, to New York.	South Pacific Ocean	Bad weather cause of casualty.		" (unknown).
Jan. 13	Larnica		Windor, N.S.	Ship, wood, sail.	1,403	Sharpness, Eng., to Boston, Mass.	North Atlantic			" 800
Mar. 26	Lotus	3	Pictou, N.S.	Barque, wood, sail.	596	Cardiff	" "	Foundered.		Total loss. 10,000
May 12	Lizzie Dyas	1	Parrsboro', N.S.	Schr., wood, sail.	113	Parrsboro' to Vineyard Haven.	Bay of Fundy	Collision.		Partial loss. 1,500
Jan.	Lord Lytton	18	St. John, N.B.	Ship, wood, sail.	1,264	Penarth to Santos.	North Atlantic Ocean	Not heard of after sailing.	18	Total loss. 12,500 Cargo. 6,000
April 3	Lizzie Burril		Yarmouth, N.S.	" "	1,185	Pensacola to Amster. dam.	English Channel	Slight damage to rigging.		Partial loss. 25
" 9	Merton	18	Parrsboro', N.S.	Schr., wood, sail.	61	Parrsboro' to River.	Near Apple River, Cumberland Bay, N.S.	Dragged her anchor.		Total loss. 500
Feb. 24	Mary E. Chapman	20	St. John, N.B.	Barque, wood, sail.	659	Herbert. Rotterdam to Tybee, Ga.	Storehouse Shoal, Ga.	Stranded in gale and became a total loss.		" 7,000
April 21	Moshwa	4	Windor, N.S.	Schr., wood, sail.	593	Bahia to Delaware Breakwater.	Off San Antonio, Brazil.	Foundered.		" 20,000
June.	Mary B.	14	Arichat, N.S.	" "	78	Arichat to Dalhousie.	Magdalen Islands	Stranded in wind and fog.		" 1,500 Cargo. 250
Feb.	Maggie M.	1	Halifax, N.S.	" "	143	Halifax, N.S., to Demerara.	Atlantic Ocean	Casualty caused by heavy gales.		Total loss. 8,000 Cargo. 5,467
Jan. 4	New City	16	St. John, N.B.	Ship, wood, sail.	1,393	St. John, N.B., to Liverpool, Eng.	" "	Damaged in gales and heavy sea to vessel and cargo.		Loss (not known).
Mar.	Nellie J. White.	2	Parrsboro', N.S.	Schr., wood, sail.	124	San Domingo to New York.	" "	Damaged in gale.		Partial loss. 300
"	Native	34	Halifax, N.S.	" "	52	Glace Bay to Halifax, N.S.	Cow Bay, Cape Breton, N.S.	Collision.		Total loss. (Not known.)
May 11	N. H. Upham	10	Parrsboro', N.S.	" "	46	Horton, N.S., to Boston, U.S.	Gangway Ledge, Lockland, Me.	Vessel struck by a squall and driven on a ledge.		Total loss. 800

## Steamboat Inspection.

"	11	Onora.....	4	Annapolis, N.S.	"	137	New York to Hayti.....	Atlantic Ocean.....	Vessel damaged in gale and rough sea.	Partial loss.	10
Mar.	34	Pearl.....	13	Windsor, N.S.	"	163	Bonaire to Vineyard Haven.	North of Cape Hat- teras.	Abandoned at sea in a sinking condition.	Total loss.	2,000
Apr.	9	Phoenix.....	11	Parrsboro', N.S.	"	396	Windsor, N.S., to New York.	Monhegan, American coast.	Vessel became leaky in a storm.	Partial loss.	1,600
"	11	Perfection.....	1	Parrsboro', N.S.	Barque, wood, sail.	569	Roswino to Falmouth for orders.	Atlantic Ocean.....	Casualty caused by a sudden squall.	Extent of loss not known.	
Feb.	26	Redbreast .....	19	St. John, N.B.	Schr., wood, sail.	30	Dipper Harbour (a fish- ing cruise).	Near Grand Manan, N.B.	Vessel struck on a ledge near the island.	Total loss.	400
Apr.	8	R. L. Lewis.....	3	Parrsboro', N.S.	"	325	Boston, Mass., to Hills- boro, N.B.	Atlantic Ocean.....	Damaged in gales.....	Cargo.	100
May	6	Ramleh.....	3	Liverpool.	Steel, steam.	1,666	St. Michael's to Syd- ney, C.B.	Ingonish, C.B.....	Touched ground.....	Partial loss. (Not known.)	350
Jan.	16	Ravola.....	11	Windsor, N.S.	Ship, wood, sail.	1,193	Java to Delagoa Bay .....	Lech Reef, Delagoa Bay, Africa.	Struck on reef.....	Total loss.	35,000
"	"	Robert J. Ed- wards.	"	(American).....	Schr., wood, sail.	"	"	South side Sable Is- land, N.S.	Vessel struck on a bar during a heavy snow storm.	Total loss. (Not known.)	"
Apr.	25	Ruth Palmer.....	17	Belfast.....	Barque, wood, sail.	906	Belfast to Miramichi.....	North Atlantic.....	Vessel struck iceberg and foundered.	Total loss.	2,500
Mar.	"	Star.....	13	Parrsboro' N.S.	Schr., wood, sail.	66	Parrsboro' to St. John, N.B.	Off Black Rock, Minas Gut.	The ice closed together and caught this vessel at the bow.	Partial loss	100
"	6	Scammell Bros.....	11	"	Barque, wood, sail.	1,218	Barbados to Ship Is- land.	Ship Island Flat.....	Went ashore in thick weather.	"	3,500
April	11	Schooner No. 4.....	1	"	Schr., wood, sail.	"	Parrsboro' to St. John.	West Head, St. John Harbour.	Vessel went on the rocks while being towed thro' the falls.	"	600
"	"	Surprise.....	10	"	"	60	Port Gilbert to Boston.	Grindstone Ledge, Me.	Damaged in gales.....	"	400
"	3	Schooner No. 3.....	1	"	"	431	Parrsboro' to St. John.	Navy Island, St. John, Harbour.	Stranded.....	"	2,000
May	27	Sarah Alice.....	4	Quebec.....	Egtr., wood, sail.	188	Cadiz to Arichat.....	600 miles from New- foundland.	Vessel damaged in a storm.	"	3,400
Jan.	11	Stadacona.....	9	Parrsboro' N.S.	Barque, wood, sail.	1,011	Cardiff to Monevideo.....	Bay of Biscay.....	"	"	2,800
Mar.	23	Severn.....	10	Charlottetown	Ship, wood, sail.	397	Cardiff to Falmouth, for orders.	South Atlantic.....	Casualty caused by heavy squall.	Extent of damage not known.	
"	25	Sirocco.....	3	P. E. I. St. John, N.B.	Schr., wood, sail.	298	Trinidad to New York.	North Atlantic Ocean.	Damaged in a gale of wind.	Partial loss	2,000
April	11	Tyrell.....	4	Lunenburg, N. S.	"	294	San Domingo to New York.	Atlantic Ocean.....	Damaged in gales.....	"	500
June	23	Union.....	3	"	"	78	Fishing.....	Chedabucto Bay, Ball Rock.	Struck on a rock owing to current and wind.	"	600
July	28	Vamoose.....	2	St. John, N.B.	"	348	Trinidad to New York.	Atlantic Ocean.....	Vessel met heavy gales and lost masts, &c.	"	2,900
April	18	Valetta.....	19	West Hatle- pool.	Schr., iron, steam.	874	Venarth to St. John's, Nfld.	50 miles east of Cape Shear, Nfld.	Casualty caused by ice.....	Total loss	30,000
Feb.	7	Wrestler.....	13	San Francisco.	Barque, wood, sail.	447	San Francisco to Vic- toria, B.C.	Constance Cove, B.C.....	Dragged both anchors.....	Partial loss (Not known)	

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Concluded.

Date of Casualty.	Name of ship.	Age of ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1894.		Yrs								
April 11	Wandrian . . . . .	11	Parrsboro, N.S.	Schr., wood, sail.	310	New York to Halifax.	50 miles e. n.-e. Nanset Light, Amr. coast.	Casualty caused by heavy gales.	Partial loss	\$ 1,200
June 7	William Taylor..	30	British.....	" "	43	Charlottetown to Sydney, C.B.	International pier, Sydney, N.S.	" "	"	1,000
July 5	W. H. Walters..	4	Lunenburg, N. S.	" "	90	Lunenburg to Canso.	Canso Harbour, N.S.	Struck and became leaky.	"	500

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels during the six months ended 30th June, 1894.

Steamboat Inspection.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1893.										
Nov. 3	Moneta	new	Annapolis, N.S.	Schr. wood,				Vessel picked up abandoned.		Extent of loss not known.
" 30	New Day	3	Parrsboro, N.S.	sail.	188½	Bahia, Delaware, to New York.	North Atlantic Ocean.	Vessel encounter'd heavy gales and rough sea.		Partial loss. 125
Dec. 5	Pefetta	3½	Windsor, N.S.	"	135	New York to St. John, N.B.	Between Chatham and Cape Cod.			" 600
Aug. 22	Crescent		Arichat, N.S.	"	2669	Souris, trading	Eastern Harbour, Parrsboro, N.S.	Vessel dragged anchors in heavy gales and wind.		Total loss. 600
Dec. 21	Donnacona	4	Windsor, N.S.	"	174	Kingsport, N. S., to Havana.	Cheticamp, N.S.	Stranded near Parrsboro in a heavy gale.		Partial loss. 2,500
Nov. 22	Forest	16	St. John, N.B.	Barque, wood,	720	St. John, N. B., to Glasgow, Scotland.	North Atlantic Ocean.	Casualty caused by bad weather and heavy sea.		Cargo " 2,800
Dec. 10	Amherst	27	Parrsboro, N.S.	Schr. wood,	99	Port William, N.S., to Boston, U.S.	Minas Basin, N.S.	Vessel sprung a leak and was condemned.		Total " 5,000
" 3	Carrie Easler	10	N.S.	sail.	154	Halifax to Demarara	Atlantic Ocean.	Vessel damaged in gales and heavy sea.		Total " 600
" 4	W. E. Young	11	Lunenburg, N.S.	"	93	Sydney, N.S., to Picton, N.S.	Victoria Pier, N.S.	Vessels damaged while lying at anchor.		Partial " 100
Mar. 4	Icarus	18	Windsor, N.S.	Barque, wood,	481	St. John to Barbados.	Gulf Stream, Atlantic Ocean.	Vessel damaged at sea and jettisoned part of cargo.		" 2,115
Dec. 6	Grand Master	7	St. John's, Nfld	Schr. wood,	72	St. Pierre to Bridge-water.	Entrance to Anticosti Harbour.	Vessel split main-sail and lost anchor.		Cargo loss. 206
Nov. 4	St. Mary	10	Port Hawkesbury, N.S.	"	15 02	Margaree, N. S., to Halifax, N.S.	Broad Cove, Inverness Co., N.S.	Vessel encountered rough weather.		Partial loss. 60
" 4	May Queen	14	Barrington N.S.	"	34	Aspy Bay to Ingonish.	Off Green Cove, N.S.	Vessel sprung a leak and foundered with a cargo of fish.		Total loss. 150
" 4	Maggie Thompson		Yarmouth, N.S.	Barque, wood,	555	Cienfuegos, Delaware, to Breakwater.	North Atlantic Ocean.	Foundered		Cargo. 1,500
" 4	F. C. Kimber	6	Lunenburg, N.S.	Schr. wood,	99-60	Lunenburg, N. S., to Halifax, N.S.	"	Foundered at sea with a cargo of sugar.		3,500
" 9	Edith	11	Weymouth, N.S.	"	52	Meteghan to Portland.	Munroe's Island, Me.	Vessel struck on Munroe's Island.		Total loss. 2,400
										Cargo loss. 6,000
										Total loss. 5,000
										Total loss. 8,000



SUPPLEMENT to the statement of Wrecks and Casualties to Sea-going Vessels, &c.—Concluded.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigg'd. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1893.										\$
Dec. 20	Helen.	20	Hawkesbury, N.S.	Schr., wood, sail.	19	Margaree, N. S. to Halifax, N.S.	Mouth of Margaree Harbour, N.S.	Vessel struck on bar.	.....	Partial loss. 200
Oct. 15	Walkire	16	Gaspé, Que.	"	35	Port St. Peters	Forkis Cove, Gulf of St. Lawrence.	Stranded	.....	Total loss. 700
Dec. 26	Phantom.	30	Victoria, B.C.	Tug, wood, steam.	32	Victoria, B.C.	Har's Channel.	"	.....	" 3,000
" 3	Rebecca.	12	Windsor, N.S.	Schr., wood, sail.	27	St. John, N. B.	Quasco Bay, N. B.	Vessel struck on a bar.	.....	Partial loss. 500
" 4	Shooting Star.	33	Arichat, N.S.	"	32	River Bourgeois to Halifax, N.S.	Beaver Head, east coast of Halifax, N.S.	Stranded in a thick snow storm.	.....	Cargo " 103
" 5	Fury	10	Parrsboro' N.S.	"	93	Joggins, N.S., to Annapolis, N.S.	Leitch's Cove, N. S., Bay of Fundy	Struck on a ledge in a snow storm.	.....	Partial loss 200
Aug. 22	Maria	23	Miramichi, N. B.	"	28	Chatham, N. B., to Shippegan.	Miramichi Bay, N. B.	Stranded	.....	Partial loss 300
Dec. 1	Lucerne	3	St. John, N.B.	"	125	New York to St. John	Baker's Island, Maine.	"	.....	Cargo " 50
" 12	N. H. Upham.	9	Parrsboro' N.S.	"	46	Parrsboro' N. S., to West Bay, N.S.	Partridge Island River, N.S.	"	.....	Total loss 6,000
Oct. 22	Annie Louisa.	17	Barrington, N.S.	"	40	Barrington to Cardigan to Barrington.	Northumberland Straits.	"	.....	Partial loss 200
Aug. 21	Lone Star	27	Halifax, N. S.	"	29	Cape Island to Lunenburg.	Swaines Point, Port Latour, N.S.	"	.....	Partial loss 800
Dec. 4	85.	33	Jersey	Barque, wood, sail.	139	Arichat to Jersey	Arichat Harbour, N.S.	Dragged her anchors and collided with wharf.	.....	Partial loss 300
" 4	Samuel Ober.	37	St. John, N.B.	Schr., wood, sail.	66	New Castle, N. B., to Charlottetown.	Richibucto Bay, N. B.	Stranded.	.....	Total loss 2,000
Sept. 27	Gatineau	31	Greenock	Barque, wood, sail.	1,165	Chatham, N.B., to fast.	Miramichi Bay.	"	.....	argo " 500
Oct. 29	Endrick	13	St. John, N.B.	"	313	St. John, N.B., to Coleraine Island.	Stranded in a squall.	.....	.....	Total loss 14,580
Nov. 18	Sarah Alice.	.....	Halifax, N.S.	Schr., wood, sail.	92	Halifax to Porto Rico.	Mouchar Bank, Turks Island.	Stranded	.....	Cargo " 5,000
April 18	Acsdia	18	Yarmouth, N.S.	Barque, wood, sail.	241	Florida to Lazua.	Reef, Gulf of Mexico.	"	.....	Total loss 2,500
									.....	Cargo " 1,900

## Steamboat Inspection

Aug. 21	L. C. Haley	2	Yarmouth, N.S.	Schr., wood, sail.	43	Parrsboro', N.S.	French Cross, King's Co., N.S.	"	Partial loss	300
Dec. 14	"Maid of the Mist"	1	Maitland, N.S.	"	74	Maitland, N.S., to St. John, N.B.	Phinney's Cove, Bay of Fundy, N.B.	Thick weather and storm.	Partial loss.	4,000
"	30 Lizzie B.	4	Parrsboro', N.S.	"	96	Parrsboro' to Boston.	Near the coast of Maine.	Vessel struck a ledge in low water.	"	165
"	Amos B.	17	Guysboro', N.S.	"	80	Guysboro', N.S., Halifax, N.S., to Guysboro', N.S.	Pearl's Beach, near the Lighthouse.	Stranded.	Total loss (not known.)	(not known.)
Nov. 5	Nellie Blanch	7	Parrsboro', N.S.	"	89	Portapique to St. John, N.B.	Portapique River, Minas Basin.	Stranded, tipped over and filled with water.	Partial loss.	800
Dec. 25	C. Y. Robbins	3	Yarmouth, N.S.	Ship, wood, sail.	1,708	Shanghai to New York	Tsugar Strait, one-mile below Mussett Pt.	Stranded in a snowstorm	Total loss (not known)	(not known)
"	Strathmuir	8	Maitland, N.S.	Barque, wood, sail.	1,175	Portland to Buenos Ayres.	Boca Channel to Buenos Ayres.	Stranded.	Partial loss (not known.)	(not known.)
Nov. 10	Treasure	10	Parrsboro', N.S.	Ship, wood, sail.	1,386	Montreal to Buenos Ayres.	Buenos Ayres to South America.	Collision.	Partial loss.	1,000
"	Ethel Goanville	13	"	"	110	New Bedford to St. John, N.B.	10 miles S. E. of Cape Elizabeth, U. S.	Damaged in a gale.	"	1,600
Oct. 16	Susie E. Smith	2	Lunenburg, N.S.	"	63	Port Choix, Nfld., to La Have, N.S.	Coast of Newfoundland, between Port Choix and Bonne Bay.	Vessel was dismasted in gale and became a wreck.	Total loss.	4,500
Dec. . .	True Love	16	Halifax, N.S.	"	30	Salmon River to Ecum Secum.	Rocky Point, N.S.	Misstayd on account of heavy sea.	Cargo "	400
June 28	Active	13	St. John, N.B.	"	73	Rockland, Me., to Beaver Harbour.	Grand Manan, Charlotte Co., N.B.	Stranded in fog.	Total loss.	900
Aug. 22	Hawk	2	Chatham, N.B.	"	10	Shippegan - fishing	Gulf of St. Lawrence.	Supposed to have capsized during a storm.	Cargo "	100
Dec. . .	Avon	17	Lunenburg, N.S.	"	49	Charlottetown to Halifax, N.S.	On a ledge on the north shore of Liscombe harbour.	Captain did not know the harbour.	Total loss.	800
Jan. 4	Adventure	1	"	"	55	Grand River to Halifax, N.S.	Souris, P. E. I.	Stranded.	"	500
Oct. 7	Montebello	26	Yarmouth, N.S.	"	95	Rockland, Me., to Salmon River.	to Gulf Island ledge	Stranded in fog.	Partial loss.	1,400
Aug. 22	Almeda	13	Parrsboro', N.S.	"	78	River Hebert, N.S., to St. John, N.B.	Downey's Cove, Cumberland Bay, N.S.	Stranded.	Total loss.	2,700
Dec. 5	Maud Pye	10	Moncton, N.B.	"	100	Moncton to Ports-mouth.	Bay of Fundy	Caught in gale.	Cargo.	1,000
Oct. . .	Island	"	Norway	"	"	"	Shediac Island Flats	Stranded.	Total loss.	1,400
"	4 James Dwyer	4	Gaspé, Que.	Ship, wood, sail.	94	Gaspé, Que., to St. John River.	St. John River	"	"	900
									(Unknown)	(Unknown)
									Total loss.	(Not known.)

STATEMENT of Wrecks and Casualties reported as having occurred in the Inland Waters of Canada during the 6 months ended 30th June, 1894.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1894.	Dauntless.	9	Ottawa, Ont.	Steamer, wood	216		Allumette Island, Que	Burned.		Total loss, 25,000 \$
Sept. 19	Myles.	12	Hamilton, Ont	" "	929	Fort William to Kingston.	St. Clair, River.	Collision.		Partial loss, 1,000
June	Ocean	21	St. Catharines, Ont.	" "	454	Montreal to Hamilton.	Sister Island Light, River St. Lawrence.		2	" 7,500
April	Truant.	5	Toronto, Ont..	" "	61	Collingwood to Spanish River.	Burnt Island, Georgian Bay.	Burned.		Total loss, 3,000

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred in the Inland Waters, &c.

1893.	St. Catharines.			Tug, wood, steamer.		Owen Sound.	Griffith Island, Georgian Bay.	Geor-Burned.		
	John Fraser.	6	Ottawa.	Steamer, wood	100	Lake Nipissing, Ont.	North Bay, Lake Nipissing.	Burned.	21	Total loss, (not known).

18 Victoria.

Sessional Papers (No. 12.)

A. 1895

# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE

YEAR ENDED 30th JUNE

1894

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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

1895

[No. 12—1895.] *Price 20 cents.*



## Postmaster General's Report.

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, P.C., LL.D., Earl of Aberdeen, Viscount Formartine ; Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland ; Viscount Gordon of Aberdeen, County of Aberdeen, in the Peerage of the United Kingdom ; Governor General of Canada and Vice-Admiral of the same, &c.*

MY LORD,—

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada for the year ended 30th June, 1894, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

ADOLPHE P. CARON,

*Postmaster General.*

POST OFFICE DEPARTMENT,  
OTTAWA, 2nd April, 1895



# Postmaster General's Report.

## SCHEDULE

Accompanying this Report are the following Statements therein referred to :—

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Postmaster General's Report.

REPORT  
OF THE  
DEPUTY POSTMASTER GENERAL  
1894

POST OFFICE DEPARTMENT,  
OTTAWA, 30th March, 1895.

To the Honourable Sir A. P. CARON, K.C.M.G.,  
Postmaster General.

SIR,—I have the honour to submit to you the accompanying returns and statements giving the details of the operations of the Canadian Post Office for the year ended the 30th of June, 1894.

There were in operation in the Dominion on the 30th of June, 1894, 8,664 Post Offices, being an increase of 187 as compared with the number in existence on the 30th of June, 1893.

The mail routes have been increased by the addition of 2,240 miles of new mail routes and the annual mail travel has been increased from 30,495,723 miles for the year ended 30th of June, 1893, to 30,851,179 miles for the year ended 30th of June, 1894.

TABLE showing the Number of Post Offices in operation, Extent of Mail Travel, estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended 30th June, 1894.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters and other Articles of Mail Matter posted in Canada during the Year ended 30th June, 1894.							Number of Closed Parcels for the United Kingdom and other Countries.		
	Number of Offices in Operation on 1st July, 1894.	Number of Miles of Post Route.	Annual Travel thereon.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Transient Newspapers and Periodicals, Book Packs, Circulars, Samples and Patterns, &c.	Number of Packets of Printers Copy, Photographs, Deeds, Insurance Policies, &c.		Number of Packets of 5th class matter, Ordinary Merchandise, open to Examination.	Number of Parcels by Parcel Post.
Ontario.....	3,102	20,088	13,585,960	57,750,000	15,625,000	1,790,000	3,900,000	14,750,000	1,080,000	550,000	203,000	6,500
Quebec.....	1,575	12,545	6,737,143	23,325,000	4,070,000	700,000	386,000	4,200,000	405,000	160,000	58,000	3,400
Nova Scotia.....	1,562	8,807	3,463,504	7,900,000	1,550,000	185,000	160,000	830,000	85,000	62,000	24,000	900
New Brunswick.....	1,146	5,623	2,761,575	5,520,000	1,010,000	133,000	150,000	750,000	80,000	43,000	16,000	600
Prince Edward Island.....	358	1,364	554,194	1,200,000	165,000	30,200	29,500	188,000	13,000	6,000	3,100	80
British Columbia.....	229	6,368	1,349,504	3,550,000	330,000	105,000	115,000	485,000	76,000	27,000	11,800	1,300
Manitoba and Northwest Territories.....	692	9,277	2,449,299	7,900,000	945,000	294,000	185,000	1,150,000	90,000	38,000	26,000	2,000
Totals.....	8,664	64,072	30,851,179	107,145,000	23,695,000	3,237,200	4,925,500	22,353,000	1,829,000	886,000	341,900	14,780

# Postmaster General's Report.

## RAILWAY MAIL SERVICE.

During the year ended 30th June, 1894, mail service was established on 507·20 miles additional railway lines as follows :—

Name of Railway.	Places between which new Railways have been used for mail purposes since June, 1893.	Miles.
<b>CANADIAN PACIFIC—</b>		
<i>Western Division.</i>		
Pipestone Section.....	Reston and Monteith Junction.....	31·30
Pasqua “ .....	Pasqua and North Portal.....	160·30
St. Jérôme Branch.....	Extension from St. Jérôme to Ste. Agathe des Monts.....	30·40
DRUMMOND COUNTY.....	Nicolet and St. Hyacinthe.....	64·
IRONDALE, BANCROFT AND OTTAWA.....	Gooderham and Grand Trunk Junction.....	17·
MONTREAL AND SOREL.....	St. Lambert and Sorel West.....	45·
NELSON AND FORT SHEPHERD.....	Kootenay and Waneta.....	55·20
NEW GLASGOW IRON, COAL AND RY. CO.....	Ferrona Junction and Sunny Brae.....	13·
OTTAWA, ARNPRIOR AND PARRY SOUND.....	Ottawa and Eganville.....	75·30
OTTAWA AND GATINEAU.....	Extension from Kazabazua to Wright.....	10·20
ST. LAWRENCE AND ARIDONDACK.....	Beauharnois and St. Stanislas.....	5·50
<b>Total.....</b>		<b>507·20</b>

## STATEMENT of distance travelled daily with mails on each Railway in Canada in June, 1894.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's servants.
		No. of Postal Cars on Road.	Distance travelled in Miles.	Distance in Miles.
Alberta.....	66·5			133·
Bay of Quinté.....	60	2	208	32
Boston and Maine.....	33·75	1	67·5	61·5
Canada Atlantic.....	152·7	1	156·5	503·4
Canada Coal and Railway Company.....	12			24
Canada Eastern.....	117			306
Canadian Pacific.....	6,571·2	48	12,659	6,355·16
Caracquet.....	65			88·33
Central Ontario.....	104	2	268	
Central Vermont.....	88·28	2	238·64	284·8
Columbia and Kootenay.....	28			56
Cumberland.....	32			74
Drummond County.....	64	1	128	
Elgin, Petitoodiac and Havelock.....	27			54
Erie and Huron.....	66	1	134	103
Esquimalt and Nanaimo.....	78	2	156	
Grand Trunk.....	2,913·84	54	7,926·20	9,437·88
Intercolonial.....	1,092	16	4,026	568
Irondale, Bancroft and Ottawa.....	17			34
Kent Northern.....	27			54
Kingston and Pembroke.....	104	2	208	61
Lake Erie and Detroit River.....	61·48	1	76	93·92
L'Assomption.....	3·5			14
Lower Laurentian.....	39			78
Maine Central.....	53			106
Manitoba and North-western.....	234·2	1	222·9	67·3
Michigan Central.....	355·8	3	622·56	180·60
Montreal and Sorel.....	45			90
Nelson and Fort Shepherd.....	55·2			110·4
New Brunswick and Prince Edward Island.....	36			72
New Glasgow Iron, Coal and Railway Company.....	13			26
New Westminster and Southern.....	24·3			48·6
Northern Pacific.....	210·4	1	185·5	89·6
Nova Scotia Central.....	74			166
Ottawa, Arnprior and Parry Sound.....	75·3	1	150·6	
Ottawa and Gatineau.....	55·7	1	115·4	
Pontiac Pacific Junction.....	59·3	1	118·6	
Prince Edward Island.....	207·8	2	234·2	358·2
Quebec Central.....	138	2	286	
Quebec and Lake St. John.....	241	2	313	48
Salisbury and Harvey.....	48	1	96	
Shore Line.....	82			164
St. Lawrence and Adirondack.....	5·5			40
Temiscouata.....	113	2	226	
The Thousand Islands.....	3·5			28
Windsor and Annapolis.....	130	1	260	198
Yarmouth and Annapolis.....	87	1	174	
Totals.....	14,170·25	152	29,256·60	20,208·69

# Postmaster General's Report.

## COMPARATIVE STATEMENT of Railway Mail Service in June, 1894, and June 1893.

Date.	Miles of Railway in Operation on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance travelled in Miles.		Daily.	Yearly.
In June, 1894.....	14,170	152	29,256	20,208	49,464	15,554,432
In June, 1893.....	13,703	150	29,825	18,063	47,883	15,579,488
	467	2	569	2,145	1,576	25,056

The additional number of miles of railway over which mails have been carried since last return is.....	507 20
Less the following decrease since June, 1893—	
Canadian Pacific Ry., Buckingham and Buckingham Junction....	4'
" " Perth and Toronto.....	5'40
" " St. Guillaume and Drummondville.....	22'04
Great Northern Ry., St. Jérôme and New Glasgow.....	8'01
	39'45
Actual increase.....	467'75

It will be observed as somewhat anomalous that though there has been an addition of 467.75 miles to the railway service during the past year, the number of miles travelled this year is less than the number under the same heading for last year by 25,056 miles. This is to be accounted for by the fact that on some of the longer routes, the frequency of the service has been diminished during the year. On the Canadian Pacific Railway for instance an extra train was run last year between Montreal and Moosomin to provide for the additional business in connection with the World's Fair at Chicago, and as a consequence the mileage of last year as compared with that of the year before showed an increase much beyond the average. The withdrawal of this train and the contraction of the train service on other lines, though they affect the mileage unfavourably have not lessened the efficiency of the general service to any extent ; and it is proper to say that the effect on the post office expenditure has been very slight. As mentioned in last year's report the arrangement with the Canadian Pacific Railway as regards its main line, and the Grand Trunk Railway respecting all its lines, enables the department to make use for mail service of all trains which the companies see fit to run, without additional compensation ; so that the only cost in connection with the use of additional trains is the service between the post offices en route and the railway stations.

The extensions in the service to be noted took place mainly in the North-west Territories and British Columbia. The utilizing of the line of railway between the United States border and Pasqua, on the main line of the Canadian Pacific Railway, marks an important point in the mail service of the North-west and British Columbia. This line brings our westerly provinces into close connection with the Western United States.

The building of the Nelson and Fort Sheppard Railway, which practically carries the Northern Pacific Railway system into the heart of the Kootenay District has put it in the power of this department to extend its service into a region, which owing to the mountainous character of its surroundings has been to all intents and purposes inaccessible from December until April of each year. Until last winter the correspondence for

this country was carried by pack horses from some point in the adjoining state of Washington, and the difficulties which lay in the way of a successful prosecution of the service in point of frequency and regularity deprived such arrangements as were made of nearly all their value. But that is not the only mode of inlet into this district now at the service of this department. During the last year a line has been built from Nakusp, a point on the Columbia River, about 65 miles south of Revelstoke, to New Denver, a prosperous mining settlement, which is connected by a stage line with Kaslo on Kootenay Lake; and another line is in course of construction from Revelstoke southward towards Nakusp. It is expected that when the connection with the Canadian Pacific Railway main line is secured this district will have as efficient a service as could be desired.

The floods on the Fraser and other rivers in British Columbia last spring obliged the department to suspend all its ordinary arrangements, and to press into service all such facilities as presented themselves for the conveyance of the mails for that country. Fortunately, however, the owners of the steamboats which were plying about the river placed these at the disposal of the department, and the inconvenience occasioned by the suspension of the regular service was not great.

Among the mail services established mention may be made of that from Pakan to Lac la Biche, by way of Saddle Lake and Whitefish Lake. This route is 120 miles long, and the outermost post office is 55 miles farther north than any other in North-western Canada. Its point of connection with the main line of the Canadian Pacific Railway is Calgary and the intervening routes, railway and stage, cover a distance of 404 miles.

Since the recent trip of inspection made in the Yukon country under the authority of the Interior Department, applications have been made to this department for the establishment of a mail service to that distant country. At present the miners, who are the only residents, have to depend for their correspondence on such chance trips as happen to be made by individuals to and from the camps, with all the uncertainties and delays of such a mode of transmission.

On the other side of the Dominion, a service has been established which is as yet only an experiment, but which may be attended with important results. Hitherto all mails for Prince Edward Island have been forwarded during the summer by way of Pointe du Chêne in New Brunswick, and Pictou in Nova Scotia, involving water trips of 45 miles and 60 miles respectively. This year in addition to those services mails were sent to and from Prince Edward island by way of Cape Tormentine, which is only nine miles from Cape Traverse on the Island; and before the winter changes in the Intercolonial Railway time-table, the gain in time was most encouraging. When the connections are equally close on all the routes the advantages of this route will be apparent from a consideration of the distances to be travelled. From Painsec Junction, the last point eastward common to the three routes, the distance to the island by way of Pointe du Chêne is 56 miles—11 by railway and 45 by water—the distance by way of Pictou is 234 miles, 174 by railway, 60 by water; that by way of Cape Tormentine is 67 miles, 58 by railway, 9 by water. In point of actual distance the Pointe du Chêne route has somewhat the advantage, but this is more than offset by the fact that the water travel is five times as great as that over the Cape Tormentine route. As the great bulk of the American correspondence for the island and all that of western Can-

## Postmaster General's Report.

ada must pass Painsec Junction, the importance of the new route in the transmission of this matter will be obvious.

It may be observed that the mail service of Canada has assumed such dimensions that a considerable increase may be afforded in postal facilities without any great augmentation of the cost. As evidence of this, attention is called to the fact that in opening 254 post offices last year, the new mail routes necessary aggregated only 1,005 miles, or an average of less than four miles for each office, though the three post offices already mentioned in the North-west Territories required 120 miles and there were others in Manitoba calling for an extension of 50 miles. According to last year's statistics the average number of miles of mail route to each post office in the Dominion was 7.2.

### ATLANTIC OCEAN MAIL SERVICE.

The contract with Messrs. H. & A. Allan, of the Montreal Ocean Steamship Company has again been renewed for one year from the 24th December, 1894.

The service during the year, 1894 has been performed in a very satisfactory manner by the "Parisian," "Sardinian," "Mongolian," "Laurentian" and "Numidian," of the Allan line, and "Labrador" and "Vancouver" of the Dominion line.

### PACIFIC OCEAN MAIL SERVICES.

The amount of correspondence passing between Canada and Japan and China, as shown by the following statement, continues to increase, and the performance of the service has in every respect been highly satisfactory.

STATEMENT showing the amount of Mail Matter passing between Vancouver, British Columbia, and the following Post Offices in China and Japan, for year ended 30th November, 1894.

Place.	Letters.	Weight.		News-papers.	Weight.		Miscellaneous.	Weight.		Parcels.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Yokohama.....	93,583	3,163	8	32,314	7,168	11	27,014	8,080	....	247	426	11
Hong Kong.....	46,561	2,866	1	9,104	1,702	15	7,377	2,211	11	5	15	8
Shanghai.....	17,793	1,108	....	4,875	1,162	10	2,337	820	14	....	....	....
Tokio.....	5,049	238	6	4,587	157	15	4,834	1,564	13	....	....	....
Amoy.....	328	14	14	10	12	13	1,616	241	2	....	....	....
Totals.....	163,314	7,390	13	50,890	10,205	0	43,178	12,918	8	252	442	3
Totals in 1892-93.	143,878	5,960	8	42,800	8,329	14	39,997	12,044	5	308	400	1
Increase.....	18,436	1,489	4	8,090	1,876	2	3,171	874	3	....	42	2

NOTE.—In addition to above, through-bags were forwarded to the places designated as follows:—Yokohama, 1,082; Hong Kong, 125; Shanghai, 149; Tokio, 308; Kobe, 116; Hakodate, 57; Nagasaki, 71.

The correspondence with the Australian colonies, as will be seen by the following statement, also shows a large increase in every class into which mail matter is divided.



STATEMENT showing the amount of Mail Matter passing between Vancouver, British Columbia, and the following Post Offices in Australia, including Honolulu and Suva, Fiji, for Year ended 30th November, 1894.

Place.	Letters.	Weight.		Newspapers.	Weight.		Books and Samples.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Sydney.....	48,317	1,847	7	75,428	16,773	7	29,188	8,198	1
Melbourne.....	29,957	1,118	10	58,808	10,835	2	25,577	7,064	9
Brisbane.....	8,484	405	8	21,310	4,609	4	8,914	2,482	10
Honolulu.....	25,437	926	4	29,793	6,197	14	12,782	3,739	11
Adelaide.....	5,336	221	4	20,884	4,164	1	10,048	2,250	8
New Zealand.....	6,852	188	12	16,035	3,217	4	6,072	1,811	5
Suva, Fiji.....	911	33	11	1,634	195	11	235	50	6
Auckland.....	477	28	8	426	110	6	9	8	6
Tasmania.....	275	16	2	189	49	8	26	47	8
Way mail.....	129	11	8	19	5	12			
Totals.....	125,675	4,797	10	224,526	46,158	5	92,851	25,653	0

## WEST INDIAN SERVICE.

The amount of mail matter passing between Canada and the West Indian Islands, by Canadian steamships for year ended 30th November, 1894 was as follows :—

Letters, 11,203 ; papers, books, &c , 3,182 ; parcel post, bags and baskets, 135.

## FREE DELIVERY BY LETTER CARRIER.

ESTIMATE of Number of Letters, Post Cards and Newspapers delivered by Letter Carriers, under the Free Delivery System, for year ended 30th November, 1894.

Office.	Post Cards.	City Letters.	Registered Letters.	Other Letters.	Post Cards and Letters.	Newspapers.	Post Cards Letters and Newspapers.	CARRIERS.	
								Actual Deliverers.	Including Superintendents and Sorters.
Halifax.....	130,378	337,182	8,700	710,448	1,186,708	522,773	1,709,481	17	19
Hamilton ..	567,306	570,535	28,394	1,332,886	2,499,121	918,176	3,417,297	36	40
Kingston ...	203,228	196,451	13,114	644,976	1,057,769	582,749	1,640,518	9	10
London.....	357,324	275,089	25,923	1,051,924	1,710,260	727,193	2,437,453	23	29
Montreal....	1,074,849	3,074,919	137,905	4,059,595	8,347,268	3,224,956	11,572,224	96	112
Ottawa.....	322,288	385,473	39,579	1,119,292	1,866,632	1,412,975	3,279,607	35	40
Quebec.....	331,926	377,629	43,486	1,100,993	1,854,034	799,612	2,653,646	25	27
St. John....	211,054	186,084	8,367	752,552	1,158,057	744,182	1,902,239	22	24
Toronto.....	2,811,710	3,999,801	344,802	8,961,453	16,117,766	3,786,703	19,904,469	107	122
Victoria....	44,589	99,307	2,875	238,168	384,939	294,128	679,067	14	14
Winnipeg....	152,173	361,618	14,736	785,804	1,314,331	948,786	2,263,117	22	25
Total.....	6,206,825	9,864,088	667,881	20,758,091	37,496,885	14,062,233	51,459,118	406	462

# Postmaster General's Report.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1894.

## RECEIPTS.

	4 Cent Stamps.	1 Cent Stamps.	2 Cent Stamps.	3 Cent Stamps.	5 Cent Stamps.	6 Cent Stamps.	8 Cent Stamps.	10 Cent Stamps.	15 Cent Stamps.	20 Cent Stamps.	50 Cent Stamps.
Stamps, &c., on hand from last year.....	59,300	4,545,600	1,647,600	5,036,300	608,100	125,000	100,000	155,050	352,150	475,000	485,050
Received from manufacturer.....	950,000	43,650,000	12,200,000	74,800,000	3,200,000	400,000	1,750,000	100,000	.....	.....	.....
Returned by postmasters unfit for use.....	1,644	14,044	4,177	22,755	1,393	88	272	109	.....	208	48
Returned by postmasters fit for use.....	.....	2,000	.....	9,000	100	.....	.....	100	.....	.....	.....
Surplus on transactions of the year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total</b> .....	1,010,944	48,211,644	13,851,777	79,868,055	3,809,593	525,088	1,850,272	255,259	352,150	475,208	486,098

## ISSUE.

Issued to postmasters during the year.....	860,100	41,236,300	12,138,500	76,573,200	3,003,900	346,100	1,398,350	211,300	45,000	41,800	8,100
Stamps destroyed as unfit for use.....	1,644	14,044	4,177	22,755	1,393	88	272	109	.....	208	48
Suspense items.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stamps, &c., on hand, 30th June, 1894.....	149,200	6,961,300	1,709,100	3,272,100	804,300	178,900	451,650	43,850	307,150	433,200	477,950
<b>Total</b> .....	1,010,944	48,211,644	13,851,777	79,868,055	3,809,593	525,088	1,850,272	255,259	352,150	475,208	486,098

Value of the issue during the year to 30th June, 1894, \$3,550,214.40. The total stamp issue of the previous year was \$3,539,366.06, showing a comparative increase in issue for the present year of \$10,848.35.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1894.

RECEIPTS.

	Registration Stamps.		Post Bands.	3 Cent Letter Cards.	1 Cent Post Cards.	2 Cent P. U. Cards.	2 Cent Reply Cards.	Stamped Envelopes.			Value.
	2 Cent.	5 Cent.						1 Cent.	3 Cent No. 1.	3 Cent No. 2.	
Stamps, &c., on hand from last year .....	400	307,900	65,400	108,650	552,400	12,700	11,850	43,900	29,700	25,900	\$ 709,964 45
Received from manufacturer .....			546,000	126,500	23,544,000	55,000	192,000	30,000	60,000	80,000	3,519,300 00
Returned by postmasters unfit for use .....	441	1,022	3,471	876	2,297	885	107	269	259	127	1,276 93½
Returned by postmasters fit for use .....				1,950	1,900	400		500	100	600	420 40
Surplus on transactions of the year .....					200						2 00
Total .....	841	308,922	614,871	237,976	24,100,797	68,965	203,957	74,669	90,059	106,627	4,230,963 78½

ISSUE.

Issued to postmasters during the year .....	307,900	431,700	23,705,100	104,650	49,400	151,500	31,260	62,900	89,100	3,550,214 40	
Stamps destroyed as unfit for use .....	441	1,022	3,471	876	2,297	895	107	269	259	127	1,276 93½
Suspense items .....							100				2 00
Stamps, &c., on hand, 30th June, 1894 .....	400		179,700	132,450	393,400	18,700	52,250	43,200	26,900	17,400	679,470 45
Total .....	841	308,922	614,871	237,976	24,100,797	68,965	203,957	74,669	90,059	106,627	4,230,963 78½

Value of the issue during the year, to 30th June, 1894, \$3,550,214.40. The total stamp issue of the previous year was \$3,539,366.05, showing a comparative increase in issue for the present year of \$10,848.35.

# Postmaster General's Report.

## POSTAGE STAMPS.

It is proposed to issue for use for drop-letters, that is for letters passing within the limits of a free delivery in cities, a two-cent envelope which will no doubt be found a convenience to the public.

## REGISTERED LETTERS.

3,237,200 registered letters were, it is estimated, transmitted by mail, within the Dominion during the year ending 30th of June, 1894. For the year ending 30th June, 1893, the number was 3,254,000, so that, as was the case last year, the returns for this year show a slight decrease.

The number of cases of abstraction of contents or portion of contents or loss of registered letters containing money sent through the mails in the Dominion during the year ending 30th of June, 1894, was 222. The number for the year 1893 was 149.

The contents or a portion thereof were recovered from the officers responsible or were otherwise made good in 42 cases. In 39 cases in which the contents wholly or in part were stated to be missing on receipt of the letters, no evidence could be obtained to account for the alleged discrepancies. In 38 other cases the contents wholly or in part of letters lost, stolen or mis-delivered were made good and recovered. 28 letters were stolen from post offices or mails en route, the contents of which were not recovered and in 29 cases of a similar character the department was successful in recovering the contents or in having them made good. There were 35 letters accidentally destroyed during course of post. The number of registered letters estimated to have passed by mail within the Dominion during the ten years ending 30th June, 1894, is as follows:—

Year ended 30th June, 1885.....	3,000,000
do do 1886.....	3,400,000
do do 1887.....	3,560,000
do do 1888.....	3,580,000
do do 1889.....	3,649,000
do do 1890.....	3,280,000
do do 1891.....	3,192,000
do do 1892.....	3,286,700
do do 1893.....	3,254,000
do do 1894.....	3,237,200

## DEAD LETTERS.

The transactions of the Dead Letter Branch of the department during the year ended 30th June, 1894, were as follows:—

Letters originating in Canada, returned as undelivered by the British post office.....	9,465
Letters originating in Canada, returned as undelivered by the United States post office.....	98,375
Letters originating in Canada, returned as undelivered by British Colonies and foreign countries.....	1,973
	<hr/>
	109,813
Less—Registered letters included in above and transferred to registered class.....	1,543
	<hr/>
	108,270
Dead letters, circulars, post cards, &c., returned from Canadian post offices.....	817,929
Dead letters, registered, found to contain value.....	15,606
Dead letters, circulars, post cards, &c., sent to the Dead Letter branch for special reason, such as insufficient address, non-payment of postage, &c.....	95,048*
	<hr/>
	<u>1,036,853</u>

\* Of these letters, &c., 4,591 contained articles of value or were registered.

## POSTAL STORES.

Statements giving in detail the operations of this branch of the Post Office Department will be found in the appendix.

The expenditure in this branch has been much larger than it was for the year ended 30th June, 1893, for that year it was \$109,138.24, whilst for the year ended 30th June, 1894, it amounted to \$130,905.04, the greater part of the increase is under the head of printing and stationery.

For the year ended 30th June, 1892, the expenditure of this branch was \$120,562.06 so that, as was remarked in the report for last year, it seems impossible to avoid considerable fluctuation in the cost of post office stores.

An exhibition of articles used in the post office service of the countries in the postal union, was held at Milan, Italy, during the summer of 1894, to which the Canadian Post Office contributed largely and received the first prize, *i.e.*, Diploma of Honour (the only one in the postal section) and high commendation both from the management of the Exhibition and from the Italian press.

# Postmaster General's Report.

## REVENUE AND EXPENDITURE.

STATEMENT of the Revenue of the Post Office Department of the Dominion of Canada  
for the year ended the 30th June, 1894.

	\$	cts.
Balance due by postmasters on old revenue account on the 30th June, 1893.....		22,927 55
Postage stamps, post cards, &c., sold.....	3,554,196	45
LESS—Stamps supplied to International office of the Postal Union.....	\$ 58	40
Stamps destroyed in transit to offices in Manitoba and the North-west Territories.....	11,220	00
	11,278	40
Postage paid in money on letters delivered.....		3,542,918 05
do do newspapers.....		17,978 45
Postage collected by letter carriers.....		2,433 67
Rents of letter boxes and drawers.....		226 82
Transit charges on closed mails from Turk's Island for the United States and Newfoundland from 1st January to 31st December, 1892.....		23,024 33
Transit postage account with Japan from 1st January to 31st December, 1892.....		14 99
Postage on parcels from United Kingdom from 1st January to 31st Dec., 1892.....		148 67
do do Jamaica from 1st October, 1892, to 30th Sept., 1893.....		11,987 22
do do Barbados from 1st January to 31st December, 1893.....		12 65
do do Leeward Islands from 1st July to 31st Dec., 1893.....		7 45
Commission received on money orders.....		1 10
Profit in exchange on money order business with other countries.....		108,024 13
Void money orders, that is money orders issued between 1st July, 1892, and 30th June, 1893, payment of which had not been claimed up to 30th June, 1894.....		2,358 54
		2,354 97
Gross revenue.....		3,734,418 59
<b>DEDUCTIONS.</b>		
Salaries, forward allowances, allowances towards rent, fuel and light and compensation to postmasters on money order business.....	874,621	52
Discount to stamp vendors.....	17,926	17
Short-paid, mis-sent and dead letters.....	2,760	37
Paid for the redemption of postage stamps.....	2,095	60
Postage refunded.....	17	34
Balance of commission paid to other countries on money order business.....	2,548	16
Cost of remittances to United States on money order business.....	55	76
Losses by fire, burglary, &c.....	2,176	33
Balances due by postmasters on old revenue account on 30th June, 1894.....	22,876	28
		925,077 53
Net revenue.....		2,809,341 06

STATEMENT of the Expenditure of the Post Office Department of the Dominion of Canada for the year ended 30th June, 1894.

	Paid by cheque from Parliamentary Appropriation.
Conveyance of mails by land.....	820,369 35
do do steamboats, &c.....	77,235 33
do do railways.....	1,215,728 43
Making and repairing mail bags and locks.....	26,323 09
<b>Total</b> .....	<b>2,139,656 20</b>
Salaries paid by cheque.....	1,170,227 62
Travelling expenses.....	9,180 52
Tradesmen's bills.....	79,253 71
Rents, fuel and light.....	2,082 66
Stationery, printing and advertising.....	67,531 06
Miscellaneous disbursements paid by cheque.....	49,329 54
<b>Total expenditure by cheque</b> .....	<b>3,517,261 31</b>

From the above statement it will be seen that the revenue derived from the Post Office Department during the year ended 30th June, 1894, only exceeded that for the year ended 30th June, 1893 by \$35,833.35; the amount for the year ended 30th June, 1893, being \$2,773,507.71, and for 1894, \$2,809,341.06.

Small as the increase of revenue is for the year, Canada compares not unfavorably with the United Kingdom in this respect; the total postal receipts of the Imperial Post Office for the year 1894 being £10,472,000, whilst for the year 1893 the amount was £10,344,000, showing an increase of only £128,000 for 1894.

The Post Office revenue and the expenditure for the six years ended 30th June, 1894, were as follows:

Year ended 30th June.	REVENUE.				EXPENDITURE.			
	Gross.	Percentage of annual increase.	Net.	Percentage of annual increase.	Deductions from Revenue.	Percentage of annual increase.	Paid by Cheque.	Percentage of annual increase.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1889 .....	2,984,222 60	.....	2,220,503 66	.....	763,718 94	.....	2,982,321 48	
1890 .....	3,223,614 63	8·02	2,357,388 95	6·16	866,225 68	13·42	3,074,469 91	3·09
1891 .....	3,374,887 66	4·69	2,515,823 44	6·72	859,064 22	*0·83	3,161,675 72	2·84
1892 .....	3,542,611 02	4·97	2,652,745 79	5·44	889,865 23	3·58	3,316,120 03	4·88
1893 .....	3,696,062 36	4·33	2,773,507 71	4·55	922,554 65	3·67	3,421,203 17	3·17
1894 .....	3,734,418 59	1·04	2,809,341 06	1·29	925,077 53	0·27	3,517,261 31	2·81

\* Decrease.

## Postmaster General's Report.

The following statement will show the development of the Post Office business during the last ten years :

	1884.	1894.
Number of Post Offices in Canada .....	6,837	8,664
Number of miles of post route .....	47,131	64,072
Number of letters sent by post .....	66,100,000	107,145,000
Number of miles of railway over which mails are carried .....	8,932	14,170
Revenue .....	\$ 2,330,741	\$ 3,734,418
Savings bank deposits .....	\$ 6,441,439	\$ 7,524,286
Money orders issued .....	\$10,067,049	\$13,245,990

### MONEY ORDERS.

On the 30th June, 1894, there were 1,193 Money Order offices in operation in the Dominion, an increase of 25 over the number in the year previous. The distribution by provinces is as follows :—

Ontario .....	604
Quebec .....	183
Nova Scotia .....	161
New Brunswick .....	99
Prince Edward Island .....	14
Manitoba .....	55
North-west Territories .....	34
British Columbia .....	43

The accompanying tables exhibit the Money Order transactions of Canada, both domestic and foreign for the year ended 30th June, 1894.

The interchange of Money Orders between Canada and the United Kingdom and foreign countries was as follows :—

COUNTRY.	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		\$ cts.		\$ cts.
*United Kingdom.....	77,104	909,273 31	28,508	458,703 04
United States.....	159,130	1,634,750 03	94,481	1,451,817 25
France.....	4,238	41,278 90	1,270	29,280 80
Germany.....	2,344	34,270 56	485	15,469 93
Italy.....	1,861	51,884 57	23	468 62
Newfoundland.....	1,052	19,208 23	6,723	220,234 08
Belgium.....	984	18,357 27	405	13,223 13
Switzerland and Roumania.....	419	5,251 89	122	2,342 11
Japan.....	667	19,202 81	61	1,108 01
Jamaica.....	71	1,166 53	286	6,207 07
Australasian Colonies and New Zealand.....	654	16,450 23	569	13,285 79
Barbados.....	66	716 45	166	3,161 93
Hong Kong.....	120	4,856 15	42	619 61
Leeward Islands.....	28	692 80	151	5,141 07
Bermuda.....	78	1,116 78	94	1,207 95
British Guiana.....	12	104 70	76	1,840 46
†Hawaiian Islands.....	12	129 26	15	232 81
Total.....	248,840	2,758,710 47	133,477	2,234,343 66

\* Including all those British possessions and foreign countries between which and Canada there is not a direct exchange of money orders.

† The exchange with Hawaii was effected through the United States Postal Department, and commenced on 1st January, 1894.





# Postmaster General's Report.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1894.

Year ended 30th June.	NEWFOUNDLAND.		JAMAICA.		JAPAN.		AUSTRALASIAN COLONIES AND NEW ZEALAND.		HONG KONG.		BARBADOS.		THE LEEWARD ISLANDS.		BERMUDA.		BRITISH GUIANA.		HAWAIIAN ISLANDS.		
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	
1868.	3,321	3,142																			
1869.	3,246	6,514																			
1870.	5,246	7,328																			
1871.	4,321	5,049																			
1872.	3,656	4,928																			
1873.	4,799	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.	5,291	23,150	777	4,039																	
1885.	6,652	37,863	696	6,481																	
1886.	6,467	40,092	718	8,557																	
1887.	11,997	42,114	1,527	15,509																	
1888.	22,177	51,482	1,035	18,462																	
1889.	24,055	63,814	1,101	19,847																	
1890.	26,942	73,555	1,712	10,450	8384																
1891.	23,265	73,545	1,722	5,544	6,069																
1892.	22,247	88,124	1,827	10,781	8,717																
1893.	21,949	127,389	1,404	5,952	8,997																
1894.	19,208	220,234	1,166	6,207	19,203	1,108	16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	411	1,208	105	1,531	**223	
							3,854	4,051													**193
							5,110	4,521													**193
							9,573	8,829													**193
							7,318	13,525													**193
							9,448	14,121													**193
							9,327	14,398													**193
							6,708	11,118													**193
							13,358	11,078	324	801	3,066	42	4515								**193
							13,989	12,153	3,888	731	952	3,078	398	4,672							**193
							16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	411	1,208	105	1,531	**193	

§ Nine months' business only, from 1st October, 1889. † Three months' business only, from 1st April, 1892. ‡ Six months' business only, from 1st January, 1893.  
 \*\* Six months' business only, from 1st January, 1894.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1894.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Money Orders Issued.		Total Amount of Money Orders Issued.		WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
		Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	In Canada.		In other Countries.					
				cts.	cts.	cts.	cts.				
1868	115	90,163	\$ 3,352,881 40	2,959,762 80	\$ 393,118 60	90,579 92	\$ 29,942 57	\$ 30,655 65	\$ 3,355 55		\$ 2,355 55
1869	149	96,627	\$ 3,563,644 95	3,193,305 77	\$ 370,339 18	100,822 84	\$ 30,435 12	\$ 32,594 17	\$ 3,169 99		\$ 3,169 99
1870	338	110,021	\$ 3,910,249 95	3,489,610 00	\$ 420,639 95	117,913 89	\$ 33,477 71	\$ 31,746 97	\$ 1,584 74		\$ 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	147,280 16	\$ 44,682 55	\$ 40,366 85			
1873	644	161,096	\$ 6,239,505 86	5,569,298 00	\$ 670,206 86	160,695 80	\$ 53,019 45	\$ 42,271 89			
1874	662	179,851	\$ 6,757,427 17	6,090,172 61	\$ 667,254 56	177,501 49	\$ 59,263 36	\$ 47,362 18			
1875	687	181,091	\$ 6,711,588 98	6,132,094 67	\$ 579,444 31	181,091 07	\$ 54,360 22	\$ 49,416 12			
1876	736	238,668	\$ 6,866,618 24	6,137,813 48	\$ 708,805 06	359,314 21	\$ 54,869 59	\$ 51,740 06			
1877	754	253,962	\$ 6,856,821 13	6,164,825 99	\$ 691,995 14	408,285 99	\$ 54,847 50	\$ 49,112 00			
1878	769	269,417	\$ 7,130,895 77	6,412,576 78	\$ 718,318 99	458,745 69	\$ 56,847 03	\$ 47,222 93			
1879	772	281,725	\$ 7,788,723 29	6,086,521 05	\$ 702,202 24	505,833 63	\$ 55,008 42	\$ 47,222 93			
1880	775	306,088	\$ 7,207,327 06	6,385,210 86	\$ 822,116 20	698,651 87	\$ 58,276 28	\$ 46,287 42			
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 82			
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			
1883	823	419,613	\$ 9,490,899 62	7,634,735 27	\$ 1,856,164 35	1,236,274 95	\$ 65,485 20	\$ 47,335 92			
1884	866	463,502	\$ 10,354,210 99	7,971,919 70	\$ 2,095,915 15	1,262,867 31	\$ 68,870 31	\$ 77,499 12			
1885	885	499,243	\$ 10,231,189 39	8,254,003 12	\$ 2,130,207 87	1,185,750 92	\$ 73,592 86	\$ 68,211 35			
1886	910	529,458	\$ 10,231,189 39	8,146,095 87	\$ 2,085,093 52	1,245,957 32	\$ 71,731 83	\$ 73,592 86			
1887	933	574,899	\$ 10,328,984 51	8,093,886 92	\$ 2,235,097 59	1,485,673 58	\$ 79,325 86	\$ 73,592 86			
1888	944	630,968	\$ 10,916,617 83	8,520,775 78	\$ 2,395,842 05	1,726,011 45	\$ 81,077 98	\$ 73,592 86			
1889	990	673,813	\$ 11,265,919 95	8,692,418 91	\$ 2,573,501 04	1,756,944 74	\$ 92,047 98	\$ 88,309 21			
1890	1,027	780,503	\$ 11,997,861 66	9,359,434 48	\$ 2,638,427 04	1,851,058 76	\$ 96,067 40	\$ 76,845 15			
1891	1,080	855,619	\$ 12,478,178 46	9,854,052 46	\$ 2,624,126 00	1,984,950 46	\$ 102,462 61	\$ 88,309 21			
1892	1,120	919,986	\$ 12,825,701 12	10,210,089 00	\$ 2,615,602 12	2,077,888 85	\$ 103,927 34	\$ 88,309 21			
1893	1,168	967,866	\$ 12,902,975 61	10,404,857 08	\$ 2,498,118 53	2,269,638 29	\$ 108,024 13	\$ 88,309 21			
1894	1,193	1,052,410	\$ 13,245,990 19	10,487,279 72	\$ 2,758,710 47	2,224,343 66	\$ 108,024 13	\$ 88,309 21			

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order system, of the salaries of clerks in city post offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional countries, as stated in the report for the year ended 30th June, 1883.  
 b. Including the amount of the "Void" orders of the previous years.  
 c. Including payment for services partly chargeable to preceding year.  
 \* Under the recently introduced system of accounts, these items can no longer be given separately.

# Postmaster General's Report.

## POST OFFICE SAVING BANK.

At the close of the fiscal year the aggregate balance at the credit of depositors' accounts had reached the sum of \$25,257,868.14, or \$1,104,674.48 over the balance of the previous year. The average balance of the individual accounts rose from \$211.36 to \$215.84.

The number of deposits received was 145,960, and the amount \$7,524,286; the number of repayments was 84,941, and the amount \$7,473,585.46. The deposits, classified according to amount, corresponded very closely, in the average, with the previous year, and were as follows:—

	1893.		1894.	
	Number.	Percentage.	Number.	Percentage.
From \$ 1 to \$ 10.....	53,219	35·75	53,093	36·37
do 11 to 20.....	24,906	16·73	24,249	16·62
do 21 to 50.....	37,444	25·15	36,575	25·06
do 51 to 100.....	18,610	12·50	17,927	12·28
do 101 to 200.....	8,380	5·63	7,941	5·44
do 201 to 400.....	4,026	2·70	3,788	2·60
do 401 to 600.....	1,228	0·83	1,240	0·85
do 601 to 800.....	420	0·28	474	0·33
do 801 to 1,000.....	635	0·43	673	0·46
	148,868		145,960	

There were 26 new savings banks established, thus making 699 as the total number in operation on the 30th June. The daily returns from the several offices arrived promptly and were, on the whole, prepared with great intelligence and care: no losses were sustained.

873 claims to money left by deceased depositors were disposed of, and nearly one half of those involved the production of either Probate of Will or Letters of Administration.

As in former annual reports, a progressive tabular statement is submitted, showing the volume of business transacted and the cost of maintaining the bank, year by year, from its establishment in 1868:—



STATEMENT of the business of the Post Office Savings Bank, Canada, year by year, from 1st April, 1868, to 30th June, 1894.

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of maintaining the Post Office Savings Bank.					Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
													Total Expenses of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz.: of each Deposit or Withdrawal.	Percentage of Cost of Management to Balance due to Depositors.	Losses sustained.	Interest allowed to Depositors.		
			\$	\$	\$		\$	\$					\$	\$		\$	\$	\$	\$
Three months ended 30th June, 1868	81	3,247	212,507	65.44		166	8,857.48	53.35	2,146		44	2,102	8,389.43				939.37	204,588.89	97.33
Year ended 30th June, 1869	213	16,653	927,885	55.71		4,787	296,754.35	61.99	6,429		1,319	7,212	5,808.14	0.23 <sup>10</sup> / <sub>100</sub>	0.67		21,094.72	856,814.26	118.80
Year ended 30th June, 1870	226	24,994	1,347,901	53.93		9,478	664,555.51	70.11	7,823		2,857	12,178	8,128.12	0.20 <sup>10</sup> / <sub>100</sub>	0.51		48,689.08	1,588,848.83	130.41
Year ended 30th June, 1871	230	33,256	1,917,576	57.66		15,148	1,093,438.86	72.10	9,424		4,449	17,153	11,108.40	0.20	0.44		84,273.68	2,497,259.65	145.59
Year ended 30th June, 1872	235	39,489	2,261,631	57.27		20,154	1,778,565.19	81.33	10,846		6,940	21,059	12,242.34	0.20 <sup>10</sup> / <sub>100</sub>	0.39		116,174.55	3,096,500.01	147.04
Year ended 30th June, 1873	239	44,413	2,306,918	51.94		23,800	2,323,299.32	86.91	11,995		9,528	23,526	15,093.78	0.22 <sup>10</sup> / <sub>100</sub>	0.47		126,932.88	3,207,051.57	136.32
Year ended 30th June, 1874	266	45,329	2,340,284	51.63		25,814	2,468,643.42	86.04	12,048		10,606	24,968	14,442.71	0.20 <sup>10</sup> / <sub>100</sub>	0.45		126,273.31	3,204,965.46	128.36
Year ended 30th June, 1875	268	42,508	1,942,346	45.69		25,954	2,341,979.04	82.88	10,516		11,190	24,294	12,539.59	0.18 <sup>10</sup> / <sub>100</sub>	0.42		120,758.06	2,926,090.48	120.44
Year ended 30th June, 1876	279	38,647	1,726,204	44.66		24,152	2,021,457.97	77.11	10,218		10,097	24,415	14,662.14	0.23 <sup>10</sup> / <sub>100</sub>	0.53		110,116.08	2,740,952.59	112.27
Year ended 30th June, 1877	287	36,126	1,521,000	42.10		22,484	1,726,082.98	70.49	8,971		9,312	24,074	15,149.13	0.26 <sup>10</sup> / <sub>100</sub>	0.57		104,067.86	2,639,937.47	109.60
Year ended 30th June, 1878	295	40,097	1,724,371	43.00		21,944	1,713,658.73	70.55	10,058		8,597	25,535	15,266.08	0.25	0.55	†6,126.67	103,834.29	2,754,484.03	107.87
Year ended 30th June, 1879	297	43,349	1,973,243	45.52		23,226	1,733,448.79	66.07	10,755		8,845	27,445	16,100.03	0.24 <sup>10</sup> / <sub>100</sub>	0.51		110,912.56	3,105,190.80	113.14
Year ended 30th June, 1880	297	56,031	2,720,216	48.55		26,716	2,015,813.16	69.89	14,407		10,487	31,365	19,134.14	0.23 <sup>10</sup> / <sub>100</sub>	0.49		136,075.47	3,945,669.11	126.80
Year ended 30th June, 1881	304	71,747	4,175,042	58.19		28,510	2,097,389.15	73.56	18,731		10,491	39,605	23,223.99	0.23 <sup>10</sup> / <sub>100</sub>	0.37		184,904.81	6,208,226.77	156.75
Year ended 30th June, 1882	308	97,380	6,435,989	66.09		35,859	3,461,619.31	96.53	25,778		13,920	51,463	29,245.68	0.21 <sup>10</sup> / <sub>100</sub>	0.31	391.00	291,065.07	9,473,661.53	184.08
Year ended 30th June, 1883	330	109,489	6,826,266	62.35		45,253	4,730,995.39	104.54	27,127		17,531	61,059	31,180.03	0.20 <sup>10</sup> / <sub>100</sub>	0.26		407,305.17	11,976,237.31	196.13
Year ended 30th June, 1884	343	109,388	6,441,439	58.88		56,026	5,649,611.13	100.84	26,562		20,939	66,682	34,168.95	0.20 <sup>10</sup> / <sub>100</sub>	0.26		477,487.46	13,245,552.64	198.63
Year ended 30th June, 1885	355	116,576	7,098,459	60.89		59,714	5,793,031.84	97.01	27,591		20,951	73,322	35,751.23	0.20 <sup>10</sup> / <sub>100</sub>	0.24		539,560.51	15,090,540.31	205.81
Year ended 30th June, 1886	392	126,322	7,645,227	60.52		62,205	6,183,470.60	99.40	29,103		21,555	80,870	41,358.11	0.21 <sup>10</sup> / <sub>100</sub>	0.24	341.49	607,075.38	17,159,372.09	212.18
Year ended 30th June, 1887	415	143,076	8,272,041	57.81		65,853	6,626,067.51	100.62	31,874		22,585	90,159	43,661.25	0.20 <sup>10</sup> / <sub>100</sub>	0.22	150.00	692,404.57	19,497,750.15	216.26
Year ended 30th June, 1888	433	155,978	7,722,330	49.51	217,385.10	78,229	7,514,071.78	96.05	37,515	723	26,704	101,693	44,348.93	0.19	0.21		765,639.15	20,689,032.62	203.44
Year ended 30th June, 1889	463	166,235	7,926,634	47.67	1,085,979.72	84,572	7,532,145.56	89.06	38,049	2,962	29,581	113,123	51,954.46	0.20 <sup>10</sup> / <sub>100</sub>	0.22		841,921.79	23,011,422.57	203.41
Year ended 30th June, 1890	494	154,678	6,599,896	42.67	167,501.53	90,151	8,575,041.98	95.12	32,127	570	33,499	112,321	51,132.07	0.20 <sup>10</sup> / <sub>100</sub>	0.23	†3,653.37	786,875.37	21,990,653.49	195.78
Year ended 30th June, 1891	634	147,672	6,500,372	44.02	389,169.28	84,963	7,875,977.57	92.67	29,791	1,124	32,006	111,230	60,193.65	0.25 <sup>10</sup> / <sub>100</sub>	0.27	†200.00	734,430.89	21,738,648.09	195.44
Year ended 30th June, 1892	642	145,423	7,056,002	48.52		77,381	7,230,839.14	93.44	28,943		29,368	110,805	57,661.49	0.25 <sup>10</sup> / <sub>100</sub>	0.26		734,590.70	22,298,401.65	201.24
Year ended 30th June, 1893	673	148,868	7,708,888	51.78		73,361	6,631,578.97	90.39	29,502		26,032	114,275	57,443.24	0.25 <sup>10</sup> / <sub>100</sub>	0.25		777,482.98	24,153,193.66	211.36
Year ended 30th June, 1894	699	145,960	7,524,286	51.55	218,173.60	84,941	7,473,585.46	87.98	29,116		27,033	117,020	56,611.98	0.24 <sup>10</sup> / <sub>100</sub>	0.23		835,800.34	25,257,868.14	215.84

† These losses were the result of frauds committed at Post Offices.



## Postmaster General's Report.

A Convention for the exchange of parcels between Canada and the Republic of Hawaii was put into operation on the 1st of March, 1895.

The necessary arrangements for the exchange of parcels between Fiji, New South Wales, Victoria, New Zealand, Tasmania, South Australia and Queensland have not yet been completed, but it is hoped that a parcel post service between Canada and these Colonies will be established at an early date.

Conventions for an exchange of Money Orders went into operation between Canada and Queensland, Victoria, New Zealand, New South Wales and Hawaii on the 1st of July, 1894, with Tasmania on the 1st of October, 1894, and with the Fiji Islands on the 1st January, 1895.

A Convention for an exchange of Money Orders is also being arranged with South Australia.

It only remains for me in conclusion to tender to the officers of both the inside and the outside service of the department, my thanks for the ready and valuable assistance which they have at all times afforded me in carrying on the operations of the Department.

WILLIAM WHITE,  
*Deputy Postmaster General.*



# Postmaster General's Report.

## BARRIE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Barrie Postal Division,  
made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ahmic Harbour and Dunchurch.	W. J. Carey	4	3	Season 1893	69 00
Ahmic Harbour and Parry Sound.	T. W. Quinn	32	3	12 months	288 00
Ahmic Lake and Spence.	J. Van Meer	9	1	12 do	60 00
Allandale and Holly	W. Armstrong	3	6	12 do	115 00
Allandale Junction and Mail Trains	E. S. Meeking	as req.	10	do (to Jan. 31, '94)	333 33
Allandale and Painswick	C. T. Hunter	3½	6	12 do	150 00
Allandale and Railway Station	M. J. Hamlin	do	36	12 do	110 00
Allensville and Mail Changing Post	M. McNicol	do	6	6 do (to Sept. 30, '93)	39 00
do do	do	do	12	6 do from do	74 10
Allensville and Utterson	do	4	3	6 do (to Sept. 30, '93)	35 10
Alliston and Elm Grove.	C. Tebo	14 r. t.	6	12 do	199 00
Alliston and Railway Station	J. H. Johnson	½	24	12 do	45 00
Alliston and Rosemont	do	9	6	12 do	238 00
Alport and Bracebridge.	H. F. Bickmore.	4	3	12 do	120 00
Angus and Baxter	J. M. Coulson	6	2	12 do	90 00
Angus and Railway Station.	H. L. Tar Bush	do	24	12 do	120 00
Anten Mills and Railway Station.	J. McLaughlin.	½	6	12 do	110 00
Antioch and Grassmere.	G. Hart	10	1	12 do	60 00
Apton and Phepston Railway Station	S. Haney	6	6	6 do (to Sept. 30, '93)	87 00
do do	R. Shields	6	6	6 do from do	87 00
Ardrea and Orillia.	A. T. Reed	9	2	12 do	140 00
Ashdown and Bear Cave	H. Bishton.	8	1	12 do	40 00
Ashdown and Edgington	W. Bond	14	1	12 do	64 00
Ashdown and West Grove.	M. E. West	4	1	12 do	40 00
Athlone and Tottenham.	S. E. Turner.	17½ r. t.	6	12 do	300 00
Atherley and Railway Station.	E. Lanigan.	¼	24	8 do (to Nov. 30, '93)	106 66
do do	do	¼	36	4 do from do	66 67
Auguston and Horning's Mills.	W. August	3	2	12 do	23 00
Avening and Railway Station.	J. Pingle.	¾	24	12 do	240 00
Axe Lake and Sprucedale.	J. McPherson.	10½	1	12 do	80 00
Bala and Glen Orchard	N. Orchard	8	2	Season 1893	44 10
Bala and Sahanatian	L. Sahanatian	9	1	12 months	52 00
Baldwin and Railway Station.	L. Grylls.	½	6	12 do	52 00
Balsam Grove and Fenelon Falls.	J. Copp	6	2	12 do	85 00
Balsam Lake and Victoria Road.	J. Cunningham.	4	2	12 do	72 00
Banda and Glencairn.	W. Tell	2½	6	12 do	210 00
Banks and Collingwood.	W. Johnson.	8	2	12 do	125 00
Bardsville and Falkenburg.	C. Bard.	6	2	Season 1893	47 25
Barkway and Washago	R. Clark Benn	20	2	12 months	130 00
Barrie and Hillsdale	C. C. Davis	16	6	12 do	275 00
Barrie and Midhurst.	I. W. Cook	5	3	16 days (to April 16, '93)	3 52
do do	do	5	6	11 months 14 days (from April 17, '93)	152 96
Barrie and Railway Station.	H. C. Crosby.	10 rods.	66	12 months	189 42
Barrie and Street Letter Boxes	M. Murphy.	5	18	12 do	250 00
Bateman and Railway Station	E. Ross.	½	12	12 do	62 40
Baysville and Bracebridge	H. McQuarrie.	16	6	12 do	399 00
Baysville and Dorset.	G. F. Marsh	16	2	6 do (to Sept. 30, '93)	89 00
do do	N. Langford	16	6	do from do	90 00
Baysville and Fox Point.	G. F. Marsh	12	1	Season 1893	17 25
Baysville and Maple Ridge.	A. Morrow	8	1	do	14 40
Baysville and Newholm.	D. Ferguson.	9	2	12 months	80 00
Bayview and Morley.	C. Lennon	11	2	9 do (to Dec. 31, '93)	101 25
do do	do	7	2	3 do from do	25 00
Beatrice and Falkenburg	R. Lance.	4	3	Part of season 1893-94.	42 20

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Beaverton and Railway Station	A. Hamilton	1	24	12 months	125 00
Beeton and Railway Station	D. W. Watson	1	24	12 do	164 36
Bell Ewart and Lefroy Railway Station	F. McKay	1	12	12 do	80 00
Berriedale and Hartfell	J. Duke	8	2	12 do	144 00
Black Bank and Lisle	J. W. Rinn	10	3	12 do	144 00
Blackwater and Railway Station	J. H. Chant	50 ft.	24	12 do	62 60
Bobcaygeon and Lindsay	W. Germyn	22	6	Part of season 1893-94	325 00
Bobcaygeon and Red Rock	J. Thomas	6	2	9 months (to Dec. 31, '93)	56 25
do do	M. Thomas	6	2	3 do from do	18 75
Bourdeau and Sprucedale	W. H. Rhamey	4½	2	3 do (to June 30, '93)	12 50
Bourdeau and Whitehall	W. C. Rhamey	5	2	9 do (from July 1, '93)	37 50
Bracebridge and Fraserburg	J. Clark	12	1	12 do	77 00
Bracebridge and Muskoka Falls	A. R. Cameron	3	3	12 do	102 00
Bracebridge and Point Kaye	A. Mitchell	21½	2	Part of season 1893-94	92 40
Bracebridge and Railway Station	R. P. Perry	1	24	12 months	149 00
Bracebridge and Wharf	do	1	12	Season 1893	71 00
Bracebridge and Ziska	J. Killen	6	2	do	44 10
Brackenrig and Port Carling	C. H. Davidson	4	3	do	47 50
Bradford and Newton Robinson	G. Timmons	9	6	12 months	400 00
Bradford and Railway Station	do	1	24	12 do	75 00
Braie Lake and Uplands	W. Lee Taylor	8½	1	12 do	45 00
Bramley and Mail Changing Post	J. Gordon	1	12	12 do	50 00
Brechin and Dalrymple	E. Vickers	9	3	12 do	186 00
Brechin and Railway Station	M. O'Neill	1	24	3 do (to June 30, '93)	50 00
do do	S. Luck	1	24	9 do from do	70 20
Brechin and Udney	do	5½	3	12 do	80 00
Brentwood and Railway Station	J. O'Connell	1	12	12 do	64 00
Brown Hill and Railway Station	J. Brown	1	12	12 do	35 00
Burk's Falls and Dunchurch	D. McMillan	29	3	Part of seasons 1892-93 and 1893-94	123 12
Burk's Falls and Railway Station	H. Varcoe	1	12	3 months (to June 30, '93)	39 00
do do	R. H. Menzies	1	12	9 do from do	112 80
Burk's Falls and Sand Lake	J. Hunter	16	1	12 do	82 50
Burnt River and Rettie's Railway Station	A. Atcheson	1	12	12 do	50 00
Bury's Green and Fell's Railway Station	J. Fell, sen.	2½	2	12 do	47 25
Byng Inlet and French River	J. Lamondin	25	1	Part of seasons 1892-93 and 1893-94	181 00
Byng Inlet North and Parry Sound	J. Calverley	50, 65	2	Part of season 1893-94	397 00
Callander and Railway Station	E. McGowan	1	12	12 months	78 00
Callander and Wisawasa	W. F. Cronkhite	2½	3	12 do	78 00
Cambray and Lindsay	W. J. Jackson	9	6	12 do	265 00
Cameron and Railway Station	J. Bryson	1	12	12 do	120 00
Camilla and Granger	W. Dynes	6½	2	12 do	78 00
Camperdown and Mail Changing Post	J. Barclay	4 rods.	12	12 do	20 00
Cannington and Railway Station	W. Cassidy	1	24	12 do	60 00
Cannington and Sutton West	G. Newton, jun	20	6	12 do	600 00
Cape Rich and Meaford	W. S. Cox	10	2	9 do (to Dec. 31, '93)	90 00
do do	do	14	2	3 do from do	42 00
Carden and Horncastle	P. McCarthy	4	2	12 do	45 00
Cashtown and Cremore	J. Cotton	2	6	12 do	100 00
Cecele and Steamer	W. A. Cowan	2	3	Season 1893	32 20
Christian Island and Lafontaine	A. McCue	7	2	6 months (to Sept. 30, '93)	60 00
do do	W. Monague	7	2	6 do from do	60 00
Churchill and Lefroy Station	J. Sloan	2½	12	12 do	220 00
Clarksburg and Heathcote	S. C. Rowe	5	6	12 do	188 00
Clarksburg and Thornbury Railway Station	do	1½	24	12 do	195 00
Clarksburg and Redwing	J. L. G. Conklin	13½	3	12 do	217 00
Clear Lake and Vankoughnet	A. Taplin	6½	2	12 do	40 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cley and Juddhaven Wharf.....	R. Fullerton.....	2	2	Season 1893.....	25 20
Cley and Ullswater.....	do.....	4	1	Part of season 1893-94.....	16 80
Coboconk and Fenelon Falls.....	C. BOWINS.....	16	3	12 months.....	234 00
Coboconk and Lorneville.....	do.....	28	6	12 do.....	939 00
Coboconk and Minden.....	T. Leary.....	24	6	12 do.....	700 00
Coldwater and Lovering.....	S. Eplett.....	6	3	12 do.....	140 00
Coldwater and Moonstone.....	J. Craig.....	6	3	6 do (to Sept. 30, '93).....	55 00
do do.....	T. D. Robinson.....	6	3	6 do from do.....	40 00
Coldwater and Railway.....	S. D. Eplett.....	1	24	12 do.....	200 00
Collingwood and Gibraltar.....	J. Glenn.....	10	1	12 do.....	52 00
Collingwood and Railway Station.....	D. MacL. Darroch.....	1	36	12 do.....	250 00
Collingwood and street letter boxes.....	J. Ferguson.....	3	18	12 do.....	200 00
Colwell and Railway Station.....	J. Campbell.....	12	12	12 do.....	62 60
Commanda and Loring.....	R. Robertson.....	26	2	12 do.....	300 00
Commanda and Restoule.....	W. Bradley.....	10	1	10 do (to Jan. 31, '94).....	60 00
do do.....	do.....	10	2	2 do from do.....	24 00
Commanda and Trout Creek.....	J. Evers.....	16	3	12 do.....	370 00
Connor and Palgrave Station.....	M. Nagle.....	7	6	4 do (to July 31, '93).....	73 00
Cookstown and Railway Station.....	H. Coleman.....	1	24	12 do.....	150 00
Cooper's Falls and Lewisham.....	W. Lowe.....	12	2	12 do.....	120 00
Cooper's Falls and Ragged Rapids.....	R. Steen.....	10	1	1 do 19 days to May 19, '93).....	6 73
Corbetton and Railway Station.....	J. Corbett.....	30 rods.	6	6 months (to Sept. 30, '93).....	17 50
do do.....	do.....	30 do	12	6 do from do.....	35 00
Corson's Siding and Head Lake.....	W. A. Maxwell.....	12	3	12 do.....	160 00
Coloum and Orillia.....	W. Edgerton.....	16	6	12 do.....	450 00
Craigie Lea and Gregory.....	T. Waters.....	5s. 5 w.	3 & 1	12 do.....	131 25
Craigleith and Railway Station.....	A. Fleming.....	1	6	12 do.....	48 00
Creemore and Lavender.....	A. M. Allen.....	13	6	12 do.....	268 00
Creemore and Railway Station.....	A. Gillespie.....	1	24	12 do.....	157 60
Creswell and Mail Changing Post.....	T. Pearn.....	1	12	12 do.....	35 00
Crossland and Phelpston.....	J. Mahoney.....	19	3	12 do (less fine).....	272 36
Dalston and Edgar.....	T. Ballf, sen.....	4	6	12 do.....	190 00
Dartmoor and Sebright.....	A. & D. Dunn.....	4	3	12 do.....	68 00
Deerhurst and Gilford.....	R. Haynes.....	4	3	12 do.....	100 00
De Grassi Point and Lefroy.....	H. Nesbitt.....	1	12	Season 1893.....	32 50
Denville and Berriedale Railway Station.....	W. R. Lockhart.....	7	3	12 months.....	205 72
Dewe and Parry Sound.....	J. Wright.....	11	1	Season 1893.....	33 67
Doe Lake and Spence.....	A. Turnbull.....	14	2	12 months.....	120 00
Downeyville and Omeme.....	B. Downey.....	5	6	12 do.....	160 00
Dufferin Bridge and Emsdale.....	J. Vigrass.....	26	3	12 do.....	440 00
Dufferin Bridge and Parry Sound.....	L. R. Brooks.....	31	1	3 do (to June 30, '93).....	60 75
do do.....	J. Vigrass.....	31	1	9 do from do.....	172 50
Duncan and Heathcote.....	J. McKnight.....	5	3	12 do.....	80 00
Dunchurch and Maple Island.....	W. I. Markham.....	3	3	9 do (to Dec. 31, '93).....	50 25
Dunchurch and Whitestone.....	G. T. Stuckey.....	11	3	3 do from do.....	37 50
Dundalk and Hopeville.....	A. McEachnie.....	9	3	12 do.....	144 00
Dundalk and Kingscote.....	J. Phelan.....	12	2	12 do.....	129 75
Dundalk and McIntyre.....	W. J. Robins.....	13	6	12 do.....	360 00
Dundalk and Railway Station.....	T. Hanbury.....	1	24	12 do.....	98 00
Dunsford and Lindsay.....	Wm. Gernym.....	10	6	Season 1893.....	247 00
Duntroon and Maxwell.....	E. Linley.....	14	6	12 months.....	405 00
Duntroon and Railway Station.....	J. Russell.....	1	24	12 do.....	313 00
Dwight and Fox Point.....	T. Salmon.....	7	1	Part of season 1893-94.....	23 25
Dwight and Huntsville.....	D. Kernaghan.....	13	2	12 months.....	190 00
Earncliffe and Stanton.....	A. Johnson.....	2	3	12 do.....	37 50
Egbert and Mail Changing Post.....	E. A. Gibson.....	3	6	12 do.....	90 00
Elder and Rosemont.....	C. Conn.....	7	2	20 days (to April 20, '93).....	4 83
Elder and Sheldon.....	W. Thompson.....	1	2	11 months, 10 days from April 21, '93.....	47 25

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

Name of Route.	Name of Contractor.	Distances in Miles.	No. of Trips per Week.	Period.	Amount.
Elmvale and Gibson.....	J. P. Dean.....	9	3	6 months (to Sept. 30, '93)	\$ 74 00
do do.....	J. A. Henderson.....	9	3	6 do from do	73 00
Elmvale Railway Station (G. T.).....	G. Hunt.....	$\frac{1}{2}$	6	9 do 17 days (to Jan. 17, '94.....	24 62
do do.....	do.....	$\frac{1}{2}$	18	2 months, 14 days from Jan. 18, '94.....	16 22
Emberson and Huntsville.....	T. W. Ripper.....	10	1	12 months.....	52 00
Emsdale and Fern Glen.....	H. Tebby.....	6	2	12 do.....	70 00
Emsdale and Railway Station.....	J. W. McDonald.....	$\frac{1}{2}$	12	9 do (to Dec. 31, '93)	46 85
do do.....	do.....	$\frac{1}{2}$	12	3 do from do	19 50
Ennis and Loretto.....	J. O'Leary.....	$\frac{3}{4}$	2	12 do.....	50 00
Ennismore and Frankhill.....	C. Lowes.....	6	1	12 do.....	65 00
Ennismore and King's Wharf.....	J. C. Leary.....	9	2	12 do.....	100 00
Epping and Flesherton.....	J. W. Shore.....	$15\frac{1}{2}$	6	12 do.....	390 00
Epping and Meaford.....	W. J. Cann.....	14	6	12 do.....	285 00
Erskine and Markdale.....	J. E. Guy.....	10	2	6 do (to Sept. 30, '93)	64 00
do do.....	do.....	10	3	6 do from do	75 00
Everett and Perm.....	W. Arnold.....	$7\frac{1}{2}$	6	6 do (from Oct. 1, '93)	112 50
Everett and Railway Station.....	W. M. Lockhart.....	$\frac{1}{2}$	24	12 do.....	90 00
Fair Valley and Warminster.....	R. C. Hipwell.....	4	3	12 do.....	72 00
Falkenburg and Mail Changing Post.....	Mrs. S. Moore.....	$\frac{1}{2}$	6	12 do.....	31 30
Falkenburg and Ullswater.....	S. Moore.....	12 $\frac{1}{2}$	3	Season 1893.....	164 50
Falkenburg Station and Port Carling.....	J. McCully.....	$16\frac{1}{2}$	3	Part of season 1893-94.....	100 00
Falkenburg Station and Railway Station.....	M. Kirby.....	$\frac{1}{2}$	12	12 months.....	78 25
Fawkham and Mail Changing Post.....	W. Carrick.....	2	6	12 do.....	125 00
Fawn and Mail Changing Post.....	B. Hopkins.....	$\frac{1}{2}$	3	6 do (to Sept. 30, '93)	12 50
do do.....	Mrs. M. A. Hopkins.....	$\frac{1}{2}$	3	6 do from do	12 50
Fenelon Falls and Railway Station.....	E. Lansfield.....	$\frac{1}{2}$	12	12 do.....	80 00
Fesserton and Railway Station.....	R. Jancowski.....	$\frac{1}{2}$	12	12 do.....	65 00
Feversham and Flesherton.....	R. Meldrum.....	14	6	12 do.....	299 00
Feversham and Lady Bank.....	T. Paul.....	5	1	12 do.....	33 00
Fingerboard and Sonya.....	T. Moase, sr.....	$2\frac{1}{2}$	3	12 do.....	80 00
Foxmead and Railway Station.....	C. Hughes.....	$\frac{1}{4}$	6	12 do.....	40 00
Franks Bay, North Bay and Sturgeon Falls.....	J. M. Smith.....	15w. 20s.	2	12 do.....	70 00
Gamebridge and Railway Station.....	W. M. Stewart.....	$1\frac{1}{2}$	12	3 do (to June 30, '93)	24 50
do do.....	do.....	$\frac{1}{2}$ & $1\frac{1}{2}$	12	9 do from do	70 50
Georgina Island and Sutton West.....	C. Bigcanoe.....	8	2	12 do.....	50 00
Germania and Uffington Road.....	W. Stamp.....	$2\frac{1}{2}$	3	12 do.....	75 00
Gilchrist and Shanty Bay.....	H. Gilchrist.....	4	3	12 do.....	70 00
Gilford and Railway Station.....	J. A. Blain.....	$\frac{1}{2}$	24	12 do.....	60 00
Glandine and Railway Station.....	E. Pogue.....	2	3	6 do (to Sept. 30, '93)	40 00
do do.....	H. Dowson.....	2	3	6 do from do	40 00
Glenaru and Woodville.....	A. E. Staback.....	22 r. t.	6	12 do.....	310 00
Glencairn and Railway Station.....	W. Grieve.....	$\frac{1}{2}$	24	12 do.....	200 00
Glen Huron and Railway Station.....	J. Hamilton.....	$1\frac{1}{2}$	6	12 do.....	115 00
Glenila and Maple Island.....	W. J. Markham.....	11	1	10 do 29 days (from May 3, '93)	71 14
Glen Orchard and Hammill's Point.....	N. Orchard.....	5	1	Part Seasons 1892-93 and 1893-4.....	21 00
Goring and Rocklyn.....	T. Muxlow.....	4	2	12 months.....	50 00
Gravenhurst and Leg Lake.....	J. Paterson.....	11	1	12 do.....	65 00
Gravenhurst and Port Carling.....	W. D. White.....	30	2	Part of Seasons 1892-93 and 1893-4.....	161 54
Gravenhurst and Railway Station.....	J. McKinney.....	$\frac{3}{4}$	36	12 months.....	219 12
Gravenhurst and Uffington.....	R. Fielding.....	11	3	12 do.....	138 00
Gravenhurst and Walker's Point.....	H. Walker.....	14	1	Part of Seasons 1892-93 and 1893-94.....	73 50
Gravenhurst and West Gravenhurst.....	W. McDevitt.....	2	6	12 months.....	140 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gravenhurst and Wharf .....	J. McKinney .....	1½	12	Season 1893 .....	94 50
Grenfel and Railway Station .....	H. Parr .....	2¾	2	1 month (to April 30, '93)	5 44
do do .....	T. Young .....	2¾	2	11 do from do	59 56
Guthrie and Oro Station .....	D. Livingstone .....	3	2	6 do (to Sept. 30, '93)	26 00
do do .....	W. Mitchell .....	3	2	3 do (to Dec. 31, '93)	13 00
do do .....	do .....	3	3	3 do (from do)	19 00
Hatherton and McIntyre .....	E. Scilley .....	4½	2	12 do .....	50 00
Hawkstone and Mitchell Square .....	A. Currie .....	7	6	12 do .....	120 00
Hawkstone and Railway Station .....	T. Linton .....	½	12	12 do .....	50 08
Hillsdale and Hobart .....	K. Kennedy .....	8	3	12 do .....	184 00
Hockley and Mono Centre .....	R. Colwell .....	11	6	12 do .....	370 00
Holland Landing and Railway Station .....	W. Luck .....	¾	24	12 do .....	75 12
Holt and Mount Albert .....	J. Roseman .....	3	6	12 do .....	125 00
Honeywood and Hornings Mills .....	J. Ostic .....	6	6	12 do .....	206 00
Hopeville and Swinton Park .....	J. Martin .....	4	3	12 do .....	75 00
Hornings Mills and Shelburne Railway Station .....	J. Ostic .....	6	6	12 do .....	207 00
Hotham and Nipissing .....	J. Steele .....	6	1	12 do .....	40 00
Huntsville and Peninsula Lake .....	J. G. Henderson .....	10½	6	12 do .....	40 00
Huntsville and Railway Station .....	E. Shay .....	¾	24	12 do .....	215 00
Huntsville and Ravenscliffe .....	W. H. Lehman .....	5½	2	12 do .....	60 00
Hutton House and Point Kaye .....	J. Hutton .....	2	3	Season 1893 .....	18 80
Ilfracombe and Novar .....	J. Campbell .....	6	3	12 months .....	190 00
Innisfil and Stroud .....	G. Barclay .....	3	6	12 do .....	133 25
Ivy and Thornton .....	W. Reid .....	4½	6	12 do .....	150 00
Juddhaven and Port Carling .....	A. Thomson .....	14 & 11	1	Part of seasons 1892-93 and 1893-94 .....	48 30
Katrine and Mail Changing Post .....	J. Mawhinney .....	1½	6	12 months .....	93 90
Katrine and Orange Valley .....	R. White .....	6	1	12 do .....	40 00
Kearney and Emsdale Railway Station .....	R. McConkey .....	6	3	12 do .....	100 00
Kearney and Ravensworth .....	J. M. Garrioch .....	11	1	12 do .....	70 00
Keldon and Shelburne .....	W. Bryon .....	9½	2	12 do .....	90 00
Kells and Powassan Railway Station .....	H. Anderson .....	9	1	12 do .....	60 00
Keswick and Roach's Point .....	J. Cake .....	3	6	12 do .....	130 00
Kilgorie and Whitfield .....	J. H. Lloyd .....	4½	2	12 do .....	50 00
Killyleagh and Thornton .....	J. Hicks, sen .....	3	2	12 do .....	50 00
Kilworthy and Mail Changing Post .....	G. A. Lehmann .....	200 yds.	6	12 do .....	30 00
Kilworthy and Sparrow Lake .....	A. Wiancko .....	4½	2	12 do .....	60 00
Kinmount and Railway Station .....	J. Wilson .....	½	12	12 do .....	50 00
Kirkfield and Rohallion .....	T. Strachan .....	6	1	12 do .....	50 00
Kolapore and Ravenna .....	S. A. Wilson .....	5	3	12 do .....	72 00
Lafontaine and Penetanguishene .....	P. Brasseur .....	8	6	12 do .....	230 00
Layton and Blackwater Railway Station .....	C. Ferguson .....	4	2	9 do (to Dec. 31, '93).	48 75
do do .....	E. Ferguson .....	4	2	3 do from do	16 25
Leaskdale and Sunderland Railway Station .....	W. H. Oliver .....	13	6	12 do .....	271 00
Lefroy and Railway Station .....	J. G. Douse .....	1¾	12	12 do .....	34 82
Lindsay and Railway Station (G.T.) .....	H. Workman & Son .....	½	48	6 do (to Sept. 30, '93).	145 00
do do .....	H. Workman, sen .....	½	48	6 do from do	147 00
Lindsay and Street Letter Boxes .....	B. Cook .....	5½	18	12 do less fine .....	195 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Lindsay and Sturgeon Point.....	J. B. Cullon.....	8 s., 4 w.	6 & 1	2 months (to Dec. 31, '93)	15 00
Lindsay and Wharf.....	J. Carlin.....	19	19	Season 1893.....	43 90
Lisle and Railway Station.....	R. H. Little.....	24	24	12 months.....	100 00
Little Britain and Mariposa Station.....	W. E. Yerec.....	2	12	do.....	60 00
Little Britain and Valentia.....	M. Grills.....	5½	3	do.....	59 00
Longford Mills and Railway Station.....	W. Thomson.....	24	24	9 do (to Dec. 31, '93).....	30 00
do do.....	do.....	24	3	do from do.....	25 00
Lorimer Lake and McKellar.....	F. B. Ferris.....	8	1	do.....	55 00
Lorneville and Railway Station.....	Mrs. C. Morison.....	4	12	do.....	60 00
Lucille and Palgrave Railway Station.....	M. Nagle.....	10½	3	8 do (from Aug. 1, '93)	179 33
Magnetawan and Nipissing.....	H. Cameron.....	34	3	12 do.....	573 00
Magnetawan and Seguin Falls.....	W. Fry.....	21	3	do.....	300 00
Malta and Severn Br dge.....	T. Whyte.....	4	2	do.....	50 00
Manilla and Junctioni.....	S. Harper.....	1½	12	do.....	144 00
Maple Island and Whitestone.....	G. Montgomery, sen.....	5	1	9 do (to Dec. 31, '93).....	37 50
Meaford and Railway Station.....	M. Paul.....	22	24	do.....	100 00
Meaford and Walter's Falls.....	J. Murray.....	22	2	do.....	159 00
Mecunoma and South River.....	W. Gemmell.....	15	3	do (less fine).....	237 00
Mecunoma and Wattenwyl.....	A. Egger.....	3	2	do.....	40 00
Melancthon and Railway Station.....	J. Brown.....	1½	6	do.....	68 64
Melissa and Mail Changing Post.....	I. McRoberts.....	1½	3	11 do 22 days (from June 9, '93).....	63 50
Midland and Penetanguishene Railway Station.....	J. Smith.....	5	6	6 do (to Sept. 30, '93).....	67 50
do do.....	R. J. Wolstenholm.....	5	6	do from do.....	67 50
Midland and Railway Station.....	R. Barry.....	10	24	do.....	120 00
Midland and Vasey.....	A. Brown.....	10	3	do.....	144 00
Millington and Uptergrove Railway Station.....	P. G. McDonald.....	3	3	do.....	74 00
Minesing and Railway Station.....	J. Young.....	2	6	do.....	84 51
Minesing and Russelton.....	H. Herring.....	6	3	do.....	117 00
Mono Centre and Orangeville.....	H. Laverty.....	26½	6	do.....	445 40
Mortimer's Point and Port Carling.....	W. Mortimer.....	6	1	Part of seasons 1892-93 and 1893-94.....	20 00
Mount Albert and Railway Station.....	J. Roseman.....	1½	12	12 months.....	74 00
Mount Horeb and Reaboro.....	W. Elliott.....	5	3	do.....	100 00
Muskoka Mills and Penetanguishene.....	A. H. Campbell.....	20	1	do.....	208 00
Nantye and Mail Changing Post.....	S. Spillett.....	1	6	do.....	40 00
New Lowell and Railway Station.....	W. Switzer.....	1	12	do.....	40 00
do do.....	R. Paton.....	1	12	do.....	24 00
Newmarket and Sutton West.....	G. W. Stone.....	22	6	do.....	892 00
Nipissing and Powassan.....	H. A. Steele.....	10	3	do.....	230 00
Nottawa and Railway Station.....	G. Gemmell.....	10	12	do.....	88 00
Nottawa and Rob Roy.....	T. Stephens, jr.....	10	2	do.....	89 00
Novar and Railway Station.....	H. Nicholls.....	1	12	do.....	93 90
Novar and Swindon.....	J. Large.....	5	2	do.....	60 00
Oakwood and Railway Station.....	W.H. McLaughlin.....	1½	12	do.....	78 25
Omeme and Railway Station.....	R. Grandy.....	1½	12	do.....	250 00
Oranmore and Spence.....	T. Botham.....	2	2	do.....	67 00
Orillia and Railway Station.....	W. Jackson.....	7½	36	do and extra trips.....	247 38
Orillia and Rugby.....	J. Millard.....	7	6	do.....	225 36
Orillia and Sebright.....	R. R. Young.....	16	6	do.....	374 00
Orillia and Street Letter Boxes.....	J. Harvie.....	3	18	do.....	145 00
Oro Station and Railway Station.....	A. Douglas.....	1	6	do.....	60 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Parkersville and Mail Changing Post	H. Jacobs	1	6	12 months	37 56
Parry Sound and Rosseau	J. Calverly	24	6	12 do	437 00
Parry Sound and Shebashecong	W. R. Hamilton	14	1	12 do	100 00
Penetanguishene and Railway Station	C. Charlebois	1	24	12 do	99 49
Penville and Tottenham	D. M. Williams	19 r. t.	6	12 do	269 00
Perm and Rosemont	W. Arnold	8	6	6 do (to Sept. 30, '93)	130 00
Phelpston and Railway Station	S. Haney	1/2	6	6 do (to Sept. 30, '93)	21 91
do do	R. Shields	1/2	6	6 do from do	21 91
Port Cockburn and Trout Lake	R. Lawson	2	2	Part of seasons 1892-93 and 1893-94	23 00
Port Perry and Scugog	A. Earle	7	2	12 months	100 00
Port Severn and Waubashene	J. Hanly	5	3	12 do	15 00
Port Sydney and Utterson	H. G. Ladell	2 1/2	6	12 do	166 50
Powassan and Railway Station	A. H. Porter	1	12	12 do	93 90
Powles' Corners and Hall's Crossing	W. H. Powles	1	6	12 do	70 00
Primrose and Whitfield	R. D. Henry	4 1/2	6	12 do	156 00
Proton Station and Railway Station	F. Freeman	1/2	12	12 do	75 00
Proton Station and Wareham	J. M. Burk	7	3	12 do	140 00
Purbrook and Uffington	J. Crockford	6	2	12 do	72 00
Ragged Rapids and Uphill	R. Steen	12	1	10 do and 11 days from May 20, 1893)	46 73
Rama and Longford Railway Station	J. McPherson	1 1/2	6	12 do	80 00
Ravenshoe and Railway Station	W. Linstead	4	6	12 do	150 00
Reaboro and Railway Station	J. Greer	3 1/2	12	12 do	70 00
Riverview and Railway Station	H. Jordon	3 1/2	3	12 do	93 60
Rosemont and Shelburne	G. Moffet	12	6	12 do	520 00
Rosemont and Sheldon	T. J. Anderson	1/2	6	11 do and 10 days (from April 20, 1893)	85 30
Rosemont and Stanton	W. Hand	3	6	6 do (from Oct. 1, '93)	49 75
Rosseau and Rosseau Falls	P. Mutchener-backer	4	3	Part of seasons 1892-93 and 1893-94	40 00
Rosseau and Shannonhall	W. Fletcher	12 1/2	1	12 months	78 00
Rosseau and Stanley House	W. B. Maclean	8	1	Part of seasons 1892-93 and 1893-94	21 00
Rosseau and Utterson	N. Hanes	22	6	do do	179 71
Royston and Utterson	G. Alexander	34	3	12 months	690 00
Ruskview and Terra Nova	J. W. Walker	2 1/2	3	12 do	40 00
St. Patrick and Mail Changing Post	O. Pilon	1	3	12 do	34 00
Sadowa and Sebright	T. Hart	5 1/2	1	12 do	31 20
Saurin and Railway Station	J. E. Cooper	12	9	do (to Dec. 31, '93)	15 00
do do	T. McGrath	12	3	do from do	5 00
Scotia and Mail Changing Post	E. B. Clearwater	6	12	do	78 25
Severn Bridge and Railway Station	J. H. Jackson	24	12	do	120 00
Shanty Bay and Railway Station	J. Arthur	12	9	do (to Dec. 31, '93)	45 00
do do	C. J. Arthur	12	3	do from do	18 75
Shelburne and Railway Station	E. Berwick	24	12	do	125 20
Smithdale and Railway Station	C. Smith	12	12	do	40 00
Sonya and Railway Station	A. Black	6	12	do	65 00
South River and Railway Station	W. Holditch	12	12	do	156 00
Stanleydale and Yearleys	J. Boulter	2 1/2	3	12 do	40 00
Stayner and Railway Station	E. B. Sanders	24	12	do	96 00
Stayner and Sunnidale	J. Sherrick	7 1/2	3	2 do (to May 31, '93)	20 58
do do	do	22 r. t.	3	10 do from do	141 13
Stroud and Craigvale Railway Station	R. G. McCraw	1	12	12 do	120 00
Sturgeon Bay and Railway Station	J. Lyfair	1	12	do	80 00
Sunderland and Railway Station	W. H. Oliver	24	12	do	94 00
Sundridge and Railway Station	J. Carter	1	12	do	125 20

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Sundridge and Vavasour .....	M. Colville.....	10	1	3 mos. (to June 30, '93).	\$ 20 00
do do .....	H. Christie.....	10	1	1 do (to July 31, '93).	6 66
do do .....	do .....	12	1	8 do from do	64 00
Sutton West and Railway Station..	W. D. Townley..	12	12	12 do and (extra trips).	111 52
Sutton West and Vachell .....	do .....	5	6	12 do .....	100 00
Thompsonville and Railway Station.	J. T. Schmienden- dorf .....	11	12	12 do .....	110 00
Thornton and Railway Station. ...	H. Power .....	24	12	12 do .....	119 00
Tioga and Railway Station. ....	G. Fitzsimmons.	12	12	12 do .....	45 00
Tottenham and Railway Station. ...	C. Brown. ....	24	12	12 do .....	73 00
Trout Creek and Railway Station. ...	J. Evers. ....	6	3	do (to June 30, '93).	12 25
do do .....	do .....	12	6	do from do ..	64 20
Uffington and Vankoughnet. ....	J. Cox. ....	10	2	12 do .....	90 00
Uhthoff and Railway Station .....	J. Lynes .....	12	12	12 do .....	90 00
Uphill and Victoria Road. ....	J. Gilmour .....	12	6	12 do .....	425 00
Uptergrove and Railway Station. ...	T. Mulvihill. ....	24	12	12 do .....	180 00
Utopia and Railway Station. ....	P. Connor. ....	12	12	12 do .....	75 12
Utterson and Railway Station. ....	E. Hanes. ....	12	12	12 do .....	125 20
Utterson and Windermere. ....	N. Hanes. ....	15	2	12 do (less fine).....	199 50
Victoria Harbour and Railway Station .....	M. Vasey. ....	12	24	12 do .....	124 00
Vine and Railway Station. ....	V. P. Kelcey .....	12	12	12 do .....	56 00
Washago and Railway Station. ...	M. McDermott..	12	24	12 do .....	99 00
Waubashene and Railway Station. ...	W. H. F. Russell	1	24	3 do (to June 30, '93).	15 00
do do .....	do .....	1	24	9 do from do (less fine).....	74 00
Waverley and Railway Station .....	W. Waugh. ....	9	6	12 do .....	260 00
Woodville and Railway .....	J. S. Moynes. ....	24	12	12 do .....	59 00
Wyebridge and Wyevale Railway Station. ....	N. McRae .....	5	6	12 do .....	134 00
Wyevale and Railway Station. ....	G. Firth. ....	12	6	12 do .....	24 00
Zephyr and Railway Station. ....	J. N. Dafoe. ....	3	6	12 do .....	160 00
Total. ....					\$47,069 75

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*



# Postmaster General's Report.

## BRITISH COLUMBIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter .....	A. Beaton.....	11	2	7 months' (from Sept. 1, '93)	75 25
Abbotsford and Railway Station.....	F. Munroe.....	50 yds.	12	12 do	40 00
Agassiz and Railway Station .....	L. A. Agassiz.....	100 yds.	12	8 do (to Nov. 30, '93).	40 00
do do .....	H. White.....	100 yds.	14	4 do from do	20 00
Ainsworth and Wharf.....	R. F. Henry.....	6	6	6 do (to Sept. 30, '93).	37 75
do do .....	J. Henry.....	6	9	6 do from do	45 75
Alberni and Beaver Creek.....	C. F. Bishop.....	6	2	12 do	68 00
Alberni and Clayoquot.....	J. S. Penny.....	65	ftly. & mthly	1 do (to April 30, '93).	30 00
do do .....	I.C. Brocklehurst	65	do	11 do from do	210 00
Alberni and Nanaimo.....	T. Paterson.....	54	1	5 do (to Aug. 31, '93)	206 25
do do .....	W. Armstrong.....	54	2	7 do from do	507 50
Alberni and Sproat Lake.....	F. W. Muller.....	7	1	12 do	100 00
Aldergrove and Shortreed.....	A. Murchison.....	1½	4	1 do (to April 30, '93).	4 08
do do .....	R. Shortreed.....	1½	4	4 do (to Aug. 31, '93).	16 34
Alexis Creek and Soda Creek.....	T. McAllister.....	90	ftly.	6 do (from Oct. 1, '93)	550 00
Alkali Lake and Clinton .....	J. S. Place.....	95	1	3 do (to June 30, '93).	300 00
do do .....	P. Grinder.....	95	1	9 do from do	750 00
Anthracite and Railway Station.....	J. Lake.....	200 yds.	12	12 do	100 00
Arinstrong and Railway Station.....	D. Rabbitt.....	50 yds.	12	12 do	60 00
Ashcroft and Ashcroft Station.....	M. J. Cornwall.....	2	2	12 do	65 00
Ashcroft Station, Clinton Barkerville and Lillooet.....	B. C. Express Co.	32,63,47,255	3 & 1	12 do	24,000 00
Ashcroft and Railway Station.....	W. B. Bailly.....	200 yds.	12	12 do	180 00
Balfour and Wharf.....	C. W. Bush.....	100 yds.	6	9 do (to Dec. 31, '93).	18 00
do do .....	E. W. Beale.....	100 yds.	6	3 do from do	6 00
Banff and Railway Station .....	R. G. Brett.....	1	12 & 14	12 do and extra trips..	266 80
Beaver and Railway Station.....	W. G. Neilson.....	200 yds.	12	12 do	60 00
Beaver Point and Burgoyne Bay.....	S. Maxwell.....	10	1	12 do	130 00
Blue Springs and Vernon .....	C. Christian.....	20	1	3 do (to June 30, '93).	62 50
do do .....	L. Simmons.....	20	1	3 do (to Sept. 30, '93).	37 25
do do .....	do.....	20	2	6 do from do	149 00
Burgoyne Bay and Fulford Harbour.....	S. Maxwell.....	3	1	6 do (from Oct. 1, '93) and arrears ..	66 66
Burgoyne Bay and Wharf.....	do.....	½	as req.	3 do (to June 30, '93).	12 50
do do .....	do.....	½	1	9 do from do	18 75
Burrard Inlet and Railway Station.....	G. Black.....	200 yds.	12	12 do	40 00
Cannmore and Railway Station.....	J. Chenier.....	½	12	12 do	120 00
Cedar and Nanaimo.....	G. Cassidy.....	10	1	12 do	84 00
Cheam and Chilliwack .....	C. S. Ryder.....	4½	3	10 do (to Jan. 31, '94).	75 00
Chemainus and Kuper Island.....	G. Donkele.....	5	1	12 do	104 00
Chemainus and Railway Station.....	E. J. Palmer.....	½	12	12 do	120 00
Chilliwack and Railway Station.....	W. MacDonald.....	6	6	12 do	430 56
Chilliwack and Rosedale .....	A. Hamilton.....	7	3	2 do (from Feb. 1, '94)	26 66
Chilliwack and Sardis.....	H. Webb.....	3	6	12 do less fine.....	148 00
Challiwack and Sumas .....	G. E. Chadsey.....	6	6	6 do (to Sept. 30, '93).	116 50
do do .....	do.....	6	6	6 do from do	105 50
Clayton and Railway Station.....	C. C. Cameron.....	¾	4	12 do	120 00
Cloverdale and Clover Valley.....	D. McKenzie.....	1½	2	12 do	75 00

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.
Cloverdale and Elgin	E. T. Wade	7	2	12 months	147 00
Cloverdale and Railway Station	J. T. Breen	100 yds.	12	9 do (to Dec. 31, '93)	37 50
do do	do	500 yds.	12	3 do from do	18 75
Cobble Hill and Railway Station	J. T. Porter	40 yds.	6	12 do	40 00
Cochrane and Mitford	T. B. H. Cochrane	3	12	6 do (to Sept. 30, '93)	90 00
Cochrane and Railway Station	J. Johnson	$\frac{1}{2}$	14	12 do and extra trips	245 00
Comox and Courtenay	J. W. Fraser	$\frac{3}{4}$	2	4 do (to Oct. 31, '93)	33 33
do do	McQ. Gilmore	3	2	5 do from do	45 66
Comox and Grantham	A. J. Smith	7	1	3 do (to June 30, '93)	25 00
do do	G. C. Smith	7	1	9 do from do	75 00
Comox and Sandwick	E. Duncan	$3\frac{1}{2}$	1	9 do (from July 1, '93)	10 50
Comox and Wharf	J. B. Holmes	$\frac{1}{4}$	2	12 do	46 66
Coquitlam and Railway Station	R. B. Kelly	50 yds.	7	12 do	40 00
Corfield and Railway Station	G. F. Corfield	$1\frac{1}{2}$	6	12 do	180 00
Coutlee and Mamette Lake	J. H. Latrémouille	18	1	6 do (to Sept. 30, '93)	74 00
do do	L. Quenville	18	ftly.	6 do from do	52 00
Cowichan and Genoa	W. B. Baker	$2\frac{1}{2}$	3	4 do (to July 31, '93)	40 00
Cowichan and Railway Station	G. B. Ordano	2	3	4 do (to July 31, '93)	40 00
Cowichan Lake and Duncan's Station	A. C. Fraser	20	1	12 do	150 00
Denman Island and Wharf	R. T. Swan	$\frac{1}{2}$	2	12 do	80 00
Departure Bay and Nanaimo	J. Harper	4	6	12 do	180 00
Deroche and Mail Changing Post	E. DesRochers	50 yds.	5	12 do	40 00
Dewdney and Mail Changing Post	J. Baker	$\frac{1}{2}$	12	12 do	156 00
Dewdney and Nicomin	W. Brown	5	2	9 do (to Dec. 31, '93)	75 00
Dog Creek and Empire Valley	T. Boyle	18	1	6 do (to Sept. 30, '93)	125 00
do do	M. J. Boyle	18	1	6 do from do	125 00
Donald and Railway Station	R. W. Patmore	$\frac{1}{2}$	12	12 do	120 00
Douglas Lake and Quilchena	J. B. Greaves	22	1	12 do	150 00
Duck and Pringle and Grande Prairie	W. H. Jones	21	1	12 do	169 00
Duck and Pringles and Mail Changing Post	A. G. Daniels	300 yds.	7	7 do (from Sept. 1, '93)	58 34
Duck and Pringles and Railway Station	W. Seely	300 yds.	7	5 do (to Aug. 31, '93)	41 66
Duncan's Station, Quamichan and Railway Station	W. P. Jaynes	200 yds. and $1\frac{3}{4}$	6	12 do	180 00
East Sooke and Main Post Road	J. H. Dales	10	2	12 do	160 00
Enderby and Railway Station	O. Harvey	200 yds.	12	12 do	100 00
Enderby and Spallumcheen	G. J. Wallace	6	2	12 do	180 00
Esquimalt and Victoria	W. J. King	4	24	10 do (to Jan. 31, '94)	366 66
do do	do	4	18	2 do from do	55 00
Fairview and Main Post Road	T. Elliott	$1\frac{1}{2}$	6	6 do (to Sept. 30, '93)	30 00
do do	H. Newman	1	6	1 do 4 days (to Nov. 4, '93)	5 66
Field and Railway Station	H. G. Parson	200 yds.	12	12 do	100 00
French Creek and Parksville	W. H. Lee	4	2	12 do	150 00
Fulford Harbour, Burgoyne Bay and Wharf	H. N. Rogers	3	2	6 do (from Oct. 1, '93)	25 00
Gabriola Island and Wharf	J. Gray	$2\frac{3}{4}$	2	12 do	60 00
Garnham and Victoria	W. Garnham	5	3	11 do (from May 1, '93)	137 50
Genoa and Railway Station	Hughitt & McIntyre	$4\frac{1}{2}$	7	8 do (from Aug. 1, '93)	200 00
Glenwood and Langley Prairie	W. Beavis	4	1	12 do	80 00
Golden and Railway Station	C. A. Warner	400 yds.	12	12 do	193 33
Golden and St. Eugene Mission	F. P. Armstrong	200	ftly. & mthly.	3 do (to June 30, '93)	300 00
do do	do	200	ftly. & wkly.	9 do from do	2,250 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Goldstream and Railway Station...	J. Phair.....	½	6	12 months.....	120 00
Hagan and Victoria.....	H. Simpson.....	13	2	12 do .....	240 00
Hall's Prairie and Railway Station.	D. W. Brown...	1½	4	12 do .....	120 00
Hanceville and Soda Creek.....	F. M. Becher...	75	1	6 do (to Sept. 30, '93)	300 00
Harrison Hot Springs and Railway Station.	J. R. Brown.....	5	7	12 do .....	200 00
Harrison River and Railway Station	C. W. Menten...	½	4	12 do .....	60 00
Hatzic and Hatzic Prairie.....	T. Martin.....	5	2	12 do .....	100 00
Hatzic and Mail Changing Post...	F. T. Lazenby...	60 yds.	12	12 do .....	60 00
Hazelmere and Railway Station...	H. T. Thrift.....	1	4	10 do (from June 1, '93)	41 66
Hope and Railway Station.....	J. Wardle.....	2	6	12 do .....	156 50
Hornby Island and Mail Steamer...	G. Ford.....	300 yds.	2	12 do .....	26 00
Huntingdon and Railway Station...	T. R. Truswell...	200 yds.	12	12 do .....	75 00
Huntingdon and Upper Sumas...	A. Boley.....	5	3	12 do .....	120 00
Illicillewaet and Railway Station..	A. C. McArthur.	½	12	12 do .....	40 00
Kamloops and Railway Station...	E. H. Jones.....	1	14	12 do .....	365 00
Kamloops and Spence's Bridge.....	J. Clark.....	100	1	12 do .....	1,800 00
Kananaskis and Mail Changing Post	J. Walker.....	100 yds.	12	12 do .....	45 00
Kaslo and New Denver.....	A. J. Scott.....			Extra trip.....	120 00
Kaslo and Steamer Wharf.....	S. H. Green.....	½	6	3 months (to May 31, '93)	5 00
do do .....	do.....	400 yds.	9	10 do from do .....	60 00
Kaslo and Watson.....	E. J. Mathews..	18	1	5 do 16 days (to Nov. 30, '93)	114 58
Keithley Creek and 150 Mile House	J. Ford.....	80	wkly. & ftly.	12 do .....	890 00
Kelowna and Okanagon Mission...	N. Thompson...	4	2	3 do (to June 30, '93)	39 00
Kelowna and Vernon.....	W. F. Borwith..	40	3	3 do (to Sept. 30, '93)	175 00
do do .....	G. N. Thomson..	40	3	6 do from do .....	375 00
Kelowna and Wharf.....	T. Spence.....	100 yds.	7	3 do 21 days (from April 10, '93)	18 50
do do .....	J. B. Donald...	100 yds.	7	1 do 15 days (to Jan. 15, '94)	5 00
do do .....	do.....	100 yds.	7	17 days (to March 31, '94)	5 00
Keremeos and Penticton.....	T. Ellis.....	24	ftly.	3 months (to June 30, '93)	45 00
do do .....	P. Marsel.....	24	1	9 do from do .....	187 50
Kettle River and Osoyoos.....	T. Kruger.....	55	ftly.	3 do (to June 30, '93)	120 00
do do .....	E. G. Sherringham	55	1	9 do from do .....	450 00
Koksilah and Railway Station.....	C. Crosier.....	30 yds.	6	12 do .....	40 00
Langley and Langley Prairie.....	F. White.....	6	3	7 do (from Sept. 1, '93)	91 00
Langley and Railway Station.....	J. Taylor.....	3	6	12 do .....	391 25
Langley and Shortreed.....	A. Murchison...	13	2	1 do (to April 30, '93)	15 33
do do .....	R. Shortreed...	13	2	4 do (to Aug. 31, '93)	61 33
Lower Nicola and Princeton.....	G. B. Armstrong	75	mthly	12 do .....	210 00
Lytton and Railway Station.....	A. Stevenson...	½	12	6 do (to Sept. 30, '93)	60 00
do do .....	do.....	½	14	6 do from do .....	87 50
McPherson's Station and Railway Station.	A. Nightingale..	70 yds.	6	9 do (to Dec. 31, '93)	30 00
do do .....	A. Cook.....	70 yds.	6	3 do from do .....	10 00
Maple Bay and Railway Station...	J. Kier.....	6	3	12 do .....	180 00
Mara and Railway Station.....	S. Appleby.....	¼	4	10 do (from June 1, '93)	41 66
Metchosin and Victoria.....	T. Parker.....	25	1	12 do .....	190 00
Millstream and Railway Station...	J. Wriglesworth	2	7	12 do .....	100 00
Millward and Morley.....	J. McDougall...	3	2	12 do .....	100 00
Mission City and Mount Lehman..	W. Thomson.....	4	3	12 do .....	195 00

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.
Mission City and Railway Station.	M. DesBrisay.	1/4	12	12 months	180 00
Mitford and Mail Changing Post.	J. B. H. Cochrane	200 yds.	14	6 do (from Oct. 1, '93)	90 00
Morley and Railway Station.	W. Graham.	100 yds.	12	12 do	40 00
Mount Pleasant Vancouver and Street Letter Boxes.	T. J. Neelands.	8	7	12 do	595 00
Mount Tolmie and Victoria.	T. E. Nicoll.	3 1/2	6	9 do (to Dec. 31, '93)	112 50
do do	W. B. C. Newburn.	3 1/2	6	3 do from do	37 50
Nakusp and New Denver.	J. E. Walsh.	28	1	11 do and 15 days (from May 16, '93)	1,020 00
Nakusp and Wharf.	W. S. Thomas.	300 yds.	6	8 do (from May 1, '93)	24 00
Nanaimo, Comox and Victoria Wharf.	W. H. Ganner	100 yds.	4	12 do	94 05
Nanaimo and Railway Station.	Thompson & Scoville.	1/4	12	12 do	296 00
Nanaimo and Street Letter Boxes.	do	2 1/2	7	12 do	182 00
Nanaimo and Vancouver Wharf.	do	300 yds.	7	12 do	180 00
Nanoose Bay and Main Post Road.	W. Roberts	2	2	12 do	75 00
Nelson and New Denver.	W. S. Murray.	60	3	ftbly. 3 trips	150 00
Nelson Railway Station and Wharf	W. Hodson.	3/4	As req	7 months 14 dys. (to Dec. 27, '93)	65 75
Nelson and Railway Station.	Wilson & Perdue	3/4	As req	12 do	175 75
Nelson and Wharf.	do	3/4	6	12 do	67 50
New Denver and Three Forks.	W. Tomlinson.	5	1	2 do 6 dys. (to Dec. 16, '93)	33 00
New Westminster and Cloverdale.	J. Armstrong.			Special trips	5 00
New Westminster and Railway Station.	W. Smith.	1/4	As req	12 months	372 80
New Westminster and South Westminster.	N. W. & S. Railway Co.	1	7	12 do	200 00
New Westminster and Street Letter Boxes.	W. G. Cross.	4	6	12 do	294 00
New Westminster and Vancouver.	Gilley Bros.	12	As req	Special service	81 00
do do	New Westminster Electric Tramway Co.	12	As req	do	68 55
Nicomekl and Railway Station.	R. Sudlowe.	30 yds.	4	12 months	20 00
Nicominn and Railway Station.	W. Brown.	3 1/2	3	3 do (from Jan. 1, '94)	25 00
North Bend and Railway Station.	J. Webb.	100 yds.	12	12 do	40 00
Northfield and Nanaimo Railway Station.	Thompson & Scoville.	5	6	12 do	420 00
North Saanich and Victoria.	R. Horth.	18	2	12 do	362 00
Notch Hill and Railway Station.	C. Castle.	100 yds.	6	12 do	50 00
Oaklands and Victoria	W. B. C. Newburn.	2	12	5 do (to Dec. 31, '93).	50 00
Okanagon and Railway Station.	C. O'Keefe.	2	2	12 do	100 00
Okanagon and Vernon	W. F. Bouvette.	36	2	3 do (to June 30, '93).	99 75
Osoyoos and Oroville, U.S.	H. Newman.	6	3	3 do 4 dys. (to Nov. 4, '93)	40 00
Osoyoos and Penticton	S. F. Stanton.	40	3	1 do 13 dys. (to June 30, '93)	128 00
do do	H. Newman.	40	3	4 do 4 dys. (to Nov. 4, '93)	214 00
Otter Point and Victoria	Gordon & Floyer.	30	1	12 do	280 00
Pender Island and Mail Steamer.	W. Grimmer.	1/4	2	9 do (to Dec. 31, '93)	37 50
do do	A. Davidson.	1/4	2	3 do from do	12 50

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Penticton and Oroville, U.S. ....	J. A. Schubert..	46	3	Special service.....	735 00
Penticton and Wharf.....	T. Ellis. ....	1½	6	7 months (to Mar. 31, '94) (broken period)	70 00
Pilot Bay and Wharf.....	I. D. Marsden ..	¾	6	12 do .....	36 00
Plumper Pass and Mail Steamer...	W. T. Collinson.	400 yds.	6	12 do .....	200 00
Port Hammond and Railway Station	A. L. Lazenby..	100 yds.	12	12 do .....	60 00
Port Haney and Railway Station...	D. Docksteader..	50 yds.	12	12 do .....	60 00
Port Haney and Webster's Corners	J. M. Webster..	4½	2	12 do .....	75 00
Port Kells and Railway Station...	J. Latta.....	1	6	12 do .....	80 00
Port Moody and Mail Changing Post	J. Tays. ....	¾	12	12 do .....	60 00
Revelstoke and Railway Station...	C. Abrahamson.	2	14	12 do .....	321 30
Revelstoke and Wharf .....	do .....	1	6	Season service.....	128 00
Revelstoke Station and Railway Station...	H. J. Bourne...	40 yds.	12	12 months .....	40 00
Robson, Railway Station and Wharf	L. Levesque....	100 yds.	Asreq	9 do (to Dec. 31, '93).	27 00
Rogers Pass and Railway Station...	M. Cator .....	150 yds.	6	12 do .....	55 00
St. Elmo and Mail Changing Post...	N. Yerex.....	1	2	3 do (to June 30, '93).	13 00
do do .....	C. F. Pound....	1	2	9 do from do .....	39 00
Salmon Arm and Railway Station...	E. McGuire....	300 yds.	12	12 do .....	80 00
Salt Spring Island and Wharf .....	J. Broadwell ..	3	2	12 do .....	150 00
Sapperton and Railway Station .....	T. Johnson....	200 yds.	12	12 do .....	40 00
Savonas Ferry and Railway Station.	J. H. Macnab...	30 yds.	12	12 do .....	40 00
Shuswap and Railway Station .....	L. Hoffman....	200 yds.	6	12 do .....	60 00
Sicamous and Railway Station.....	J. J. Cumiskey	400 yds.	12	12 do .....	240 00
Silverdale and Mail Changing Post.	R. Saw.....	100 yds.	5	12 do .....	50 00
Somenos and Railway Station .....	J. Kier.....	1½	6	12 do .....	180 00
South Vancouver and Vancouver...	W. Daniels....	5	3	12 do .....	121 25
Spence's Bridge and Railway Station	J. Murray....	¾	12	12 do .....	100 00
Steveston and Vancouver .....	W. H. Steves...	14 & 17	6	12 do .....	572 00
Tappen Siding and Mail Changing Post.....	W. T. Smith....	100 yds.	7	12 do .....	40 00
Tinehead and Port Kells.....	R. M. Inglis...	4	2	6 do .....	37 50
Union and Wharf.....	Union Colliery Co.....	12	4	12 do .....	240 00
Vancouver and Custom House.....	O. Burritt .....	¾	6	12 do .....	105 00
Vancouver and Nanaimo Steamer Wharf.....	H. N. Berry....	¾	6	12 do (extra service)...	205 50
Vancouver and Railway Station...	Atkins & Johnson .....	¾	14	12 do .....	462 00
Vancouver and Tram Car Terminus	do .....	¾	Asreq	5 do 2 dys. (to Mar. 2, '94).....	28 00
Vancouver and Squamish Wharf...	J. McDowell ..	¾	2	12 do .....	26 00
Vancouver and Victoria Wharf...	G. McKay .....	¾	12	12 do .....	124 72
Vancouver and Union S.S. Co.'s Wharf.....	Union S.S. Co. ..	¾	2	12 do .....	29 25
Vernon and Railway Station .....	M. McDougall..	¾	12	12 do .....	196 80
Victoria and Custom House .....	Victoria Transfer Co.....	¾	6	12 do .....	120 00
Victoria and Railway Station .....	A. Henderson ..	¾	12	12 do .....	235 00
Victoria and Street Letter Boxes ..	W. G. Bowman..	9½	12	12 do .....	500 00
Victoria and Wharf.....	Victoria Transfer Co.....	¾	2	12 do .....	126 00
do do .....	do .....	¾	12	12 do .....	393 00

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.
Victoria Steamer and Vancouver Railway Station . . . . .	J. W. Moore . . . . .	50 yds.	5	3 mos. (to May 31, '93).	15 75
do do . . . . .	A. Adam . . . . .	50 yds.	6	4 do 3 dys. (to Feb. 28, '94).	18 25
Wellington and Railway Station . . . . .	T. Bryant . . . . .	+ cases	12	12 do . . . . .	72 00
Westholme and Railway Station . . . . .	E. Barkley . . . . .		3	12 do . . . . .	40 00
Whonnock and Railway Station . . . . .	G. A. Smith . . . . .		12	12 do . . . . .	60 00
Yale and Railway Station . . . . .	D. J. Creighton . . . . .	100 yds.	12	12 do . . . . .	60 00
				Total . . . . .	\$58,447 43

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

# Postmaster General's Report.

## KINGSTON POSTAL DIVISION.

**DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
made within the year ended 30th June, 1894.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Addison and Bell's Station .....	H. S. Moffatt...	8½	6	12 months .....	200 00
Adolphustown and Bath .....	J. Horner .....	14	6	12 do .....	359 80
Adolphustown and Napanee .....	J. Furse .....	27½	6	12 do .....	545 00
Albert and Marysville .....	P. Sullivan .....	11	6	12 do .....	300 00
Alburey and Rednersville .....	G. Rose .....	4	3	9 do (to Dec. 31, '93).	56 25
do do .....	D. F. Rose .....	4	3	3 do from do .....	18 75
Allisonville and Consecon .....	G. Pine .....	8	3	12 do .....	100 00
Allsaw and Minden .....	R. McKnight .....	12	2	9 do (to Dec. 31, '93)	90 00
do do .....	G. Hope .....	12	2	3 do from do .....	30 00
Ameliasburg and Belleville .....	G. W. Tice .....	10	6	12 do .....	400 00
Anson and Railway Station .....	A. McMullen .....	200 yds.	6	12 do .....	45 00
Apsley and Cheddar .....	A. Graham .....	22	1	12 do .....	183 32
Apsley and Peterborough .....	P. Kennedy .....	40	3	12 do .....	500 00
Arden and Dead Creek .....	J. Arney .....	7	1	12 do .....	40 00
Arden and Elm Tree .....	N. H. Hinchey .....	7	1	12 do .....	40 00
Arden and Railway Station .....	J. E. Hays .....	1	6	12 do .....	60 00
Arden and Tamworth .....	J. W. Babcock .....	20½	3	12 do .....	125 00
Athens and Mallorytown .....	H. Graham, sen. .....	13½	6	12 do .....	360 00
Athens and Oak Leaf .....	W. S. Johnson .....	9	3	3 do (to June 30, '93).	37 37
do do .....	C. Slack .....	9	3	9 do from do .....	93 75
Athens and Plum Hollow .....	H. Sherman .....	6	2	12 do .....	58 00
Atkinson and Washburn .....	J. Atkinson .....	3½	2	12 do .....	45 00
Ballantyne's Station and Railway Station .....	J. Hysop .....	½	2	12 do .....	26 25
Bancroft and Bronson .....	G. Payne .....	4	2	9 do (from July 1, '93)	45 00
Bancroft and Cheddar .....	G. Boomhour .....	22	1	12 do .....	108 88
Bancroft and Wood .....	J. McLellan .....	11	1	9 do (to Dec. 31, '93 less fine) .....	31 75
do do .....	S. Vance .....	11	1	3 do from do .....	11 25
Bannockburn and Railway Station .....	S. McEwen .....	½	12	12 do .....	60 00
Bath and Ernestown .....	C. Mills .....	3½	12	12 do .....	140 00
Bath and Stella .....	J. Baker .....	6½	6	12 do .....	338 24
Battersea and Kingston .....	W. J. Arthur .....	16	6	12 do .....	279 48
Bayside and Belleville .....	A. Aselstine .....	6	6	12 do .....	50 00
Bedford Mills and Newboro' .....	J. Woodman .....	6	3	12 do .....	70 00
Belleville and Albert College .....	W. P. Dyer .....	1½	6	12 do .....	25 00
Belleville and Belleville Station P.O. .....	H. W. Cronk .....	1½	12	12 do .....	75 00
Belleville and Madoc .....	W. Hulin .....	26	6	4 do (to July 31, '93).	266 66
Belleville and Railway Station .....	H. W. Cronk .....	1½	24 & 30	12 do .....	358 50
Belleville and Sidney Crossing .....	W. R. Vander-voort .....	6½	3	12 do .....	105 00
Belleville and Street Letter Boxes .....	H. W. Cronk .....	5	12	12 do .....	250 00
Belleville and Tweed .....	J. Jackson .....	25	6	12 do .....	666 68
Belleville and Wallbridge .....	F. B. Prior .....	9	3	12 do .....	110 00
Bellrock and Verona .....	F. Clark .....	4	6	12 do .....	120 00
Bensfort and South Monaghan .....	E. Stirton .....	5	3	9 do (to Dec. 31, '93).	56 25
do do .....	J. Fletcher .....	5	3	3 do from do .....	16 25
Bethel and The Corners .....	R. H. Robinson .....	½	6	12 do .....	40 00
Bewdley and Millbrook .....	H. Atkins, sen. .....	11	6	12 do .....	350 00
Big Island and Demorestville .....	G. P. Cole .....	5	2	12 do .....	41 60
Birdsalls and Railway Station .....	R. E. Birdsall .....	1	6	12 do .....	40 00
Birds Creek and New Carlow .....	J. T. Carmichael .....	15	1	1 do (to April 30, '93).	8 33
do do .....	do .....	15	2	8 do (to Dec. 31, '93).	133 33
do do .....	N. T. Armstrong .....	15	2	3 do from do .....	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Black River Bridge and Picton	G. McGuire	7½	3	12 months	98 00
Blairhampton and Minden	W. Blair	10	1	12 do	60 00
Blairton and Havelock	M. J. Peters	8	3	12 do	141 68
Blairton and Wariston	J. A. Allen	9	2	12 do	125 00
Bloomfield and Railway Station	A. B. Saylor	4	12	9 do (to Dec. 31, '93)	56 40
do do	J. Clinton	4	12	3 do from do	15 60
do do	W. McQuaid	4	12	10 do 15 days (from May 17, '93)	30 57
Bobcaygeon and Peterborough	W. H. Bottum	22	6	12 do	700 00
Bobcaygeon and Silver Lake	A. Coulter	9	1	12 do	50 00
Boskung and Minden	J. Beatty	14	2	12 do	140 00
Boulter and Combermere	J. Lynch	18	3	12 do	285 00
Boulter and L'Amable	A. Stewart	20	3	12 do	275 00
Bridgewater and Tweed	G. Banker	5	6	3 do (to June 30, '93)	50 00
do do	T. McCann	5	6	9 do from do	138 75
Brighton and Campbellford	J. A. Robinson	20	6	9 do (to Dec. 31, '93)	360 00
do do	J. Weese	20	6	3 do from do	118 50
Brighton and Lovett	P. B. Clark	5½	6	9 do (from July 1, '93)	141 00
Brighton and Smithfield	O. Davies	5½	6	3 do (to June 30, '93)	43 75
Brockville and Sherwood Spring	H. Marsan	8	1	12 do	38 00
Brockville and Westport	R. W. & J. Copeland	44½	6	12 do	2,005 00
Buckley and Godfrey	T. Buckley	7	2	12 do	60 00
Burnbrae and Railway Station	W. B. Ketcheson	5	6	12 do	140 00
Burnbrae and Stanwood	C. Lawrence	11½	2	12 do	84 48
Burnley and Castleton	E. Richardson	8	3	12 do	99 00
Caintown and Trevelyan	P. Flood	3½	1	11 dys. (to Aug. 13, 1893)	1 19
do do	S. L. Hogeboom	3½	6	7 do 18 days (from Aug. 14, 1893)	58 63
Campbellford and Goldolphin	C. Aggett	5	2	12 do	68 00
Campbellton and Havelock	H. Clegg	11	6	3 do (from Jan 1, '94)	73 75
Campbellford and Railway Station	Mulhern & Drennan	½	12	12 do	93 90
Campbellford and Tilton	J. Archer	½	2	Two special trips	2 00
Centreston and Grafton	W. Roberts	13½	3	12 months	159 00
Centreville and Tamworth	S. Fleming	8	6	12 do	207 00
Chaffey Locks and Elgin	M. Doyle	6	2	12 do	100 00
Chandos and Coe Hill Mines	R. H. Waddington	17	1	1 do (to April 30, '93)	8 33
do do	A. Smith	17	1	11 do from do	68 75
Chantry and Philipsville	C. Elliott	5½	6	12 do	150 00
Chapman and Lost Channel	A. Fluke	3	2	12 do	50 00
Chatterton and Foxboro'	S. P. Morden	3½	2	9 do (to Dec. 31, '93)	45 00
do do	do	3½	2	3 do from do	13 00
Cheddar and Gooderham	J. McIlvena	18	1	12 do	104 00
Cherry Valley and Point Peter	J. R. Gibson	6	1	12 do	36 00
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 do	39 48
Clarendon Station and Plevna	A. Thompson	22	3	12 do	345 00
Clairview and Erinsville	R. T. McDonnell	4	2	12 do	60 00
Cloyne and Denbigh	J. Quackenbush	28	2	12 do	410 00
Cloyne and Harlowe	J. Black	13	2	2 do (to May 31, '93)	20 00
do do	do	11	2	10 do from do	86 66
Cloyne and Railway Station	G. Deline	13½	6	2 do (to May 31, '93)	78 34
Cobourg and Harwood	C. O'Neill	16	6	3 do (to June 30, '93)	100 00
do do	A. Barr	16	6	9 do from do	281 25
Cobourg and Railway Station (G.T.)	R. Buck	½	6	11 do 10 days (from Apr. 21, 1893)	37 86
Cobourg and Roseneath	T. McCutcheon	20	6	12 do	603 88
Cobourg and Street Letter Boxes	W. Sykes	3	12	12 do	200 00
Coe Hill Mines and Faraday	W. Neal	8	1	12 do	50 00
Coe Hill Mines and Railway Station	R. H. Waddington	½	12	12 do	50 00
Coe Hill Mines and The Ridge	do	28½	1	6 do (to Sept. 30, '93)	51 82



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coe Hill Mines and The Ridge.....	J. Wagar.....	28½	1	6 mos. from (Oct. 1, '93).	37 50
Colborne and Dundonald.....	G. Goodrich.....	7	6	12 do	130 00
Colborne and Lakeport.....	T. Howard.....	2½	12	12 do	180 00
Colborne and Warkworth.....	J. Prater.....	16	6	12 do	400 00
Collin's Bay and Railway Station.....	J. J. Losee.....	2½	12	12 do	50 00
Combermere and Maynooth.....	J. Poff.....	25	1	12 do	190 00
Consecon and Railway Station.....	J. G. German.....	¾	18	1 do 16 dys. (to May 16, 1893).....	12 89
do do	do	¾	24	10 do 15 dys. (to from May 16, 1893)	116 36
Cooper and Madoc.....	W. West.....	11	3	12 do	159 00
Cooper and The Flats.....	A. Lemon.....	5	2	12 do	55 00
Corbyville and Gilead.....	W. H. Sheffield.....	4	2	9 do (from July 1, '93)	37 50
Cottesloe and Norwood.....	A. C. Kidd.....	8½	2	12 do	68 00
Cranworth and Portland.....	J. Wilson.....	5½	1	12 do	25 00
Cressy and Picton.....	C. Storms.....	19	3	9 do (to Dec. 31, '93).	225 00
do do	do	19	3	3 do from do	49 25
Crofton and Rossmore.....	J. Belnap.....	9	6	3 do (to June 30, '93)	68 75
do do	G. W. Weese.....	9	6	9 do from do	201 00
D'Arcy and Howe Island.....	C. Sughrue.....	6	2	9 do (to Dec. 31, '93).	45 00
do do	C. Rochefort.....	6	2	3 do from do	15 00
Deloro and Railway Station.....	J. Auger.....	1½	6	12 do	74 00
Demorestville and Fish Lake.....	W. Baker.....	4	2	3 do (to June 30, '93)	12 37
do do	G. W. Baker.....	4	2	9 do from do	45 00
Denbigh and Griffith.....	P. S. Rose.....	14	2	12 do	114 00
Denbigh and Plevna.....	J. Quackenbush.....	23	2	12 do	250 00
Desert Lake and Hartington.....	W. Snook.....	9	1	12 do	69 60
Donaldson's Mills and Railway Station.....	S. Donaldson.....	500 yds.	3	12 do	14 00
Dufferin and Kingston Mills.....	do	3½	3	12 do	75 00
Eldorado and Empey.....	L. Empey.....	3	1	11 do (to Feb. 28, '94)	32 08
do do	J. A. Empey.....	3	2	1 do from do	6 66
Enterprise and Trafford.....	C. Whelan.....	11	1	12 do	55 00
Enterprise and Wilkinson.....	J. Finn.....	8½	2	12 do	50 52
Erinsville and Napanee.....	J. W. Grange.....	21	6	12 do	475 00
Flinton and Madoc.....	R. Cranston.....	19	6	12 do	475 00
Fortescue and Irodale.....	A. J. Ford.....	6	1	12 do	50 00
Fowler's Corners, Peterboro' and Railway Station.....	C. Chambers.....	1½ & 7½	6 & 2	12 do	101 25
Foxboro' and Railway Station.....	W. L. Westover.....	½	12	9 do (from July 1, '93)	117 50
Frankford and Railway Station.....	J. Chapman.....	200 yds.	12	12 do	78 00
Frankford and Stockdale.....	do	2	3	12 do	45 00
Frankville and Railway Station.....	W. Dowsley.....	11	6	12 do	239 00
Fuller and Thomasburg.....	M. Mitts.....	4½	2	12 do	37 00
Gananoque and Seeley's Bay.....	W. Kenny.....	14	2	12 do	145 00
Gananoque and South Lake.....	J. Birmingham.....	7	4	4 do (to Sept. 30, '93).	70 00
do do	do	7	4	4 do 25 days (from Nov. 6, '93)	78 42
Gananoque and Street Letter Boxes.....	E. Keating.....	2½	13	12 months	273 75
Gananoque and Wilstead.....	T. Elliott.....	4	3	12 do	78 00
Gananoque Station and Grand Trunk Junction.....	R. C. Carter.....	3½	26	12 do	25 00
Gilbert's Mills and Picton.....	J. D. Gilbert.....	10½	3	9 do (to Dec. 31, '93).	78 00
do do	do	12	3	3 do from do	32 50
Gilmour and Railway Station.....	J. Caverly.....	100 yds.	12	12 do	20 00
Glanmire and Millbridge.....	W. Landon.....	7	1	12 do	40 00
Glastonbury and North Brook.....	W. Both.....	4½	2	12 do	39 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Glenburnie and The Corners .....	S. Shurtleff .....	1	6	12 months .....	60 00
Glen Miller and Trenton .....	O. Weston .....	3½	6	12 do .....	125 00
Glenora and Picton .....	J. C. Wilson .....	6	6	7 do (from Sept. 1, '93)	131 25
Glen Ross and Railway Station .....	G. T. Iveson .....	20 yds.	6	12 do .....	30 00
Glenvale and Sharpton .....	G. D. Hann .....	4	2	12 do .....	60 00
Gooderham and Kinmount .....	A. N. Wilson .....	21	3	2 do 15 days (to July 31, '93) .....	72 84
do do .....	W. J. Wilson .....	21	3	8 do (from Aug. 1, '93) .....	166 66
Gooderham and Ursa .....	S. Kettle .....	6	1	12 do .....	30 00
Gosport and Napanee .....	J. Harcus .....	19	2	6 do (from Oct. 1, '93)	70 00
Grafton and Railway Station .....	J. Cochran .....	1	7	12 do .....	100 00
Green Point and Picton .....	C. Reynolds .....	12	2	Season 1893. ....	65 00
Gunter and Railway Station .....	J. H. Gunter .....	6	2	12 months .....	80 00
Haliburton and Kennaway .....	E. Parish .....	39	1	12 do .....	250 00
Haliburton and Railway Station .....	J. Dover .....	1	12	6 do (to Sept. 30, '93)	25 00
do do .....	W. Kellett .....	1	12	6 do from do ..	20 00
Haliburton and Wickstead .....	D. H. Anderson .....	10	1	12 do .....	55 00
Halloway and Railway Station .....	T. W. Carter .....	200 yds.	12	9 do (from July 1, '93)	70 41
Hartmere and Hermon .....	G. A. Bremner .....	8½	2	12 do .....	90 00
Havelock and Oak Lake .....	S. Hubble .....	16	1	12 do .....	80 00
Havelock and Railway Station .....	M. E. Fuller .....	50 yds.	18	12 do .....	56 34
Havelock and Tilton .....	M. J. Peters .....	6	3	9 do (to Dec. 31, '93)	103 50
Hay Bay and Napanee .....	J. Harcus .....	19	2	6 do (to Sept. 30, '93)	70 00
Hayburn and Parma .....	E. Loyst .....	2	3	12 do .....	50 00
Hiawatha and Peterboro' .....	O. A. Cragg .....	11	2	12 do .....	145 00
Hillier and Railway Station .....	H. Palmer .....	½	18	1 do 16 days (to May 16, '93) .....	17 55
do do .....	do .....	½	24	4 mos., 15 days (to Dec. 31, '93) .....	117 60
do do .....	H. Monaghan .....	½	24	3 do from do .....	31 20
Hillier and Rosehall .....	R. McCartney .....	2½	3	12 do .....	125 00
Hinch and Newburgh .....	B. Lewis .....	6	2	12 do .....	70 00
Howe Island and Pitt's Ferry .....	A. O'Brien .....	4	3	12 do .....	150 00
Indian River and Peterboro' .....	M. Guerin .....			Special trips .....	10 50
Indian River and Railway Station .....	do .....	2	3	9 months (to Dec. 31, '93)	60 00
do do .....	do .....	2	3	3 do from do .....	25 00
Indian River Station and Jermyn .....	J. Duff .....			Special trips .....	3 50
Indian River Station and Railway Station .....	do .....	5 1/8	6	12 months .....	25 00
Ingle and Tamworth .....	H. M. York .....		2	4 do (from Dec. 1, '93)	16 66
Ivanhoe, Crookston and Railway Station .....	W. B. Tanner .....	2	12	9 do (from July 1, '93)	176 25
Ivy Lea and Lansdowne .....	J. Ivey .....	2	4	2 do (to May 31, '93)	11 66
do do .....	do .....	2 & 6	4	10 do from do ..	92 33
Jellyby and Railway Station .....	J. E. Davis .....	300 yds.	3	12 do .....	30 00
Jermyn and Lang .....	R. Carter .....	4	3	12 do .....	68 00
Jones' Falls and Morton .....	A. Scott .....	3	3	5 do (to Aug. 31, '93)	24 58
do do .....	T. Kenny .....	3 & 6	3	7 do from do and (special trips) ..	51 83
Keene and Railway Station .....	R. McIntyre .....	1½	12	12 do .....	119 00
Kingston, Barriefield & Portsmouth .....	B. McConville .....	1½ & 2½	6 & 12	12 do .....	300 00
Kingston and Kingston Station .....	C. Cooper .....	2	6	10 do (to Jan. 31, '94)	26 20
do do .....	T. C. Wilson .....	2	7	2 do from do ..	5 10
Kingston Letter Carriers Service .....	Kingston, Portsmouth and Cataraqui Street Railway Co. ....			3 do (from Jan. 1, '94)	60 83

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingston and Newboro'	R. W. Copeland.	41	6	12 months	1,094 00
Kingston and Newburgh	C. H. Finkle	27	6	12 do	500 00
Kingston and Perth Road	J. Miller	18	6	12 do (less fine)	438 48
Kingston and Street Letter Boxes	B. McConville	16	3	6 do (to June 30, '94).	585 72
Kingston and Willetsholme	N. F. Darling	16	3	6 do (to Sept. 30, '93).	112 50
do do	do	16	3	6 do from do	145 00
Kingston Station and Grand Trunk Junction	T. Hanley	2	26	12 do	36 00
Kinmount and Mount Irwin	T. Peacock	7	2	12 do	70 00
Lakefield and Lakehurst	A. Johnston	19	3	12 do	239 00
Lakefield and Railway Station	J. Cooper	4	18	12 do	140 85
Lake Opinicon and Perth Road	S. Sears	10	3	12 do	90 00
Lang and Railway Station	A. Colville	1	12	12 do	74 00
Lansdowne and Sand Bay	C. McDonald	11½	3	12 do	211 04
Lansdowne and Tilley	H. Bradley	3½	1	12 do	30 00
Latimer and Wolf's Corners	B. S. Wartman	1	3	12 do	70 00
Lavant Station and Ompah	H. Dunham	9	3	12 do	195 00
Leinster and Roblin	T. N. Richmond	7	2	12 do	52 00
Lime Lake and Marlbank	J. Henderson	4	3	12 do	78 50
Long Lake and Mountain Grove	J. Bender	8	2	12 do	96 00
Long Point and Seeley's Bay	N. Shook	7½	2	12 do	85 00
Lyn and Railway Station	J. Baird	1	6	12 do	62 60
Lyndhurst and Seeley's Bay	W. D. Wetherell	8	6	12 do	168 00
McKenzie Lake and Maynooth	P. Barr	13	1	12 do	70 00
McKenzie Lake and Murchison	B. Reynolds	12	1	9 do (from July 1, '93)	63 45
McLean and Mountain Grove	A. Brown	8	1	12 do	52 00
Madoc and Eldorado Railway Station	R. S. Allt	7	12	12 do	400 00
Madoc and Ivanhoe Railway Station	W. Hulin	6½	7	12 do	365 00
Madoc and G. T. Railway Station	S. Barnum	4	12	5 do (to Aug. 31, '93).	26 20
do do	do	4	24	7 do from do	72 80
Madoc and Queensborough	W. H. Diamond	8	6	12 do	190 00
Mallorytown and Poole's Resort	H. Turkington	5	6 & 3	12 do	95 00
Mallorytown and Rockfield	J. Herbison	5	2	12 do	80 00
Mallorytown and Rockport	J. Dickey	12½	6	9 do (to Dec. 31, '93).	186 00
do do	J. Rogers	12½	6	3 do from do	52 50
Mallorytown and Yonge Mills	B. Burnham	4	2	12 do	75 00
Malone and Railway Station	C. Thompson	¾	6	12 do	80 00
Maple Lake and Minden	G. N. Clarke	20	2	12 do	125 00
Marble Rock & Gananoque Station	B. S. Bradley	4½	2	12 do	60 00
Marmora and Railway Station	N. McWilliams	2½	12	12 do	125 00
Marmora and Shanick	P. Sheridan	9	2	1 do (from Mar. 1, '94)	5 00
Marmora and Stirling	O. Church	16	6	12 do	400 00
Maynooth and Ormsby	M. Fitzgerald	32	6	12 do (less fine)	592 00
Melrose and Shannonville	I. Ray	24	6	3 do (to June 30, '93).	62 45
Millford and Picton	W. Ogden	10	6	12 do	192 00
Millford and Point Travers	J. J. Vandusen	10½	2	12 do	92 63
Millbridge and Railway Station	C. Donaldson	1½	6	12 do	70 00
Minden and Railway Station	D. J. Hartle	7½	12	12 do	300 48
Moira and Plainfield	W. H. Dean	8	3	12 do	125 00
Moneymore and Roslin	J. Thompson	6½	1	12 do	30 00
Mountain Grove and Railway Station	A. McDonald	100 yds.	12	12 do	20 00
Murray and Railway Station	H. W. Hayes & G. D. Wells	1	18	1 do 16 days (to May 16, '93)	17 06
do do	do	1	24	7 do 15 days (to Dec. 31, '93)	112 25
do do	G. D. Wells	1	24	3 do from do	45 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Napanee and Street Letter Boxes..	G. Bogart .....	1½	18	12 months.....	75 00
Napanee and Switzerville.....	P. E. R. Miller..	6	3	12 do .....	96 00
Napanee and Plainfield.....	J. D. Naphan....	13	2	12 do .....	95 00
Newboro and Smith's Falls.....	J. M. Preston....	27 & 29	6	12 do .....	593 00
New Dublin and Bellamy's Station.	N. E. Brown....	3½	3	12 do .....	65 00
Northport and Steamboat Wharf ..	P. H. Fox.....	100 yds.	12	Season 1893.....	15 30
Norwood, Warkworth and Hastings Railway Station .....	C. McDonnell ..	16 & 6	6 & 6	12 months .....	468 00
Norwood and Railway Station (C. P.R.).....	W. Udy.....	½	20	12 do .....	99 08
Odessa and Railway Station.....	W. Gordon .....	5	12	9 do (to Dec. 31, '93).	165 00
do do .....	B. L. Davy.....	5	12	3 do from do .....	55 00
Odessa and Violet.....	J. W. Storms....	6	6	12 do .....	100 00
Ormsby and Railway Station.....	G. L. Jarman....	150 yds.	12	12 do .....	50 00
Ormsby and Thanet.....	E. Thompson....	5	2	12 do .....	59 00
Oso Station and Zealand .....	W. Armstrong..	3½	2	7 do (to Oct. 31, '93)..	26 25
do do .....	do .....	4½	2	5 do from do .....	24 10
Overton and Roblin .....	G. W. Fox.....	3½	2	12 do .....	48 00
Parma and The Pines.....	J. Magee.....	4	3	12 do .....	70 00
Perth and Westport.....	A. R. Palmer....	23	2	12 do .....	175 00
Perth Road and Wilmur .....	J. S. Roberts....	2	3	12 do .....	48 48
Peterboro' and Railway Station (C. P.R.) .....	R. W. Carson....	½	31	12 do .....	177 87
Peterboro' and Railway Station (G. T.R.).....	G. A. Mitchell..	½	72 & 84	12 do .....	317 30
Peterboro' and Street Letter Boxes.	H. C. Rogers....	4½	12	12 do .....	200 00
Peterboro' and Warsaw.....	D. McIntosh....	16	6	12 do .....	276 00
Picton and Railway Station.....	J. B. Sheriff....	¾	18	1 do 16 days (to May 16, '93).....	8 72
do do .....	do .....	¾	24	10 do 15dys.(from May 17, '93) .....	80 37
Picton and Sand Banks.....	J. R. Tubbs....	10½ & 8	6 & 3	12 do .....	165 00
Picton and Solmesville.....	J. J. Thompson..	17	6	12 do .....	298 00
Picton and Street Letter Boxes.....	T. Shannon....	1	12	12 do .....	78 25
Precious Corners and The Corners.	J. R. O'Neil....	300 yds.	6	3 do (to June 30, '93)..	7 50
Railton and Railway Station .....	J. O'Reilly .....	4½ & 6	6	6 do (to Sept. 30, '93).	90 00
do do .....	P. Conway.....	4½ & 6	6	6 do from do .....	72 00
Read and Shannonsville.....	B. Callery.....	13½	6	9 do (from July 1, '93)	187 50
Roblin and West Plain.....	A. Sedore.....	3	2	12 do .....	25 00
St. Lawrence and Wolfe Island.....	S. D. Woodman..	15	1	3 do (to June 30, '93).	25 83
do do .....	J. W. O'Brien..	13	2	9 do from do .....	75 00
St. Ola and Railway Station.....	J. Baker.....	2	6	12 do .....	80 00
Sharbot Lake and C. P. Railway Station.....	M. Avery.....	½	14	12 do .....	146 00
Snyder Depot and Railway Station.	G. Deline.....	15½	6	10 do (from June 1, '93)	475 00
Springville and Railway Station.....	J. Tully.....	3	6	12 do .....	100 16
Steenburg and Railway Station.....	S. S. Steenburg.	100 yds.	3	2 do 14 days (to June 14, '93).....	6 18
do do .....	do .....	100 yds.	6	9 do 16dys.(from June 15, '93) .....	43 66
Stirling and Railway Station .....	H. S. Ferguson..	½	12	12 do .....	56 34
Stony Lake and Warsaw.....	E. McIlvina....	12	1	12 do .....	74 00
Tory Hill and Wilberforce.....	R. A. Riley.....	5	2	8 do (from Aug. 1, '93)	21 33
Trenton and Railway Station.....	J. S. Dyer.....	½	30	1 do 16 days (to May 16, '93).....	19 71

## Postmaster General's Report.

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.
Trenton and Railway Station.....	J. S. Dyer. ....	1/4	36	10 mos. 15 dys. (from May 17, '93).....	163 54
Trenton and Wooler .....	R. G. Kingston.	9	6	3 do (to June 30, '93).....	40 00
do do .....	W. H. Richards.	9	6	9 do from do.....	120 00
Trenton Junction (Transfers).....	A. I. Dench .....		As req	1 do 20 days (to May 20, '93).....	21 50
Tuftsville and North Hastings Junction.....	S. Tufts .....	1 1/8	6	12 do .....	20 00
Turriff and Umfraville.....	P. Turiff .....	4 1/8	2	8 do (from Aug. 1, '93).....	36 66
Tweed and Railway Station .....	W. J. Bowell.....	1/8	20	12 do .....	156 45
Villiers and Railway Station .....	W. Weir. ....	2	3	12 do .....	69 08
Wellington and Railway Station...	M. E. Pettet.....	1/4	18	1 do 16 days (to May 16, '93).....	9 35
do do .....	do .....	1/4	24	10 do 15 dys. (from May 17, '93).....	86 16
Wellman's Corners and Railway Station.....	P. Hubble. ....	2	6	12 do .....	150 00
West Huntingdon and Railway Station.....	E. Kerteston.....	1/4	12	9 do (from July 1, '93).....	60 00
Westport and Railway Station.....	J. H. Whelan.....	20	6	12 do .....	492 00
Westwood and Railway Station.....	J. Esson.....	2 3/8	6	12 do .....	122 07
				Total .....	\$41,179 60

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

## LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station	D. N. Sinclair	$\frac{1}{2}$	6	12 months	40 00
Aberfeldy and Bothwell	W. Hands	11 $\frac{1}{2}$	6	12 do	350 00
Aberfeldy and Mosside	do	3	3	12 do	50 00
Adare and Maguire	A. Tod	2 $\frac{1}{2}$	3	12 do	50 00
Adelaide and Strathroy	J. Harris	8 $\frac{1}{2}$	6	12 do	180 00
Ailsa Craig and Denfield Station	J. Edwards	6	6 & 12	12 do	220 00
Ailsa Craig and Nairn	do	3	6	12 do	150 00
Ailsa Craig and Railway Station	E. Shannon	$\frac{1}{2}$	6	12 do	50 00
Albuna and Cottam	J. E. Hillier	6 $\frac{1}{2}$	2	12 do	80 00
Aldboro and Rodney	A. Ruthven	6	6	12 do	140 00
Alvinston and Railway Station	G. Temple	$\frac{1}{2}$	12	3 do (to June 30, '93, less fine)	27 00
do do	A. J. Parker	$\frac{1}{2}$	12	9 do (from July 1, '93)	81 00
Amherstburg and Railway Station	A. Fox	1	12	12 do	187 80
Amherstburg and Windsor	do	18	6 & 3	12 do	460 00
Amiens and Ryckman's Corners	W. Ireland	2	3	12 do	45 00
Appin and Glenwillow	J. Reilly	5 $\frac{3}{4}$	3	12 do	95 00
Appin and Mayfair	R. Earhart	4 $\frac{1}{4}$	3	12 do	90 00
Appledore and Railway Station	O. B. Arnold	2 $\frac{1}{2}$	2	12 do	64 48
Arkona and Theford	W. Hester	7 $\frac{1}{2}$	6	12 do	140 00
Arkona and Watford	F. Hooper	12	6	12 do	450 00
Arner and Railway Station	S. A. Agla	$\frac{1}{4}$	6	12 do	40 69
Arva and Ballymote	T. J. Kestle	3	2	12 do	65 00
Atherton and Delhi	E. Wilson	3	2	12 do	45 00
Aughrim and Tancred	T. H. Wall	2	2	12 do	36 00
Avon, Putnam and Railway Station	J. A. Kinnee	6	6 & 12	12 do	350 00
Avonry and Wilkesport	J. Burden	2 $\frac{1}{2}$	2	6 do (to Sept. 30, '93)	20 00
do do	A. Blacklock	2 $\frac{1}{2}$	2	6 do from do	18 74
Aylmer and Dorchester Station	A. Pierce	16 $\frac{1}{2}$	6	12 do	365 00
Aylmer and Dunboyne	W. L. Pierce	31	6	12 do	500 00
Aylmer and Railway Station	do	$\frac{3}{4}$	24	12 do	313 00
Banner and Putnam	J. A. Kinnee	3 $\frac{1}{2}$	2	12 do	45 00
Bayham and Ingersoll	W. H. Cook	20	6	12 do	395 00
Becher and Terminus	D. Munro	4	2	2 do (to May 31, '93)	8 67
do do	W. B. Selley	5	2	10 do from do	43 33
Becher and Wallaceburg	J. A. McLean	5	3	12 do	95 00
Beech Lane and Tilsonburg	E. Gale	2 $\frac{3}{4}$	6	12 do (less fine)	583 92
Belle River and Byrnedale	W. Byrne	5 $\frac{1}{2}$	1	12 do	55 00
Belmont and London	J. Charles	13	6	12 do	120 00
Belmont and Railway Station	do	$\frac{1}{2}$	12	12 do	66 00
Belton and Railway Station	J. Gibson	$\frac{1}{2}$	12	12 do	45 00
Belton and St. Ives	H. Powell	9 $\frac{1}{2}$	2	12 do	117 76
Bentpath and Dresden	G. Sheppard	7	2	12 do	80 00
Bickford and Railway Station	J. Baxter	300 ft.	12	12 do	40 00
Big Point and Dover South	J. Durocher	7 $\frac{1}{2}$	3	12 do	74 00
Birr and Devizes	J. Lambourne	5 & 7	6 & 2	12 do	220 00
Blackwell Station and Railway Station	P. Wellington, jr	$\frac{1}{2}$	2	12 do	27 30
Blandford Station and Railway Station	E. Eaton	$\frac{1}{2}$	12	12 do	36 00
Blenheim and Leamington	A. E. Rymal	38 $\frac{1}{2}$	6	12 do (less fine)	1,193 00
Blenheim and Morpeth	R. Appleford	10	6	12 do	250 00
Blenheim and Railway Station	J. M. Burk	$\frac{3}{4}$	12	12 do	62 60
Blenheim and Rondeau	C. McKenzie	5	3 & 6	12 do	135 00
Blytheswood and Goldsmith	W. Ogle	5	3	12 do	80 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Blytheswood and Railway Station..	H. P. Jeffery...	6	6	9 months (to Dec. 31, '93)	84 60
do do	S. Scratch.....	6	6	3 do from do	19 11
Bornish and Sable.....	A. McDonald.....	3	2	12 do	48 00
Botany and Thamesville.....	C. McBrayne.....	5½	2	12 do	84 00
Bothwell and Clachan.....	A. McArthur.....	6	2	12 do	125 00
Bothwell and Florence.....	T. J. Elliott.....	9	6	12 do	237 00
Bothwell and Moravian Town.....	W. Gooding.....	4	2	12 do	65 00
Boxall and Fingal.....	L. Else.....	3½	2	12 do	40 00
Bradshaw and Bridgen.....	W. Bradshaw.....	5	3	12 do	120 00
Brandy Creek and Railway Station	J. Wintermute.....	1	6	12 do	40 00
Brantford and Eagle's Nest.....	Hunt & Colter.....	6	6	12 do	30 00
Brantford and Harley.....	R. Cavin.....	14	6	12 do	364 00
Brantford and Langford.....	W. Reed.....	8	6	12 do	234 00
Brantford and Mohawk.....	R. Cavin.....	12	6	12 do	307 00
Brantford and Railway Station.....	Hunt & Colter.....	1	54	12 do	366 21
Brantford and Simcoe.....	A. Hiller.....	24	6	12 do	840 00
Brantford and Street Letter Boxes.	Hunt & Colter.....	7½	12	8 do (to Nov. 30, '93)	224 99
do do	J. McCann.....	7½	12	4 do from do	99 67
Brewster and Parkhill.....	S. Gratton.....	16	6	12 do	298 00
Bridgen and Railway Station.....	J. Armstrong.....	¼	12	12 do	86 00
Bright and Cassel.....	J. McDonald.....	9	6	9 do (from July 1, '93)	175 50
Bright and Washington.....	W. J. Buggin.....	6½	6 & 12	12 do	234 00
Burford and Cathcart.....	R. Cavin.....	5 & 3½	3 & 6	12 do	168 00
Burgessville and Newark.....	W. Fletcher.....	5	6	12 do	170 00
Burgessville and Oriel.....	W. B. Somerville.....	8	3	12 do	130 00
Burgessville and Railway Station.....	E. W. Burgess.....	½	12	12 do	50 08
Byron and London.....	J. Charles.....	6	6	12 do	165 00
Calder and Railway Station.....	H. G. Jones.....	2½	2	12 do	49 00
Caledonia and Cayuga.....	E. Wigg.....	11	6	8 do 2 days (to Dec. 2, '93)	275 19
Caledonia and Conboyville.....	W. Arrell.....	6	2	12 do	70 00
Caledonia and Railway Stations.....	P. McMullen.....	½	36	12 do	140 85
Caledonia and Six Nations.....	J. A. Beaver.....	4	3	12 do	90 00
Camlachie and Hillsborough.....	C. L. Hill.....	9	2	12 do	140 00
Campbelton and West Lorne.....	J. Martin.....	6½	3	12 do	190 00
Cunfield and Railway Station.....	T. Brown.....	7½	12	12 do (and extra trips)	71 70
Cassel and Railway Station.....	J. McDonald.....	7	3	3 do (to June 30, '93)	39 00
Cayuga and Deans Station.....	E. Wigg.....	1½	6 & 12	12 do	106 12
Cayuga and Grand Trunk Railway Station.....	do	½	6	3 do 11 days (from Dec. 21, '93)	20 01
Cayuga and Gypsum Mines.....	M. Thompson.....	3½	6	12 do	110 00
Cayuga and Kohler.....	N. Degurse.....	4½	3	12 do	75 00
Cayuga and Upper.....	L. Everets.....	12	3	12 do	145 00
Centralia, Crediton and Railway Station.....	J. Clark.....	5½	12	12 do	220 83
Centralia and Mooresville.....	R. Handford.....	3½	6	12 do	200 00
Centralia and Saintsburg.....	F. Washburn.....	3½	2	10 do (from June 1, '93)	37 50
Charing Cross and Doyles.....	M. Doyle.....	4½	2	12 do	80 00
Charing Cross and Railway Station	J. Hunter.....	1½	12	12 do	72 00
Charing Cross and Tilbury Centre..	T. C. Harvey.....	25	3	12 do	539 00
Charlemont and Keith.....	R. Killins.....	2½	2	12 do	35 00
Chatham and Dover South.....	R. Reaume.....	6	6	12 do	169 00
Chatham and Louisville.....	G. N. Arnold.....	6	3	12 do	120 00
Chatham and Mitchell's Bay.....	A. P. Akins.....	15½	3	12 do	300 00
Chatham and Railway Station.....	A. Robinson.....	½	36	12 do	313 00
Chatham and Street Letter Boxes.	P. O. Flynn.....	6½	18	12 do	423 88
Chatham and Van Horn.....	J. Zink.....	6	2	12 do	70 00
Chatham and Williams.....	R. Williams.....	9	2	12 do	87 50
Cheapside, Jarvis and Station.....	J. A. Atkinson.....	16½	6 & 12	12 do	549 00
Chevalier and Stony Point.....	A. Lemire.....	1	12	12 do	100 00
Christina and Mount Brydges.....	T. Pearce.....	6½	2	12 do	87 48
Clanbrassil and Railway Station.....	J. Coosar.....	2	6	12 do	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clandeboye and West McGillivray.	W. H. Weir	7½	6	12 months	139 00
Clandeboye Station and Lucan.	W. Read	3	12	do	249 60
Clear Creek and Cultus.	W. N. Buck	5	6	12 do	200 00
Coatsworth Station and Romney.	D. King	2	3	9 do (from July 1, '93)	33 75
Cobble Hill and Evelyn.	A. J. Kernohan.	2½	2	12 do	49 48
Comber and Railway Station.	J. Kaufman	2 & ¾	12	12 do (less fine).	148 00
Comber and Windfall.	W. Owens	9	2	9 do (to Dec. 31, '93).	75 00
do	G. Robb	9	2	3 do from do	37 00
Comet and Railway Station.	J. Beaudoin	4½	2	12 do	104 00
Copleston and Petrolia.	N. Henriod	3½	6	12 do	170 00
Corinth and Railway Station.	R. Evans	25 rods.	12	12 do	78 00
Corunna and Railway Station.	H. J. Miller	3	12	12 do	76 00
Cottam and Essex.	J. C. Hicks.	5	6	12 do	195 00
Courtland and Port Rowan.	J. Summerhayes.	19½	6 & 12	12 do	597 00
Courtright and E. & H. Railway Station.	W. A. Cathcart.	½	12	12 do	76 00
Courtright and St. Clair Branch Station.	do	1½	12	12 do	78 25
Cowal and Iona Station.	J. McCallum.	6	2	12 do	79 00
Cranston and Railway Station.	D. Hannah.	4½	6	12 do	160 00
Crinan and West Lorne.	J. Martin.	5½	2	12 do	90 44
Croton and Dawn Mills.	W. A. Moir	8	2	12 do	95 00
Currie's Crossing and Railway Station.	W. D. Smith	½	6	12 do	60 00
Darrell and Railway Station.	S. Duncan	20 rods.	6	12 do	10 00
Dashwood and Parkhill.	P. McIsaac	16½	6	12 do	439 00
Dawn Mills and Dresden.	L. Philips	4	6	12 do	144 00
Deans, Cayuga and Railway Station	J. Shipway	3½	6 & 12	12 do	290 00
Decewsville and Railway Station.	J. Heaton	300 yds.	12	12 do	60 00
Delaware and London.	F. Ireland	12	6	12 do	144 00
Delhi and Lyndoch	M. Walther.	5	6 & 12	12 do	265 00
Delmer and Tilsonburg.	W. T. Armstrong	4½	3	12 do	110 00
Denfield and Duncriff.	J. Hodgins	6½	3	12 do	125 00
Denfield and Railway Station.	J. Edwards	6 rods.	12	12 do	38 00
Dereham Centre and Mitchell's Corners.	W. Short.	2	6	12 do	100 00
Dexter and Sparta.	C. M. Pettit.	4½	3	12 do	85 00
Dolsen and Railway Station.	B. Daly	3	1	12 do	25 00
Dresden and Railway Station.	D. Turnbull	7½	24	12 do	165 00
Drumbo and B. & L. H. Railway Station.	H. W. Burgess.	1	12	12 do	70 00
Drumbo and C. V. Railway Station.	do	1	12	12 do	90 00
Duart, Palmyra and Railway Station.	W. M. Curtis.	8½	6 & 12	12 do	375 00
Dunnville and Selkirk.	A. Hedden.	18	6	12 do	540 00
Eagle and West Lorne.	J. Martin	4½	12	12 do	199 52
Ealing and The Gore.	P. Ackland.	3	3	12 do	60 00
Eberts and Railway Station.	A. Robertson	10 yds.	12	12 do	21 00
Edgar's Mills and Railway Station.	R. Roadhouse.	8	6	12 do	50 00
Edy's Mills and Oil Springs.	D. W. McDougall	3	6	12 do	75 00
Elford and Essex.	I. Elford.	4½	1	12 do	50 00
Elmstead and Tecumseh.	J. S. Austin.	3½	2	2 do (to May 31, '93).	8 33
Elmstead and Railway Station.	do	2	3	10 do (from June 1, '93)	41 67
Embro and Harrington.	W. S. Vanatter.	25	6	12 do	340 00
Embro and Nissouri.	J. R. McKenzie.	4	2	12 do	52 00
Embro and Railway Station.	W. S. Vanatter.	3½	12	12 do	118 94
Erie and Jarvis.	A. Finch.	5	2	12 do	80 00
Essex and Gesto.	R. Hamilton.	6½	6	12 do	149 00
Essex and Railway Station.	T. Rush.	7	17	12 do	110 89
Ettrick, Ilderton and Station.	J. Little	6½	3 & 12	6 do (to Sept. 30, '93).	72 00
do do	J. W. McRae.	6½	3 & 12	6 do from do	72 00



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Evelyn and London .....	A. J. Kernohan.	13	6	12 months .....	335 00
Exeter and Railway Station.....	C. Snell .....	1	24	12 do .....	187 80
Falkland and Paris Station .....	W. T. Walker .....	9	6	12 do .....	224 00
Fargo and Railway Station .....	T. B. Sanders .....	300 yds.	24	12 do .....	62 00
Ferrihill and London .....	D. Sells .....	41½	6	12 do .....	704 92
Fingal and Port Talbot .....	J. Brown .....	7	3	12 do .....	125 00
Fingal and St. Thomas .....	G. Penwarden .....	7	6	12 do .....	149 00
Fingal, Shedden and Station .....	J. Church .....	3½	6 & 12	12 do .....	190 00
Fisherville, Nelles Corners, &c.	H. J. Richeld .....	4½	6 & 12	12 do .....	185 00
Fletcher and Railway Station.....	R. Sainsbury .....	1	42	12 do .....	50 00
Florence and Oakdale.....	A. Lowrie .....	6	2	12 do .....	80 00
Florence and Rutherford.....	S. Hubbard .....	6	3	3 do (to June 30, '93).	23 75
do do .....	J. Conbrough .....	6	3	9 do from do	65 61
Forest and Railway Station.....	P. Smith .....	40 yds.	12	12 do .....	87 64
Forest and Ravenswood .....	P. McCallum .....	9	3	12 do .....	100 00
Forestville and Railway Station.....	H. C. Gifford .....	¾	12	3 do (to June 30, '93).	34 72
do do .....	S. M. Beaupre .....	¾	12	9 do from do	70 50
Frome and Railway Station .....	W. F. Silcox .....	1½	6	12 do .....	78 25
Galt and Glenmorris .....	T. Scott .....	7	6	3 do (to Dec. 31, '93).	60 00
Galt and Glenmeyer .....	do .....	7	6	3 do (from Jan. 1, '94)	60 00
Garnet and Railway Station .....	T. Sullivan .....	½	12	12 do .....	40 00
Gladstone and Harriettsville .....	F. X. Lavine .....	3	6	12 do .....	79 00
Glanworth and Railway Station .....	J. Turnbull .....	½	6	12 do .....	64 00
Glencoe and Kilmartin .....	D. B. McIntyre .....	4½	3	12 do .....	95 00
Glencoe and Strathburn .....	A. Crothers .....	2½	6	12 do .....	112 32
Glencolin and Springfield .....	S. T. Young .....	3	3	12 do .....	96 00
Glendale and White Oak .....	J. A. Dicy .....	2½	3	12 do .....	55 00
Glenmeyer and Kinglake .....	H. Walsley .....	3	3	12 do .....	80 00
Glenrae and Railway Station .....	W. G. Shiells .....	50 yds.	12	12 do .....	20 00
Glenshee and Lynedoch .....	O. Jones .....	11½	6	12 do .....	300 00
Gordon and Railway Station .....	J. C. Duff .....	7½	12	12 do .....	50 00
Granturst and St. Marys .....	J. Sheldon .....	5	2	12 do .....	60 00
Granton and Whalen .....	J. H. Millson .....	5	2	6 do 16 days (to Oct. 16, '93)	41 30
do do .....	do .....	7½	2	5 do 15 days (from Oct. 17, '93)..	42 54
Hagersville and Railway Station .....	D. Spears .....	½	36	12 do .....	140 00
Hagersville, Selkirk and Station .....	A. Kinsley .....	14	6	12 do .....	270 00
Hagersville and Springvale .....	S. Kenner .....	4	6	12 do .....	140 00
Harley and Hatchley Station .....	C. F. Yates .....	4	2	12 do .....	65 00
Harley and New Durham .....	R. Cavin .....	5	6	12 do .....	132 00
Harrow and Railway Station .....	C. J. Paatorins .....	½	6	12 do .....	53 21
Hartford and Waterford .....	L. S. Dean .....	10	6	12 do .....	300 00
Harwich and Railway Station .....	I. Secor .....	7	6	12 do .....	254 00
Hawtrej, Northfield Centre, &c	J. W. Hainer .....	12	6 & 12	3 do (to June 30, '93).	98 50
do do .....	do .....	12	6 & 12	9 do from do	269 25
Hawtrej and Railway Station .....	C. J. Treffry .....	7½	12	6 do (to Sept. 30, '93).	15 00
do do .....	S. A. Innes .....	7½	12	6 do from do	15 00
Heather and Walkers .....	D. McIntyre .....	3	2	12 do .....	50 00
Hickson and Railway Station .....	T. J. Loveys .....	7½	12	12 do .....	20 00
Highgate and Railway Station .....	B. Teetzel .....	1	12	12 do .....	156 50
Highgate and Turin .....	B. Teetzel .....	5	3	12 do .....	100 00
Hillman and Leamington .....	R. Manery .....	6	2	12 do .....	75 00
Hubrey and Railway Station .....	J. Elliott .....	2½	3	12 do .....	78 00
Ingersoll and Peebles .....	J. Dennis .....	6½	2	12 do .....	80 00
Ingersoll and Port Burwell .....	E. Gray .....	32	6	12 do .....	855 00
Ingersoll and Railway Station.....	G. Matheson .....	¾	12	12 do .....	105 00
Ingersoll and Street Letter Boxes .....	J. Moore .....	4	18	3 do (to June 30, '93).	56 25

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.
Ingersoll and Street Letter Boxes..	D. Smith.....	4	18	9 mos. (from July 1, '93)	111 75
Innerkip and Railway Station.....	L. E. Edwards..	$4\frac{1}{2}$	12	12 do	100 16
Inwood and Railway Station .....	J. M. Courtright	25 yds.	12	12 do	40 00
Iona and Railway Station.....	W. Fletcher.....	2	12	12 do	125 00
Jaffa and Orwell.....	C. Bowen.....	3	2	12 do	40 00
Jarvis and Railway Station.....	F. A. Lea.....	$3\frac{3}{4}$	24 & 18	12 do	240 00
Jenettes Creek and Railway Station	F. C. Peck.....	250 yds.	6	12 do	40 00
Jura and Thedford.....	J. McCordic....	$7\frac{1}{2}$	3	12 do	111 40
Keith and Tupperville.....	R. Killins.....	$1\frac{1}{2}$	2	12 do	45 00
Kent Bridge and Thorncliffe.....	G. B. Shaw.....	3	2	3 do (to June 30, '93)	12 50
do do.....	E. Bolton.....	3	2	9 do from do	37 50
Khiva and Shipka.....	W. Holt, jr....	2	2	12 do	39 48
Kimball and Railway Station.....	B. Gerow.....	$1\frac{1}{8}$	6	12 do	25 00
Kimball and Seckerton.....	W. Gray.....	3	3	12 do	62 40
Kingscourt and Railway Station.....	R. H. Wilson....	1	3	12 do	50 00
Kingsmill and Mapleton.....	L. Johnson.....	4	6	12 do	170 00
Kingsmill and Railway Station.....	J. O. Robertson.	40 rods	12	12 do	45 00
Kingsville and Pelee Island.....	S. F. Graham....	20	1	12 do (less fine)	558 00
Kingsville and Railway Station.....	W. J. Gilkinson.	$6\frac{1}{2}$	12	12 do	70 00
Knapdale and Newbury.....	J. MacDonald....	6	1	12 do	50 00
Lakeside and Thamesford.....	H. Herlich.....	11	6	12 do	198 00
Lambeth and Raper.....	J. Howlett.....	4	2	12 do	48 00
Langton and Marston.....	W. F. Auger....	5	2	12 do	50 00
LaSalette and Railway Station.....	J. Gibbons.....	$1\frac{1}{8}$	24	6 do (to Sept. 30, '93)	30 00
do do.....	J. Grooms.....	$1\frac{1}{8}$	24	6 do (from do)	40 00
Lawrence Station and Railway Station	M. C. Smith.....	5	6	12 do	144 00
Leamington and C. S. Railway Station	S. C. Wigle.....	$\frac{3}{4}$	24	6 do (to Sept. 30, '93)	25 00
Leamington and C. S. Railway Station	do.....	$\frac{3}{4}$	24	6 do from do	37 50
Leamington and L. E. and D. K. Railway Station	do.....	$1\frac{1}{4}$	12	12 do	75 00
Leeboro and Evans Corners.....	C. Mullett.....	$1\frac{1}{2}$	3	12 do	45 00
Littlewood and Talbotville Royal.	J. Wait.....	6	2	12 do	94 00
London and London East.....	H. Keyes.....	1	24	12 do	144 00
London and London West.....	J. R. Gurd.....	$1\frac{1}{2}$	12	12 do	80 00
London and Lucan.....	J. W. Orme.....	$16\frac{3}{4}$	6	12 do	399 00
London and Odell.....	T. Tomlinson....	$3\frac{3}{4}$	3	12 do	60 00
London and C. P. Railway Station	Dominion Transfer Co.	$\frac{1}{4}$	12	12 do	156 50
London and L. H. & B. and M. C. Railway Station	The Shedden Co. (Limited).....	$\frac{1}{4}$	24	12 do	578 57
London—Conveyance of Letter Carriers	London Street Railway Co.			12 do	400 00
London and Street Letter Boxes.....	M. O'Meara.....	$1\frac{1}{4}$	12	8 days (to April 8, '93)	1 75
do do.....	J. Siggins.....	$17\frac{1}{2}$	30	3 months (from Jan. 1, '94)	223 75
Longwood and Osman.....	F. Marshall.....	8	2	12 do	74 00
Lowlands and Wanstead.....	W. J. Morris....	5	1	12 do	50 00
Lucan and Railway Station.....	W. Porte.....	$1\frac{1}{4}$	6	12 do	75 00
Lynn Valley and Railway Station.....	E. Edmonds.....	$1\frac{1}{4}$	12	12 do	25 00
Lynnville and Railway Station.....	W. Axford.....	$2\frac{1}{4}$	6	12 do	99 00
Lyons and Maple Leaf.....	J. Meikle.....	$2\frac{1}{4}$	3	12 do	80 00
McCready and Newbury.....	D. Ross.....	6	2	12 do	60 00
McGregor and Railway Station.....	D. St. Amour....	$1\frac{1}{4}$	12	12 do	64 60
Maidstone and Railway Station.....	I. Halford.....	$1\frac{1}{4}$	12	12 do (less fine)	124 20
Mandamin and Vyner.....	T. Carrick.....	5	3	3 do (to June 30, '93)	39 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mandamin and Vyrer.....	J. G. Finch.....	5	3	9 mos. (from July 1, '93)	117 00
Maple Lodge and Railway Station.	J. Andrews.....	1 $\frac{1}{2}$	3	12 do .....	55 00
Marburg and Port Dover.....	W. H. Ansley..	4 $\frac{1}{2}$	3	12 do .....	110 00
Melbourne and Middlemiss.....	J. Greaves.....	4	6	12 do .....	150 00
Melbourne and Railway Station.	I. M. Cady.....	$\frac{1}{4}$	12	6 do (to Sept. 30, '93)	25 00
do do .....	G. M. Spenberg.....	$\frac{1}{4}$	12	6 do from do	25 00
Melbourne and Waubraake .....	S. Clarke.....	3	2	1 do (from Mar. 1, '94)	4 17
Moore and Railway Station.....	R. Milliken.....	800 ft.	12	12 do .....	50 00
Morpeth and Thamesville.....	R. S. Walters...	15	6	12 do .....	239 00
Mount Healy and G. T. Railway Station, York.....	W. A. Young...	4 $\frac{1}{2}$	6	3 do 28 days (from Dec. 4, '93) ..	51 00
Mull and Railway Station .....	N. Watson.....	$\frac{1}{4}$	6	12 do .....	60 00
Muncey and Railway Station .....	A. McGregor...	15 rods	12	12 do .....	35 00
Napier and Rokeby.....	M. Campbell...	4	2	12 do .....	55 00
Napier and Strathroy .....	J. B. Gough...	11	6	12 do .....	343 00
Newbury and Wardsville .....	J. H. Cady...	3	12	12 do .....	150 00
New Sarum and Railway Station.	G. W. Cloes...	5	12	12 do .....	156 50
Nixon and Railway Station .....	E. H. Kingsbury	300 yds.	12	12 do .....	62 60
Nober and Railway Station.....	G. Barlow.....	100 yds.	12	12 do .....	40 00
Normandale and Vittoria.....	S. Ottley.....	4	3	12 do .....	68 00
North Buxton and Railway Station	G. B. Shreve...	$\frac{1}{2}$	12	12 do .....	40 00
Norwich and Railway Station .....	J. Lawrason...	3	24	12 do .....	150 00
Oakland, Windham Centre, &c....	G. Taylor.....	13	6 & 12	12 do .....	400 00
Oshweken and Tuscarora.....	S. J. McKelvey.	3 $\frac{1}{2}$	3	3 do (to June 30, '93)	23 75
do do .....	F. Johnson.....	4 $\frac{1}{2}$	6	6 do (to Dec. 31, '93)	72 00
Oshweken and Railway Station.....	do .....	4 $\frac{1}{2}$	6	3 do (from Jan. 1, '94, less fine).....	35 00
Oil City and Railway Station.....	R. Weatherill..	1 $\frac{1}{2}$	12	12 do .....	93 90
Oil City and Wheeler.....	J. R. Woodwork	7 $\frac{1}{2}$	2	12 do .....	104 00
Oil Springs and Railway Station.	T. Smith.....	200 yds.	12	3 do (to June 30, '93).	15 60
do do .....	D. P. Sisk.....	200 yds.	12	9 do from do ..	47 00
Oldcastle and Railway Station.....	M. McCarthy...	100 yds.	12	12 do .....	50 00
Oldfield and Wallaceburg.....	J. A. McLean...	6	3	12 do .....	95 00
Olinda and Ruthven .....	F. A. Wigle...	2 $\frac{1}{2}$	6	12 do .....	150 00
Oliver and Thorndale.....	J. G. McLeod...	6	2	12 do .....	100 00
Oneida and Railway Station.....	W. Reid.....	1 $\frac{1}{4}$	6	12 do .....	125 00
Onondago and Railway Station.....	J. Buckwell...	$\frac{1}{2}$	6	3 do (to June 30, '93)	27 30
Orwell and Railway Station.....	E. R. Crane.....	$\frac{1}{2}$	12	12 do .....	117 36
Ossian and Sarnia.....	M. Nesbitt.....	17 $\frac{1}{2}$	3	3 do (to June 30, '93)	79 57
do do .....	J. McKelvey...	17 $\frac{1}{2}$	3	9 do from do ..	216 36
Otterville and Railway Station	P. Mitchell.....	$\frac{1}{2}$	12	12 do .....	124 80
Oxley and Railway Station.....	A. Elliott.....	6 $\frac{3}{4}$	6	12 do .....	290 00
Paquette Station and Railway Station.....	J. Harsham.....	30 rods.	6	5 do (from Nov. 1, '93)	15 60
Paris and Railway Station.....	H. Muir.....	1	36	12 do .....	300 48
Paris and Street Letter Boxes.....	do .....	2	12	12 do .....	110 00
Parkhill and Railway Station .....	G. Simpson.....	$\frac{1}{2}$	12	3 do (to June 30, '93)	21 25
do do .....	do .....	$\frac{1}{2}$	12	9 do from do ..	75 00
Parkhill and Strathroy.....	H. McKona...	18	3	6 do (to Sept. 30, '93)	132 50
do do .....	J. B. McDonald.	18	3	6 do from do ..	129 50
Patillo and Railway Station.....	D. C. Coutts...	$\frac{1}{2}$	6	6 do (to Sept. 30, '93)	12 50
Pelee Island and Pelee Island East.	G. Gow.....	11	1	3 do (to June 30, '93)	17 50
do do .....	W. Haggins...	11	1	9 do from do ..	45 75
Perch Station and Railway Station.	R. Bright.....	5	2	12 do .....	50 00
Petrolea and Railway Station.....	P. Barclay.....	$\frac{1}{2}$	24	12 do .....	87 64
Petrolea and Wilsoncroft.....	J. L. Wilson...	4 $\frac{1}{2}$	2	12 do .....	100 00
Pike Creek and Tecumseh.....	E. Desmorais...	2	3	2 do (to May 31, '93)	10 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Pike Creek and Railway Station...	E. Desmorais...	$\frac{1}{2}$	6	10 mos. (from June 1, '93)	33 33
Pond Mills and Railway Station...	J. Gilmore...	3	3	12 do	75 00
Port Burwell and Port Rowan...	J. Thompson...	22	6	12 do	470 00
Port Dover and Railway Station...	B. J. Evans...	$\frac{1}{2}$ & $\frac{1}{3}$	6 & 12	12 do	89 00
Port Franks and Theford...	G. Burley...	6	3	12 do	89 48
Port Lambton and Railway Station	J. D. McNulty	$\frac{1}{2}$	12	12 do (less fine)...	49 00
Port Rowan and Railway Station...	R. W. Meadows.	$\frac{1}{2}$	12	12 do	100 00
Port Ryerse and Simcoe...	F. McCoy	6	6	12 do	169 00
Port Stanley and Railway Station.	M. Payne...	$\frac{1}{2}$	12	12 do	160 00
Pottersburg and Railway Station..	D. F. Buchanan.	50 rods.	12	12 do	50 00
Price and Railway Station.....	D. C. Coutts....	$\frac{1}{2}$	6	6 do (from Oct. 1, '93)	12 50
Ratho and Railway Station.....	G. Steedsman...	$\frac{1}{2}$	6	12 do	52 00
Renton and Railway Station.....	W. Blanchard ..	$\frac{1}{2}$	12	12 do	52 00
Renton and Tyrrell.....	do	$1\frac{1}{2}$	3	12 do	52 00
Renwick and Romney.....	H. J. Agnew ...	2	3	9 do (from July 1, '93)	27 00
Richwood and Railway Station....	W. Taylor .....	$\frac{1}{2}$	6	12 do	78 25
Ridgetown and Railway Station....	L. S. Hancock..	1	17	12 do	177 40
Rockford and Railway Station.....	M. Cook, jr....	4	6	12 do	145 00
Rodney and Railway Station.....	A. Humphrey....	30 rods.	12	12 do	62 60
Round Plains and Waterford	B. H. Rammage	4	3	12 do	95 00
Rowan Mills and Walsingham Centre.....	S. Bressan.....	7	3	12 do	114 00
Rusoom Station and Railway Station	J. Mathers.....	50 yds.	12	12 do	31 00
Ruthven and Railway Station.....	T. H. Wigle....	$\frac{1}{2}$	12	12 do	78 00
St. George and Railway Station ...	J. Woodley.....	1	24	6 do (to Sept. 30, '93).	125 60
do do	do	1	24	6 do from do	140 40
St. Joachim, River Ruscom and Railway Station .....	T. Beaulieu .....	3	6	12 do	122 00
St. Thomas and Railway Station ..	M. A. Boughner	1	72	12 do	544 62
St. Thomas and Sparta .....	W. Gregory .....	11	6	12 do	149 00
St. Thomas and Street Letter Boxes	O. C. Boughner.	3	12	12 do	175 00
St. Thomas and Talbotville Royal.	J. Wait .....	$3\frac{1}{2}$	6	12 do	120 00
St. Williams and Railway Station ..	J. H. Cope .....	$\frac{1}{2}$	12	12 do	100 00
Sandwich and Windsor .....	V. Ouellette....	2	6	12 do	160 00
Sarnia and Point Edward .....	H. W. Mills .....	2	12	12 do	313 00
Sarnia and Port Huron .....	J. P. Dawson ..	2	12	12 do	150 00
Sarnia and Railway Station .....	J. J. Rose .....	100 yds.	12 & 18	12 do	135 30
Sarnia and Street Letter Boxes....	J. P. Dawson ..	$2\frac{1}{2}$	12	12 do	149 00
Shetland and Sutherland's Corner.	J. W. McKeown ..	5	6	12 do	180 00
Silver Hill and Tain .....	M. A. Richards..	$2\frac{1}{2}$	2	9 do (to Dec. 31, '93)..	22 50
do do	E. Mayo .....	$2\frac{1}{2}$	2	3 do from do	8 75
Simcoe and Air Line Station .....	H. W. Pursel ..	1	12	9 do (to Dec. 31, '93).	112 17
do do	do	1	18	3 do from do	40 50
Simcoe, Pt. D. & L.H. Station ...	do	$\frac{1}{2}$	12	12 do	75 12
Simcoe and S. Norfolk Railway Station .....	do	$1\frac{1}{2}$	12	12 do	80 00
Sombra and Railway Station .....	J. Whiteley .....	$\frac{1}{2}$	12	12 do	50 00
Sombra and Thornyhurst .....	J. Featherston..	6	2	12 do	74 00
Sombra and Wilkesport .....	W. Micks .....	8	6	6 do (to Sept. 30, '93).	90 00
do do	A. Maitland....	8	6	6 do from do	85 00
Springfield and Railway Station...	W. J. Crawford.	$\frac{1}{2}$	12	12 do	88 00
Springford and Railway Station ...	A. Leach .....	3	6 & 12	3 do (to June 30, '93).	43 50
do do	J. R. Havens...	3	6 & 12	9 do from do	142 50
Staples and Railway Station .....	W. A. Maricle ..	30 rods.	6	12 do	32 00
Strathallan and Woodstock .....	G. Teetzel .....	14	6	12 do	300 00
Strathroy and Street Letter Boxes.	H. McColl .....	220 yds.	18	12 do	50 00
Sweaburg and Woodstock .....	W. H. Barton ..	6	3	12 do	86 00
Sylvan and Widder .....	W. Randall.....	3	6	12 do	144 00
Tavistock and Railway Station ...	G. Matheson.....	$\frac{1}{2}$	12	12 do	50 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Thamesford and Railway Station ..	R. J. Brock. ....	1	12	8 mos. (to Nov. 30, '93).	65 84
do do .....	N. C. McCarty. ....		12	4 do from do ..	32 76
Thamesville and Railway Station ..	H. L. Johnston. ....	500 yds.	12	12 do .....	72 00
Theford and Railway Station. ....	J. G. W. Brown. ....	300 yds.	6	12 do .....	50 00
The Grove and Railway Station .....	T. A. Robinson. ....		12	12 do .....	50 00
The Mettawas and Railway Station	A. C. Coleman ..	1	12	2 do 25 days (to Sept. 9, '93).....	1 17
Tilbury Centre and Railway Station.	J. Bartley .....	1/2	12	12 do .....	156 50
Tilsonburg and C. S. Railway Station	E. Becker .....	2	12	12 do .....	187 80
Tilsonburg and Grand Trunk Railway Station .....	W. Parker .....	1	12	12 do .....	140 85
Townsend Centre and Waterford ..	D. Kitchen. ....	3	3	12 do .....	75 00
Tupperville and Railway Station ..	A. Wickens .....	30 yds.	6 & 12	12 do .....	27 20
Turnerville and Railway Station ..	W. Turner .....	100 ft.	6	12 do .....	25 00
Tuscarora and Railway Station .....	S. J. McKelvey. ....	1/2	6	12 do .....	78 25
Tyrconnell and Wallacetown .....	W. Hall .....	4	6	12 do .....	105 00
Uttoxeter and Wanstead .....	N. K. Nesbitt ..	6	3	12 do .....	100 00
Vandecar and Woodstock .....	N. Schooley .....	9	3	12 do .....	125 00
Vereker and Railway Station .....	J. Bondy .....	3	6	12 do .....	172 15
Villa Nova and Railway Station .....	M. McAlpine. ....	1/2	6	12 do .....	50 00
Vittoria and Railway Station .....	B. W. Power .....	1/2	12	12 do .....	80 00
Vittoria and Walsh. ....	S. Ottley. ....	4	6	12 do .....	126 00
Wabuno and Railway Station .....	B. D. Varnum. ....	4	6	9 do (to Dec. 31, '93).	111 00
do do .....	J. Mason. ....	4	6	3 do from do ..	35 10
Walkers and Railway Station .....	J. Greaves .....	1/2	12	12 do .....	30 00
Walkerville and Railway Stations. ....	N. B. Vrooman. ....	100 yds. & 125.	24	12 do .....	171 20
Walkerville and Windsor .....	C. J. Morgan. ....		12	12 do .....	10 50
Wallaceburg and Railway Station. ....	M. Doyle. ....	1/2	24	12 do .....	85 00
Wallacetown and Railway Station. ....	W. Hall .....	2 1/2	12	12 do .....	150 00
Walnut and Watford .....	A. Black .....	6	2	12 do .....	100 00
Warwick and Railway Station .....	J. Smith .....	8	6	12 do .....	195 00
Waterford and Railway Station .....	B. H. Ranmage. ....	1/2	12	12 do .....	73 00
Weidman and Railway Station .....	A. H. Saylor .....	50 ft.	12	12 do .....	15 00
Whitebread Station and Railway Station .....	F. H. McDonald ..	50 yds.	12	12 do .....	40 00
Wiltongrove and Railway Station ..	P. Murray. ....	1/2	6	12 do .....	45 00
Windsor and Detroit, U.S. ....	M. H. McCarthy ..	2	18	12 do .....	645 00
Windsor and C.S. Railway Station. ....	do .....	1	17	12 do .....	198 88
Windsor and L.E. and D.R. Railway Station .....	do .....	1 1/2	6 & 12	12 do (and extra trips).	199 50
Windsor and Street Letter Boxes. ....	J. Dyer .....	4 1/2	19	2 do (to June 30, '93).	60 00
do do .....	do .....	4 1/2	19	9 do from do ..	270 00
Wolverton and Railway Station .....	S. Curry .....	1	12	12 do .....	108 00
Woodslee and Railway Station .....	J. P. Henry .....	1 1/2	12	12 do .....	156 50
Woodstock and Custom House .....	A. McCleneghan ..	1/2	6	9 do (from July 1, '93)	23 50
Woodstock and C.V. Railway Station	J. A. McKenzie. ....	1	12	12 do .....	125 00
Woodstock, Pt. D. & L.H. Railway Station .....	do .....	1/2	24	12 do .....	190 00
Woodstock and Street Letter Boxes. ....	R. Kerr .....	3 1/2	18	12 do .....	140 00
Wyton Station and Railway Station. ....	G. Scatcherd .....	1/2	12	12 do .....	20 00
Yarmouth Centre and Railway Station .....	G. A. Parlee. ....	1/2	6	12 do .....	120 00

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.								
Charge of Mails at principal Railway Stations . . . . .	Sundry persons . . . . .			12 months . . . . .	<table border="0"> <tr> <td style="text-align: right;">\$</td> <td style="text-align: right;">cts.</td> </tr> <tr> <td style="text-align: right;">65</td> <td style="text-align: right;">00</td> </tr> <tr> <td colspan="2" style="text-align: right;">Total . . . . .</td> </tr> <tr> <td colspan="2" style="text-align: right;">\$55,166 35</td> </tr> </table>	\$	cts.	65	00	Total . . . . .		\$55,166 35	
\$	cts.												
65	00												
Total . . . . .													
\$55,166 35													

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

# Postmaster General's Report.

## MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alameda and Mocsomin.....	G. Perry.....	87	1	9 mos. (to Dec. 31, '93).	645 67
do do.....	G. Wilson.....	87	1	3 do from do ..	191 83
Alameda and Oxbow.....	E. Pepper & Son.....	7	1	Special trip.....	4 00
Alameda and Railway Station.....	S. Colwell.....	1 3/4	6	9 months (to Dec. 31, '93)	75 00
do do.....	do.....	3/4	6	3 do from do ..	21 76
Aldina and Stobart.....	A. Fisher.....	43	1	3 do (to Sept. 30, '93).	68 25
do do.....	A. Arcand.....	43	1	6 do from do ..	74 50
Alexander and Pendennis.....	O. Westwood.....	19	1	9 do (to Dec. 31, '93).	112 50
do do.....	J. Cousins.....	19	1	3 do from do ..	36 25
Alexander and Railway Station.....	J. F. Walker.....	1 1/2	12	12 do ..	78 24
Almasippi and Campbellville.....	G. Gray.....	8	1	9 do (to Dec. 31, '93).	56 25
do do.....	J. Laurenson.....	8	1	3 do from do ..	17 50
Alta and Railway Station.....	H. Mussell.....	1 1/2	2	12 do ..	50 00
Alvena and Stobart.....	W. Boyer.....	25	1	12 do ..	143 00
Antler and Railway Station.....	G. Anderson.....	1 1/2	6	12 do ..	78 00
do do.....	S. McCutchen.....	1 1/2	1	Special trip.....	50 00
Antler and Workman.....	do.....	20	1	12 months.....	205 48
Arden Station and Glenholm.....	M. Snelgrove.....	8	1	5 do (to Aug. 31, '93).	25 00
Arden Station and Railway Station.....	M. E. Broughton.....	1 1/2	8	12 do ..	50 00
Argyle and Stonewall.....	A. Smith.....	9	1	3 do (to June 30, '93).	20 00
do do.....	do.....	10	1	9 do from do ..	51 75
Arizona and Sydney.....	R. Parkinson.....	8	1	12 do ..	75 00
Armstrong's Lake and Railway Station.....	J. Sharp.....	1 3/4	1	12 do ..	52 00
Arnaud and Dominion City.....	J. M. Martineau.....	9	2	12 do ..	208 00
Arrochar and Railway Station.....	R. McDonald.....	2	3	12 do ..	32 00
Arrowton and Parkisimo.....	J. T. Stubbins.....	20	1	8 do 2 days (to Dec. 2, '93).	120 81
Assessippi and Russell.....	J. T. Adams.....	15	2	12 do ..	255 00
Assessippi and Tumbell.....	J. Edwards.....	14	2	12 do ..	36 00
Assiniboine and Poplar Point.....	G. M. Jackson.....	4	2	12 do ..	100 00
Aubigny and Railway Station.....	G. Pichette.....	2 1/2	2	12 do ..	75 00
Austin and Railway Station.....	E. C. Wheeler.....	1 1/2	12	2 do (to May 31, '93)..	19 44
do do.....	do.....	1 1/2	12	10 do from do ..	83 33
Aweme and Two Rivers.....	C. Bellhouse.....	5	1	12 do ..	60 00
Bagot and Railway Station.....	J. C. Lowrie.....	1 1/2	6	12 do ..	40 00
Balcarres and Indian Head.....	J. Balfour.....	27	1	12 do ..	219 00
Baldur and Grund.....	C. Christopher-son.....	6	2	12 do ..	116 00
Baldur and Railway Station.....	J. Chester.....	1 1/2	6	1 do (to April 30, '93).	1 87
do do.....	do.....	1 1/2	6	11 do from do ..	55 00
Balgonie and Davin.....	G. W. Elliott.....	12	1	12 do ..	65 00
Balgonie and Hednesford.....	W. Cockwill.....	17	1	3 do 12 days (to Feb. 28, '94).	46 06
Balgonie and Loon Creek.....	do.....	35	1	7 do 18 days (to Nov. 18, '93).	205 77
do do.....	do.....	35	1	1 do (to Mar. 31, '94).	27 08
Balgonie and Railway Station.....	J. B. Hawkes.....	1 1/2	12	2 do (to May 31, '93)..	13 33
do do.....	do.....	1 1/2	14	10 do from do ..	77 76
Balmerino and Binscarth.....	J. Fletcher.....	5	2	12 do ..	80 00
Balmoral and Pleasant Home.....	R. Rutherford.....	18	1	12 do ..	135 00
Balmoral and Stonewall.....	do.....	8	3	12 do ..	165 00
Barnsley and Railway Station.....	W. O. Taylor.....	1 1/2	6	12 do ..	69 32
Bates and Carman.....	R. Squires.....	12	2	12 do ..	208 00

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.
Battleford and Onion Lake	Leeson & Scott..	102	Ftn'ly	12 months	1,762 20
Battleford and Saskatoon.	do	90	2	12 do	7,049 20
Beaconsfield and Swan Lake.	J. S. Rice.	14	2	12 do	232 96
Bear's Hill and Wetaskiwin.	L. T. Miquelon.	5½	2	12 do	119 00
Beausejour and Brokenhead.	E. A. Dugard.	14	1	12 do	130 00
Beausejour and Railway Station.	J. L. Turner.	1½	7	3 do 28 days (to Oct. 28, '93).	24 00
do do	do	1½	6	5 do 3 days (from Oct. 29, '93)	26 40
Beaver Lake and Logan	R. E. Steele.	20	12	do mthly	30 00
Belcourt and Poplar Point.	T. H. Brown	4½	2	12 do	60 00
Belleview and Pipestone.	J. McKinnon.	8	1	9 do (from July 1, '93)	39 00
Belleview and Virden.	J. Little.	48½	1	3 do (to June 30, '93) & special service	102 15
Belmont and Ninette.	W. Smellie	8	1	12 do	104 00
Belmont and Railway Station.	do	½	6	12 do	48 00
Belses and Pipestone.	W. Crothers.	5½	6	12 do	60 00
Beresford and Railway Station.	W. Cameron	1½	6	3 do (from Jan. 1, '94)	12 50
Beresford and Roseland.	do	9	2	3 do (from Jan. 1, '94)	46 25
Beresford, Roseland and Railway Station.	J. Casey	2 & 10½	2	9 do (to Dec. 31, '93).	202 50
Bertha and Nesbitt.	C. F. Kent.	5	1	5 do (to Aug. 31, '93).	21 66
Beulah and Elkhorn.	G. Marsh.	25	2	12 do	400 00
Bienfait and Coalfields.	N. Gow	6	2	9 do (from July 1, '93)	97 50
Bienfait and Railway Station.	R. S. Grogan.	½	6	12 do	50 00
Binscarth and Railway Station.	E. H. Williams.	1½	4	6 do (to Sept. 30, '93).	43 74
do do	do	1½	4	6 do from do	43 75
Binscarth and Russell.	A. DuPré	12	1	12 do	98 80
Binscarth and Saltcoats.	J. Murray	50½	1	3 do (from Jan. 1, '94)	65 00
Binscarth and Seeburn.	A. Seebach.	14	1	12 do	100 00
Binscarth and Snake Creek.	R. Rutherford.	18½	1	12 do	120 00
Binscarth and Spy Hill	A. R. Miller.	21	1	1 do 8 days (to Dec. 31, '93).	23 31
Bird's Hill and Railway Station.	G. Chudleigh	½	6 & 7	12 do	134 00
Birtle and Hamiota.	W. Hawthorne.	34	1	7 do (from Sept. 1, '93)	145 83
Birtle and Moosomin.	A. E. Fleming.	40	2	12 do	550 00
Birtle and Railway Station.	W. G. N. Porteous	½	8	9 do 12 days (to Jan. 12, '94).	101 83
do do	do	½	4	2 do 19 dys. (from Jan. 13, '94).	21 12
Birtle and Warleigh.	J. C. Dudley.	8	1	12 do	60 00
Blythfield and La Salle.	W. H. Mellow.	14	1	12 do	140 00
Boharm and Moose Jaw.	B. Smith.	11	1	12 do	75 00
Boissevain and Desford.	A. McKnight.	22	2	12 do	165 00
Boissevain and Heaslip.	G. F. Brown.	20½	2	12 do (less fine)	296 48
Boissevain and Railway Station.	A. McKnight	8	6	12 do	50 00
Boissevain and Sheppardville.	G. F. Brown.	17	2	12 do (less fine).	147 06
Boissevain and Wapaha.	W. A. Munro.	14	1	12 do	119 60
Boscurvis and Oxbow.	W. Galloway.	14	1	6 do (to Sept. 30, '93).	65 00
do do	R. A. Froyer.	14	1	3 do (to Dec. 31, '93).	33 65
do do	R. J. Noble.	14	1	3 do from do	29 75
Boucher and Halero	J. Gerrond.	12	1	12 do	96 00
Bowden and Railway Station.	C. K. Johnson.	½	4	2 do (to May 31, '93).	8 33
do do	C. Moore.	½	4	10 do from do	41 67
Bradwardine, Logoch and Ralph-town.	W. Beamish	14 & 7	1	12 do	165 00
Brandon and Forest Station.	W. H. Woods	10	1	12 do	124 80
Brandon and Hayfield.	J. Crompton.	12	2	12 do	175 00
Brandon and Railway Station (C. P. R.).	J. C. Kavanagh.	½	14	2 do (to May 31, '93).	55 00
Brandon and Railway Station (C. P. R.).	do	½	26	10 do from do	468 26
Brandon and Railway Station (Melita Branch)	do	½	6	12 do	141 40



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brandon and Railway Station (Melita Branch)	J. C. Kavanagh.	2 $\frac{1}{2}$	6	12 months	141 49
Brandon and Rapid City	C. A. Rea	20	6	12 do	625 00
Brandon Hills and Railway Station	J. Baker	3	2	12 do	104 00
Bredenburg and Railway Station	W. Wilson	1 $\frac{1}{2}$	1	12 do	26 00
Brice and Dewdney	W. Brice	6	1	4 do (to Oct. 31, '93)	13 00
do do	do	6	1	5 do from do	16 25
Bridge Creek and Franklin	J. Torington	3 $\frac{3}{4}$	3	6 do (to Sept. 30, '93)	47 50
do do	W. H. Campbell	3 $\frac{3}{4}$	3	6 do from do	53 50
Brierwood and Roden	W. H. Gray	6	1	12 do	65 00
Broadview and Cotham	G. Rainville	17	1	7 do (to Oct. 31, '93)	52 50
do do	C. R. Boultsbee	17	1	5 do from do	33 33
Broadview and Hillesden	D. Ealey	12	1	12 do	70 00
Broadview and Railway Station	J. Clementson	12	14	2 do (to May 31, '93)	23 33
do do	do	12	14	10 do from do	136 10
Brookdale and Carberry	S. Shannon	20	1	12 do	125 00
Brookside and Parkin	J. Burke	5	1	7 do (from Sept. 1, '93)	30 33
Broomhill and Melita	G. L. Dodds	12	1	5 do (to Aug. 31, '93)	27 08
do do	do	12	1	7 do from do	53 08
Bru and Cypress River	H. Josephson	7 $\frac{1}{2}$	2	12 do	100 00
Bruzelles and Holland	N. McLean	10	2	12 do	182 00
Burnbank and Two Creeks	G. Allison	6	1	12 do	63 00
Burnside and Burnside Station	W. A. McIntosh	5 $\frac{1}{2}$	2	12 do	180 00
Burnside Station and Railway Station	J. R. Fox	2 $\frac{1}{2}$	12	12 do	50 00
Calf Mountain and Thornhill	F. Bolton	7 $\frac{1}{2}$	2	12 do	130 00
Calgary and Custom House	G. C. King	6	6	12 do	25 00
Calgary and Jumping Pond	W. Mickle	25	1	3 do (to June 30, '93)	52 00
do do	W. W. Stuart	25	1	9 do from do	187 50
Calgary and Railway Station (C. P. R.)	W. Slingsby	1	12 & 14	12 do	300 00
Calgary and Railway Station (C. P. R., Edmonton Section)	do	1	4	12 do	100 00
Calgary and Railway Station (C. P. R., McLeod Section)	do	1	4	12 do	100 00
Camille and Railway Station	W. H. Smith	12	2	3 do (to June 30, '93)	67 40
do do	W. J. Parker	12	2	6 do (to Dec. 31, '93)	134 80
do do	do	12	2	3 do from do	62 40
Cannington Manor and Moosomin	J. Deavitt	42	1	12 do	400 00
Carberry and Neepawa	S. Chatwin	32	2	5 do (from Nov. 1, '93)	133 33
Carberry and Railway Station	M. Wise	1 $\frac{1}{2}$	14	2 do (to May 31, '93)	29 16
do do	do	1 $\frac{1}{2}$	26	7 do from do	250 00
Carberry and Wellwood	J. W. Newton	14	2	7 do (to Oct. 31, '93)	110 83
Cardston and Colles	H. C. Colles	8	1	7 do (from Sept. 1, '93)	87 50
Cardston and Lethbridge	J. A. Woolf	45	1	12 do	450 00
Carrievale and Railway Station	S. Bishop	1 $\frac{1}{2}$	6	12 do	78 00
Carlingville and Oak River	S. Hess	18	1	12 do	140 00
Carmen, Lintrathen and Roseisle	R. Squires	12 $\frac{1}{2}$ & 26	1	3 do (from Jan. 1, '94)	78 00
Carmen, Lintrathen Roseisle and Railway Station	J. Bruce	1, 13 $\frac{1}{2}$ , 26	1	9 do (to Dec. 31, '93)	255 20
Carman and Pomeroy	J. Sutton	8	1	9 do (to Dec. 31, '93)	60 00
Carman and Railway Station	R. Squires	1 $\frac{1}{2}$	6	3 do (from Jan. 1, '94)	19 50
Carnduff and Oakley	R. B. Boddy	11	1	11 do (from May 1, '93)	71 50
Carnduff and Railway Station	J. P. Carnduff	1 $\frac{1}{2}$	6	12 do	67 48
Caron and Railway Station	A. H. Powell	1 $\frac{1}{2}$	6 & 3	12 do	30 00
Carroll and Railway Station	W. T. Stinson	2 $\frac{1}{2}$	3	2 do (to May 31, '93)	19 50
do do	H. Bingham	1 $\frac{1}{2}$	3	10 do from do	52 00
Carsdale and Lumsden	W. C. Hamilton	5	2	12 do	78 00
Cartwright and Railway Station	T. S. Menary	1 $\frac{1}{2}$	6	12 do	52 00
Castleberry and Shellmouth	J. Dugan, jun	14	1	3 do (to June 30, '93)	29 25
do do	J. Gilchrist	14	1	9 do from do	78 75
Chater and Railway Station	J. Vance	1 $\frac{1}{2}$	12	12 do	90 00
Churchbridge and Clumber	W. Lister	30	1	12 do	145 00

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.
Churchbridge and Railway Station.	B. D. Westman.	3	3	5 mos. (to Aug. 31, '93).	31 25
do do	do	2	2	7 do from do	29 16
Clandeboye Bay and Poplar Point.	F. M. Skagen.	14	ft'nly. 12	do do	50 00
Clarkleigh and Cold Springs.	W. A. Fidler.	11	1	9 do (from July 1, '93)	60 00
Clarkleigh and Lundar	H. Johnson.	6	1	3 do (to June 30, '93).	10 00
Clarkleigh and Lundyville.	J. Clark.	18	1	11 do (to Feb. 28, '94).	110 00
do do	do	18	1	1 do from do	15 41
Clarkleigh and Reaburn.	D. Boyer.	40	2	6 do (to Sept. 30, '93).	204 50
do do	A. Wilson.	40	2	6 do from do	141 74
Clarkleigh and Seamo.	A. Micklewright	6	1	2 do (to May 31, '93).	5 66
do do	do	6	2	10 do from do	54 33
Clearwater and Railway Station.	R. Rogers.	4	6	12 do	78 00
Coalfields and Estevan.	Bailey & Duncan	15	1	3 do (to June 30, '93).	35 75
Cold Springs and Minnewakan.	W. A. Fidler.	6	1	3 do (to June 30, '93).	8 25
Cook's Creek and Winnipeg	M. Peebles.	22	2	12 do	416 00
Coulter and Lyleton.	W. F. Coulter.	6	1	8 do (from July 1, '93)	27 65
Coutts and Railway Station.	S. Smith.	4	4	11 do (from May 1, '93)	22 91
Craven and Kennell.	L. H. Hoskins.	12	1	12 do	78 00
Craven and Tregarva.	do	7½	1	12 do	75 00
Crescent Lake and Saltcoats.	V. Dures.	18	1	12 do	143 00
Crewe and Fort Ellice.	J. Ellis.	6	2	12 do	125 00
Crystal City and Railway Station.	H. J. Taylor.	4	6	12 do	60 00
Cumberland House and Fort à la Corne	R. MacFarlane.	175	m'thly 12	do	440 00
Cypress River and Railway Station	A. Creighton.	8	6	12 do	53 32
Cypress River and St. Alphonse.	D. Jeanotte.	8	2	3 do (to June 30, '93).	50 00
do do	T. Chapdelaine.	11	2	9 do from do	112 50
Daily and Virden.	E. O. Rathbone.	11	1	12 do	80 00
DeClare and Welwyn	W. Ray.	7	1	12 do	74 00
Delean and Railway Station.	J. H. Abraham.	7	6	8 do (from Aug. 1, '93)	20 90
Deloraine and Railway Station.	W. H. Clancie.	4	6	12 do	124 40
Deloraine and Waskada.	S. Leach.	42	2	4 do (to July 31, '93).	138 66
do do	do	43	2	8 do from do	283 92
Dempsey and Souris.	J. Dempsey.	10	1	12 do	75 00
Dennington and Percy.	R. C. Kiseby.	28	1	3 do (to June 30, '93).	64 34
do do	do	29	1	9 do from do	199 92
Dewdney and Gladys.	C. W. S. Harkness	8	1	3 do (to June 30, '93).	21 42
Dewdney and Panima.	G. C. S. Paterson	9	1	1 do (from Mar. 1, '94)	7 08
Dewdney and Railway Station.	J. Paterson.	1	4	12 do	40 00
Dominion City and Emerson.	C. Whitman.	10	6	12 do	585 00
Donore and La Salle.	C. Wheatland.	8	1	12 do	80 00
Douglas Station and Creeford.	D. McCann, sen.	36½	r. t. 2	12 do	312 00
Douglas Station and Railway Station	M. Gray.	14	2	2 do (to May 31, '93).	10 00
do do	do	12	8	do (to Jan. 31, '94).	34 26
do do	do	12	2	do from do	11 77
Drumconnor and Longburn.	I. T. Hicks.	5½	2	4 do (from Dec. 1, '93)	34 66
Drumconnor and Railway Station.	E. Brown.	6	6	12 do	78 00
Dry River and Mariapolis.	G. Saunders.	7	1	4 do (to July 31, '93).	17 33
Duhamel and Wetaskiwin.	A. Bourque.	28	1	5 do (from Nov. 1, '93)	82 91
Dunara and Selkirk.	E. Linklater.	18 & 16½	2	12 do	207 00
Dunbow and Grierson.	J. A. Grierson.	10½	1	9 do (to Dec. 31, '93).	108 75
do do	do	10½	1	3 do from do	24 75
Dunmore Junction and Josephsburg	J. H. Kern.	20½	1	3 do (to June 30, '93).	40 10
do do	C. F. Fox.	23	1	9 do from do	134 97
Dunmore Junction and Railway Station.	W. A. Killien.	4	24	2 do (to May, 31, '93).	18 00
do do	do	4	28	1 do (to June 30, '93).	12 00
do do	W. G. Davis.	4	28	6 do (to Dec. 31, '93).	72 00
do do	R. Alexander.	4	28	2 do 11 days (to March 11, '94).	27 72
do do	do	4	20	20 days from do	5 74

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Eden and Riding Mountain .....	A. H. Scouten..	10	1	5 months (to Aug. 31, '93)	31 25
Edgeley Farm and Qu'Appelle Station.	I. R. Brown .....	8½	2	12 do .....	175 00
Edmonton and Fort Saskatchewan.	F. G. Stewart .....	28	2	7 do (to Oct. 31, '93).	515 67
do do .....	C. F. Stewart .....	28	2	5 do from do .....	368 33
Edmonton and Railway Station....	M. McCauley....	2	4	12 do .....	187 20
Edmonton and St. Albert .....	do .....	9	2	9 do (to Dec. 31, '93).	75 00
do do .....	do .....	9	2	3 do from do .....	25 00
Edmonton and Stony Plain .....	P. Muller .....	25	1	10 do (from June 1, '93)	145 83
Edwell and Red Deer .....	A. Borrowman .....	13	1	2 do (from Feb. 1, '94)	10 00
Elkhorn and Kola .....	J. T. Madge .....	16	1	3 do (to June 30, '93).	27 73
do do .....	W. Hopp .....	16	1	9 do from do .....	101 25
Elkhorn and Lippentott .....	W. F. Longman .....	12	1	3 do (to June 30, '93).	21 75
do do .....	T. N. Clarke .....	12	1	9 do from do .....	75 00
Elkhorn and Railway Station .....	I. McLeod .....	12	12	12 do .....	124 80
Elm Creek and Railway Station .....	J. Rinn .....	3	2	2 do (from Feb. 1, '94)	6 50
Elm Valley and Reston .....	W. H. McDougall .....	17	1	9 do (from July 1, '93)	105 00
Elphinstone and Strathclair Station	J. Craig .....	9½	2	12 do .....	130 00
Eloa and Melita .....	G. C. Dodds .....	9	1	3 do (from Jan. 1, '94)	21 93
Emerson and Gretna .....	J. H. Vanwhart .....	18	3	6 trips .....	30 00
Emerson and Railway Station .....	do .....	1	12	12 months .....	156 90
Emerson and Stuartburn .....	A. Dodds .....	29½	1	12 do .....	234 00
Erinview and Stonewall .....	D. Gunn .....	29	1	12 do .....	181 50
Estevan and Railway Station .....	E. H. Scott .....	1	6	12 do .....	90 00
Fairfax and Souris .....	J. Taylor .....	9	1	12 do .....	100 00
Fairlight and Moosomin .....	H. Hyde .....	13	1	10 do (from June 1, '93)	62 50
Fairnede and Wapella .....	J. Kidd .....	16	1	12 do .....	135 00
Fannystelle and Railway Station .....	A. Jacques .....	7	3	12 do .....	30 00
Ferndale and Hillburn .....	W. Moran .....	7	1	12 do .....	52 00
Fernton and Winnipeg .....	W. Fraser .....	4	2	12 do .....	110 00
Findlay and Railway Station .....	J. Dick .....	4	7	7 do (from Aug. 1, '93)	26 75
Fisher Bay and Icelandic River .....	W. Robinson .....	50	1	1 do (from Mar. 1, '94)	20 00
Flee Island and Portage la Prairie.	M. Tuck .....	13	1	12 do .....	90 00
Fleming and Railway Station .....	B. B. Gilbert .....	12	3	3 do (to June 30, '93).	25 00
do do .....	do .....	12	9	9 do from do .....	90 00
Forest Farm and Whitewood Station	J. W. Taylor .....	12	1	12 do .....	91 00
Fort à la Corne and Prince Albert.	G. Reid .....	55	1	12 do .....	489 00
Fort Alexander and Peguis .....	Rev. L. Lebreton .....	50	f'tnly	12 do .....	200 00
Fort Pelly and Yorkton .....	J. C. Murray .....	66	1	6 do (to Sept. 30, '93).	199 00
do do .....	do .....	66	1	6 do from do .....	224 00
Fort Saskatchewan and Logan .....	W. B. Ross .....	40	m'thly	12 do .....	66 00
Fort Saskatchewan and Pakan .....	W. R. Brereton .....	55	f'tnly	12 do .....	300 00
Fox Warren and Railway Station .....	A. Laycock .....	6	6	6 do (to Sept. 30, '93).	25 00
do do .....	do .....	6	3	3 do 12 days (to Jan. 12, '94)	16 93
do do .....	do .....	1	4	2 do 19 days (from Jan. 13, '94) ..	13 01
Franklin and Railway Station .....	A. M. Anderson .....	1	6	12 do .....	10 00
Gartmore and Neepawa .....	S. Chatwin .....	91	1	1 do (to Apr. 30, '93).	45 50
do do .....	do .....	91	1	11 do from do .....	916 66
Gilbert Plains and Lake Dauphin.	R. Wishart .....	26	f'tnly	12 do .....	104 00
Gladstone and Golden Stream .....	D. McConnell .....	8	1	12 do .....	78 25
Gladstone and Mekiwin .....	J. McGregor .....	15	2	12 do .....	225 00
Gladstone and Plumas .....	J. L. Logie .....	20	1	9 do (to Dec. 31, '93).	150 00
Gladstone and Railway Station .....	E. Rose .....	1	6	12 do .....	100 00
Gladstone and Tupper .....	L. Dunning .....	26	1	3 do (from Jan. 1, '94)	49 75
Gladys and High River .....	C. W. S. Harkness .....	11	1	9 do (from July 1, '93)	56 25
Gleichen and Railway Station .....	V. J. Beaupré .....	1	14	9 do (to Dec. 31, '93).	50 83
do do .....	do .....	1	14	3 do from do .....	17 82
Gleichen and Strangmuir .....	A. W. Strange .....	15	1	12 do .....	120 00
Glenboro' and Railway Station .....	J. Duncan .....	1	6	12 do .....	53 32

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.
Glencross and Morden	J. Stodders	10	2	11 mos. (from May 1, '93)	183 33
Glendale and Neepawa	W. Walker	12	2	12 do	140 00
Glendinning and Moropano	J. Cummings	6	1	12 do	39 00
Glen Ewen and Oxbow	T. Ewen	5	1	12 do	78 00
Gonor and Railway Station	J. Gunn	3½	2	3 do (to June 30, '93)	25 00
do do	J. Hay	3½	2	9 do from do	58 50
Grand Clariere and Melgund	T. Gaboriault	8	1	4 do (to July 31, '93)	17 33
do do	do	8	1	8 do from do	40 00
Grandin and Stobart	J. Nolin	7	1	12 do	65 00
Greenlaw and Red Deer	S. M. Bannerman	3	1	12 do	52 00
Greenway and Pasadena	W. H. McKnight	5	1	12 do	35 00
Greenway and Railway Station	C. H. Carbonneau	½	6	6 do (to Sept. 30, '93)	30 00
do do	J. M. Johnson	½	6	6 do from do	30 02
Grenfel and Hyde	G. A. E. Hyde	19	1	12 do	100 00
Grenfel and Railway Station	E. Fitzgerald	½	12	2 do (to May 30, '93)	25 00
do do	do	½	14	10 do from do	145 83
Gretna and Railway Station	J. R. Hoffman	½	14	12 do	255 50
Gretna and Reinland	J. Giesbrecht	17	2	12 do	175 00
Grierson and Railway Station	J. A. Grierson	2	2	9 do (to Dec. 31, '93)	58 50
do do	W. O. Somerville	2	4	3 do from do	26 00
Griswold and Railway Station	G. Lindsay	½	12	12 do	100 00
Griswold and Viola Dale	J. Little	42½	2	12 do	695 00
Gull Lake and Railway Station	R. W. Caswell	½	12	2 do (to May 31, '93)	4 17
do do	J. Houston	½	7	10 do from do	20 83
Hamiota and Oak River	J. Henry	8	1	12 do	52 00
Hanlan and Meadow Lea	J. MacDonald	8½	2	12 do	92 00
Hargrave and Mail Changing Post	R. J. Hill	½	6	12 do	60 00
Harperville and Woodland	J. Hallett	20	1	12 do	145 60
Harrowby and Railway Station	S. Blane	½	4	5 do (to Aug. 31, '93)	20 83
do do	do	½	2	7 do from do	14 58
Hartney and Melgund	J. Blair	3	2	12 do	156 00
Hartney and Railway Station	do	½	6	9 do (to Dec. 31, '93)	58 50
do do	S. H. Dickson	½	6	3 do from do	18 75
Hartney and West Hall	Hartney & Dickson	15	1	12 do	143 00
Hayward and Qu'Appelle	H. H. Hayward	12	1	12 do	100 00
Hazel Cliffe and Kaposvar	S. Piliak	5	1	12 do	50 00
Hecla and Icelandic River	J. Gudmundson	24	Ftnly.	10 do (from June 1, '93)	50 00
High Bluff and Railway Station	H. W. Cox-Smith	1	14	2 do (to May 31, '93)	16 66
do do	do	1	12	10 do from do	71 40
High River and Pekisko	M. G. Stimson	25	Ftnly.	12 do	100 00
High River and Railway Station	J. Smith	½	4	12 do	40 00
Hilton and Railway Station	J. Davis	½	6	12 do	49 92
Hirsch and Railway Station	W. H. Baker	½	6	4 do (from Dec. 1, '93)	13 32
Hochstadt and Steinbach	J. T. Regehr	14	1	12 do	120 00
Holland and Railway Station	J. R. Holland	½	6	12 do	90 00
Hollbroke and Railway Station	J. E. Aylwin	5½	2	9 do (to Dec. 31, '93)	126 50
do do	do	5½	2	3 do from do	52 00
Holmfield and Railway Station	J. D. Orr	½	6	12 do	52 00
Huns Valley and Minnedosa	J. L. Wilson	18	1	12 do	125 00
Icelandic River and Isafold	B. Bjarnason	10	Ftnly.	6 do (from Oct. 1, '93)	11 50
Icelandic River and Manigotagan	T. Eyolfsson	44	do	1 do (to April 30, '93)	17 33
do do	G. Eyolfsson	44	do	1 do (to May 31, '93)	17 00
Icelandic River and Selkirk	G. S. Dickson	78	1	12 do	750 00
Ile de Chene and St. Boniface	R. St. Pierre	18	1	12 do	130 00
Indian Ford and Rathwell	H. Sturton	7½	2	12 do	100 00
Indian Head and Kenlis	J. Glenn	19	1	12 do	125 00
Indian Head and Railway Station	R. Crawford	½	12	2 do (to May 31, '93)	33 33
do do	do	½	14	7 do (to Dec. 31, '93)	136 10
do do	do	½	14	3 do from do	61 81
Ingleside and Poplar Point	G. Morrow	25	1	3 do (to June 30, '93)	50 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ingleside and Poplar Point .....	F. Ritchie .....	25	1	9 mos. (from July 1, '93)	117 00
Innisfail and Railway Station .....	W. W. Stiles .....	3	4	12 do .....	72 80
Innisfail and Tindastoll .....	J. Bjornson .....	12	1	12 do .....	95 00
Kalidea and Manitou .....	N. Morrison .....	13½	1	6 do (to Sept. 30, '93).	42 50
do do .....	H. Toohey .....	13½	1	6 do from do .....	50 00
Kelloe Station and Railway Station .....	C. F. Nixon .....	3	4	12 do .....	52 00
Kemnay and Railway Station .....	E. B. Scott .....	1½	5	12 do .....	60 00
Killarney and Glendinning .....	J. S. O'Brien .....	33	2	12 do .....	215 00
Killarney and Railway Station .....	C. Bate .....	½	6	12 do .....	52 00
Killarney and Wakopa .....	J. Williams .....	39	2	12 do .....	255 00
Kingsley and Larivière .....	R. Henderson .....	6	2	12 do .....	104 00
Kinosota, Westbourne & Lakeland .....	J. W. Garrioch .....	65, 16, 70	F only	12 do (and arrears) .....	377 38
Kirkpatrick and Willoughby .....	J. Smith .....	10	1	12 do .....	104 00
Kutawa and Qu'Appelle .....	Leeson & Scott .....	54	1	4 do (to July 31, '93).	533 33
Lac la Biche and Pakan .....	T. Yuppe .....	120	Mthly	9 do (from July 1, '93)	165 00
Lacombe and Lamerton .....	C. M. Dolmage .....	27	1	8 do (from Aug. 1, '93)	130 00
Lacombe and Railway Station .....	I. N. Dolmage .....	1½	4	12 do .....	30 00
Lake Dauphin and Rigby .....	J. M. Maxwell .....	8	1	11 do (from May 1, '93)	47 66
Lake Dauphin and Woolson .....	C. Hicks .....	7	1	6 do (from Oct. 1, '93)	26 00
Langdon and Railway Station .....	P. J. Hastings .....	½	2	7 do 24 days to Nov. 24, '93.	19 48
Langenburg and Railway Station .....	P. Ulrich .....	½	4	5 do (to Aug. 31, '93).	20 83
do do .....	do .....	½	2	7 do from do .....	14 58
Langenburg and Rothbury .....	D. Berger .....	50	1	12 do .....	140 00
Langvale and Ninga .....	Hicks & Maloney .....	20	2	12 do .....	300 00
Larivière and Railway Station .....	W. H. Swales .....	½	6	12 do .....	62 40
Larivière and Silver Springs .....	R. Armstrong .....	3½	2	12 do .....	130 00
La Salle and Railway Station .....	J. O. Faubert .....	½	12	12 do .....	25 00
Lauder and Railway Station .....	G. E. Magne .....	½	6	12 do .....	30 00
Lebret and Qu'Appelle .....	J. P. Magnon .....	4½	2	12 do .....	104 00
Lebret and Saltoun .....	W. Gillispie .....	7	2	12 do .....	130 00
Leduc and Railway Station .....	R. T. Telford .....	½	4	11 do (from May 1, '93)	47 66
Lennox and Montefiore .....	H. C. Mauz .....	7	2	12 do .....	145 00
Letellier and Railway Station .....	J. B. Graveline .....	½	12	12 do .....	50 00
Letellier and St. Jean Baptiste .....	J. F. R. Duval .....	9½	4	special trips .....	22 00
Letellier and St. Joseph .....	L. Beaudreau .....	4½	2	12 months .....	85 00
Letellier and St. Pie .....	do .....	4½	2	12 do .....	85 00
Lethbridge and Custom House .....	F. Champness .....	½	6	12 do .....	30 00
Lethbridge and Macleod .....	J. B. Smith .....	30	3	9 do (to July 31, '93).	900 00
do do .....	do .....	30	3	3 do from do .....	237 50
Lethbridge and Railway Station .....	JD Higinbotham .....	½	12	2 do (to May 31, '93).	41 66
do do .....	do .....	½	18	9 do 11 days (to March 11, '93) .....	226 83
do do .....	do .....	½	10	20 days from do .....	11 57
Llewellyn and Saskatoon .....	J. D. Powe .....	10	1	9 months (to Dec. 31, '93)	48 75
do do .....	W. Hunter .....	10	1	1 do (to Jan. 31, '94).	6 75
do do .....	F. Barrett .....	10	1	2 do from do .....	10 00
Lower Fort Garry and Pigeon Bluff .....	J. E. Harriett .....	5½	1	12 do .....	30 00
Lucas and Parkisimo .....	J. T. Stubbins .....	16	1	3 do 29 days (from Dec. 3, '93) .....	50 19
Lumsden and Marieton .....	A. N. Jamieson .....	26	1	12 do .....	260 00
Lumsden and Railway Station .....	T. B. Hill .....	1½	4	12 do .....	30 00
Lumsden and Regina .....	A. N. Jamieson .....	20	2	2 special trips .....	25 00
Lyndon and Railway Station .....	C. A. Lyndon .....	18	1	9 mos. (from July 1, '93)	175 50
Lyonhall and Ninga .....	S. Jones .....	5	2	9 do (from July 1, '93)	75 00
McGregor Station and Railway Station .....	F. J. Brand .....	½	12	12 do .....	100 00
McGregor Station and Rosehill .....	E. C. Hamblin .....	10	1	12 do .....	45 00
McGregor Station and Wellington .....	F. Atkinson .....	12½	1	12 do .....	104 00

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.
McLean and Railway Station	J. Plant	1 1/8	6	2 mos. (to May 31, '93)	16 66
do do	do	1 1/8	10	do from do	91 66
Macleod and Custom House	M. J. Campbell	3	6	12 do	25 00
Macleod and Pincher Creek	D. Brouillette	32	3	12 do	825 00
Macleod and Railway Station	J. B. Smith	2 1/2	4	12 do	140 00
Manitou, Mowbray and Windygates	C. Hanford	24 & 31 1/2	1	5 do (to Aug. 31, '93)	239 58
Manitou and Railway Station	H. J. Rockett	12	12	do	175 00
Manitou and Windygates	C. Handford	3 1/2	2	7 do (from Sept. 1, '93)	364 58
Maple Creek and Railway Station	J. Dixon	12	12	2 do (to May 31, '93)	26 00
do do	do	14	10	do from do	151 66
Maraville and Nesbitt	B. F. Lines	9	1	7 do (from Sept. 1, '93)	45 50
Mariapolis and Railway Station	L. Roy	6	6	6 do (to Sept. 30, '93)	22 50
do do	C. H. Carboneau	6	6	do from do	22 62
Marieton and Strassburg	E. Gfroerer	19	1	12 do	155 00
Marlborough and Moose Jaw	J. G. Beesley	14	1	12 do	104 00
Marney and Strathclair Station	W. D. Coghlin	7	2	12 do	93 60
Marquette and Railway Station	A. E. Hainsworth	12	12	do	80 00
Marquette and St. Eustache	J. H. Lavoie	7	2	12 do	130 00
Marquette and Woodlands	C. E. Hainsworth	9	2	12 do	140 00
Medicine Hat and Railway Station	T. Tweed	14	2	do (to May 31, '93)	30 00
do do	do	14	10	do from do	175 00
Melbourne and Railway Station	F. W. Creasy	2	11	do (from May 1, '93)	11 91
Melfort and Prince Albert	G. Taylor, sen	80	1	12 do	525 00
Melita and Eunola	G. L. Dodds	32	1	9 do (to Dec. 31, '93)	117 00
Melita and Napinka	Hartley & Preston	8	2	2 do (to May 31, '93, less fine)	13 33
do do	do	8		Special trips	2 00
Melita and Railway Station	G. L. Dodds	12	6	4 months (to July 31, '93)	16 66
do do	do	12	8	do from do	66 66
Menteith and Railway Station	W. A. Rose	6	12	do	52 00
Methven and Railway Station	T. Jackson	6	12	do	40 00
Methven and Wawanesa	W. S. Foster	4	3	9 do (from July 1, '93)	111 15
Miami and Opawaka	P. Angers	7	1	12 do	80 00
Miami and Railway Station	F. A. Collins	1 1/8	6	12 do	60 00
Midnapore and Millarville	M. T. Millar	18	1	12 do	150 00
Midnapore and Railway Station	S. W. Shaw	1	4	12 do	208 00
Midway and Railway Station	H. R. Keys	6	12	do	25 00
Millbrook and Queen's Valley	J. Beddall, jun.	7 1/2	1	12 do	58 00
Millwood and Changing Post	H. V. Bailey	4	4	5 do (to Aug. 31, '93)	16 66
do do	do	2	2	5 do (to Jan. 31, '94)	12 50
do do	E. O. Wheellet	2	2	do from do	4 91
Millwood and Spy Hill	A. R. Millar	12	1	7 do 22 days (to Nov, 22, '93)	83 72
do do	do	12	1	3 do (from Jan. 1, '94)	32 50
Minnedosa and Railway Station	T. Boyd	6	12	do	78 25
Minnedosa and Scandinavia	J. W. Thompson	20	1	12 do	129 00
Moffatt and Walseley	E. A. Banbury	9	2	12 do	124 00
Moline and Rapid City	G. L. Stone	8	1	12 do	100 00
Montgomery and Whitewood Station	T. B. O'Donoghue	20	1	3 do (to June 30, '93)	45 50
do do	J. Dermody	20	1	9 do from do	120 00
Moose Jaw and Point Elma	D. Taylor	15	1	12 do	75 00
Moose Jaw and Railway Station	C. A. Gass	12	2	do (to May 31, '93)	26 00
do do	do	14	10	do from do	151 66
Moosomin and Railway Station	J. Page	12	2	do (to May 31, '93)	25 00
do do	do	26	4	do 28 days (to Oct. 28, '93)	110 55
do do	do	14	5	do 3 days from do	74 18
Moosomin and Redpath	J. Deavitt	42	1	12 do	340 00
Morden and Nelson	J. A. Wright	10 1/2	2	12 do	150 00
Morden and Railway Station	T. H. Dunsford	10 1/2	12	do	140 40
Morden and Stodderville	J. Stodders	10	2	1 do (to April 30, '93)	16 66
Morinville and St. Albert	A. Harnois	15	1	12 do	100 00
Morris and Railway Station (C.P.R.)	J. D. Burke	1 1/2	12	do	110 00

## Postmaster General's Report.

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

Name of Route	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$    cts.
Morris and Railway Station (N.P.R.)	J. D. Burke	1/2	6	12 months	90 00
Morris and St. Jean Baptiste	G. F. Birney	6	1	Special trips	8 00
Myrtle and Railway Station	A. McDonald	1/2	6	12 months	82 48
Namao and St. Albert	J. Johnson	9	1	4 do (to July 31, '93)	23 33
Nanton and Railway Station	J. D. Norrish	7	1	9 do (from July 1, '93)	75 00
Napinka and Railway Station	A. Cates	1/2	15	12 do	135 00
Napinka and West Brenda	W. R. Powell	7	1	4 do (to July 31, '93)	17 33
do do	W. G. Suter	7	1	8 do from do	34 67
Neepawa and Oberon	J. Murray	13	2	7 do (to Oct. 31, '93)	101 50
Neepawa and Orange Ridge	S. Chatwin	20	1	1 do (to April 30, '93)	14 32
Neepawa and Railway Station	A. M. Dalton	1/2	6	12 do	140 85
Neepawa and Riding Mountain	S. Chatwin	47	1	7 do (from Sept. 1, '93)	145 83
Neepawa and Salisbury	D. Hamilton	7	2	5 do (to Aug. 31, '93)	50 00
Nesbitt and Railway Station	B. T. Lines	1/2	6	11 do (to Feb. 28, '94)	68 75
do do	J. H. Brown	1/2	6	1 do from do	6 49
Newdale and Railway Station	J. L. Cook	1/2	8	9 do 12 days (to Jan. 12, '94)	52 48
do do	do	1/2	4	2 do 19 days from do	10 88
Newdale and Raven's Glen	R. H. Dennison	7	1	12 do	52 00
New Lunnon and St. Albert	J. Johnston	18	1	8 do (from Aug. 1, '93)	83 33
New Oxley and Railway Station	Leeds & Elliott	5	2	3 do (to June 30, '93)	52 00
do do	do	5	1	9 do from do	78 00
Ninga and Railway Station	W. McKnight	1/2	6	12 do	62 40
North Fork and Pincher Creek	F. R. Morris	20	1	1 do (to April 30, '93)	18 75
do do	F. A. Mead	20	1	11 do from do	201 66
Notre Dame de Lourdes and Rathwell	F. Lesage	8	1	3 do (to June 30, '93)	18 25
do do	do	8	2	9 do from do	107 25
Oakburn and Shoal Lake	J. A. Hamilton	9	2	12 do	156 00
Oak Lake and Railway Station	G. D. Miller	1/2	12	3 do (to June 30, '93)	19 50
do do	do	1/2	12	9 do from do	94 00
Oakland and Portage la Prairie	W. H. Ferguson	12	1	12 do	120 00
Oak River and Totonka	J. Cardale	10	1	12 do	80 00
Olds and Railway Station	J. W. Silverthorn	1/2	4	12 do	25 00
Olivedale and Rounthwaite	G. Baragar	5	1	1 do (to April 30, '93)	6 50
Orrwold and Shoal Lake	M. W. Thompson	16 1/2	2	12 do	221 00
Osler and Railway Station	J. S. Grant	1/2	4	12 do	36 40
Ossowo and Poplar Point	F. Wagner	7	2	12 do	159 00
Otto and Seamo	N. T. Snoedal	6	1	1 do (from Mar. 1, '94)	2 50
Oxbow and Railway Station	E. Groyer	1/2	6	9 do (to Dec. 31, '93)	58 50
do do	R. A. Troyer	1/2	6	3 do from do	14 82
Parkin and Wapella	L. H. Brett	14	1	12 do	125 00
Parklands and Qu'Appelle	T. Murray	11	1	12 do	70 00
Pasqua and Railway Station	D. Robb	1/2	6	2 do (to May 31, '93)	14 00
do do	do	1/2	7	7 do (to Dec. 31, '93)	54 83
do do	do	1/2	7	3 do from do	27 00
Peguis and Selkirk	D. McIvor	6 1/2	2	3 do (to June 30, '93)	24 50
do do	do	6 1/2	2	9 do from do	85 50
Penhold and Railway Station	G. Fleming	1/2	2	12 do	50 50
Penrith and Virden	J. A. Blakeman	24	1	12 do	210 00
Pense and Railway Station	A. Blair	1/2	12	2 do (to May 31, '93)	13 00
do do	do	1/2	14	10 do from do	75 83
Pense and Stony Beach	J. Doan	14	1	9 do (from July 1, '93)	75 00
Pheasant Forks and Wolseley	J. Franks	40	2	12 do	348 72
Pierson and Railway Station	R. J. Took	1/2	6	9 do (to Dec. 31, '93)	45 00
do do	do	1/2	6	3 do from do	13 65
Pierson and Sourisford	do	40	1	12 do	156 00
Pigeon Lake and Winnipeg	T. Foulds	25	2	12 do	465 00

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.
Pilot Mound and Railway Station..	J. M. Fraser....	1	6	12 months.....	60 00
Pilot Mound and Roseberry.....	R. Blackburn....	23	2	5 do (to Aug. 31, '93)	116 25
do do .....	do .....	23	2	7 do from do .....	168 04
Pine Creek and Railway Station...	E. Robb.....	3	4	9 do (to Dec. 31, '93)	150 00
do do .....	W. O. Somerville..	2 1/2	4	3 do from do .....	39 00
Pipestone and Railway Station...	J. McKinnon....	4	6	9 do (from July 1, '93)	39 00
Plumas and Tupper.....	G. E. Saunders...	5	1	6 do (to Sept. 30, '93)	12 50
do do .....	do .....	5	1	3 do from do .....	12 50
Plum Coulee and Railway Station...	J. I. Bergen....	1	12	12 do .....	100 00
Pomroy and Roland.....	J. Sutton.....	4	1	3 do (from Jan. 1, '94)	13 75
Poplar Park and Selkirk .....	B. Davis.....	15	1	12 do .....	65 00
Poplar Point and Railway Station.	G. M. Jackson..	3	12	12 do .....	100 00
Portage la Prairie, Custom House and Railway Station (C.P.R. & M. & N.W.R.) .....	W. H. Ferguson	1	32	2 do (to May 31, '93)	62 50
do do do .....	do .....	1	32	10 do from do .....	408 33
Prince Albert and Railway Station.	J. M. Campbell..	1	4	9 do (to Dec. 31, '93)	78 00
do do .....	H. Kirkness ...	1	4	3 do from do .....	19 50
Prince Albert and Regina.....	C. L. Ross.....	247	2	12 do .....	52 00
Qu'Appelle and Qu'Appelle Station.	Leeson & Scott..	18	6	12 do .....	650 00
Qu'Appelle and Wishart.....	do .....	66	1	8 do (from Aug. 1, '93)	1,109 33
Qu'Appelle Station and Railway Station.....	E. W. Warner... 1/2	14	12	12 do .....	129 60
Rathwell and Railway Station...	A. Forbes.....	1	6	9 do (to Dec. 31, '93)	39 00
do do .....	T. C. Forbes....	1	6	3 do from do .....	18 75
Reburn and Railway Station.....	W. J. Paterson..	14	2	2 do (to May 31, '93)	30 50
do do .....	do .....	12	2	7 do (to Dec. 31, '93)	91 50
do do .....	M. Paterson....	12	3	3 do from do .....	39 00
Red Deer and Railway Station...	L. Gaetz.....	4	4	9 do (to Dec. 31, '93)	58 50
do do .....	H. H. Gaetz....	4	4	3 do from do .....	19 50
Regina and Custom House.....	J. A. Whitmore..	6	12	2 do (and arrears)...	54 16
Regina and Railway Station.....	do .....	16	2	2 do (to May 31, '93)	69 33
do do .....	do .....	18	10	10 do from do .....	390 00
Regina and Wascana .....	F. H. Cochrane..	12	1	12 do .....	104 00
Reston and Railway Station.....	W. H. McDougall, jr. .... 1/2	6	6	9 do (from July 1, '93)	37 50
Reston and Sinclair .....	J. F. McLaren..	15	1	8 do (from Aug. 1, '93)	60 00
Richland and Roseland.....	A. Chalmers....	5	1	12 do .....	50 00
Richland and Winnipeg.....	Z. Brabant.....	37 3/4	2	12 do .....	425 00
Roland and Railway Station.....	W. H. Lowe....	6	6	12 do .....	60 01
Roland and Warrington.....	do .....	6	1	12 do .....	80 00
Rosebank and Railway Station...	A. H. Baker....	1	4	7 do (from Sept. 1, '93)	6 10
Rosenfeld and Railway Station...	A. Acheson....	12	12	1 do (to April 30, '93)	2 08
do do .....	do .....	12	11	11 do from do .....	62 00
Rosburn and Solsgrith.....	J. Broadfoot... 1/2	16	2	1 do (to April 30, '93)	21 66
do do .....	do .....	19 1/2	2	11 do from do .....	286 00
Rosser and Railway Station...	H. J. Beachell..	12	12	12 do .....	50 00
Rosthern and Railway Station...	P. Neufeldt....	4	4	7 do (from Sept. 1, '93)	13 94
Rounthwaite and Railway Station.	E. S. Shearer... 1/2	6	6	12 do .....	78 00
Routledge and Railway Station...	H. Stevens, jr. ...	6	6	12 do .....	32 00
Royal and Railway Station.....	J. Ronaldson... 1/2	5	2	8 do (to Nov. 30, '93)	66 67
do do .....	C. F. Archibald..	5	2	4 do from do .....	30 28
Russell and Railway Station.....	A. Clee.....	1	5	12 do .....	100 00
Russell and Shellmouth.....	R. Yeates.....	13	2	12 do .....	338 00
Ste. Agathe and Railway Station..	A. Oliver.....	1	12	4 do (to July 31, '93)	25 00
do do .....	E. Bernier.....	1	12	8 do from do .....	50 00
Ste. Anne des Chénes, Steinbach and Winnipeg.....	J. B. C. Desault..	30	2	12 do .....	574 00
St. Boniface and Winnipeg.....	M. Petrim.....	1	12	12 do .....	350 00



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Cloud and Railway Station.....	J. B. Bernier....	1 <sup>3</sup> / <sub>8</sub>	6	3 mos. (to June 30, '93).	11 70
St. Jean Baptiste and Railway Station.....	J. F. R. Duval....	7 <sup>3</sup> / <sub>8</sub>	12	12 do .....	45 00
St. Léon and Somerset .....	F. Lefreniere....	43 <sup>3</sup> / <sub>4</sub>	2	12 do .....	104 00
St. Malo and Winnipeg .....	F. Carriere....	43 <sup>3</sup> / <sub>4</sub>	2	12 do .....	724 96
St. Norbert and Railway Station.....	P. E. Pacaud....	4 <sup>3</sup> / <sub>4</sub>	12	12 do .....	70 00
Ste Rose du Lac and Wiggins Stopping Place.....	F. Hamlin.....	8	f'tn'ly	2 do (from Feb. 1, '94)	8 66
St. Vital and Winnipeg .....	J. Nesbit.....	6	2	12 do .....	60 00
Saltcoats and Railway Station.....	W. Valley.....	4 <sup>3</sup> / <sub>4</sub>	4	3 do (to June 30, '93).	15 00
do do .....	E. Bolton.....	4 <sup>3</sup> / <sub>4</sub>	2	9 do from do .....	45 00
Saltcoats and Yorkton .....	W. Tetlock.....	17 <sup>3</sup> / <sub>8</sub>	1	3 do (from Jan. 1, '94).	45 50
Saskatchewan Landing and Swift Current .....	Leeson & Scott ..	30	1	12 do .....	1,174 84
Saskatoon and Railway Station .....	do .....	1	4	12 do .....	104 00
Selkirk and East Selkirk Railway Station.....	G. S. Dickinson....	2 <sup>3</sup> / <sub>4</sub>	12	2 do (to May 31, '93).	24 83
do do .....	do .....	2 <sup>3</sup> / <sub>4</sub>	14	4 do 28 days (to Oct. 28, '93) .....	71 15
do do .....	do .....	2 <sup>3</sup> / <sub>4</sub>	12	6 do 3 days (from Oct. 29, '93) .....	63 16
Selkirk and Winnipeg .....	Peebles & Braden ..	22 <sup>3</sup> / <sub>4</sub>	3	3 do (to June 30, '93).	150 00
do do .....	R. Todd.....	25 <sup>3</sup> / <sub>4</sub>	3	9 do from do .....	375 00
Sewell and Railway .....	G. Kellett.....	12	12	12 do .....	45 00
Shadeland and Thornhill .....	W. Brackley.....	7 <sup>3</sup> / <sub>4</sub>	2	5 do (to Aug. 31, '93).	53 52
do do .....	do .....	7 <sup>3</sup> / <sub>4</sub>	2	7 do from do .....	96 78
Sheho and Yorkton .....	W. Lamport.....	50	1	12 do .....	350 00
Shoal Lake and Railway Station.....	J. T. Dandridge....	1 <sup>3</sup> / <sub>8</sub>	6	9 do 12 days (to Jan. 12, '94) .....	61 10
do do .....	do .....	1 <sup>3</sup> / <sub>8</sub>	4	2 do 19 days (from Jan. 13, '94) .....	11 25
Sidney and Railway Station .....	T. Babb.....	1 <sup>3</sup> / <sub>8</sub>	12	12 do .....	50 00
Sintaluta and Railway Station .....	E. Rowe.....	1 <sup>3</sup> / <sub>8</sub>	3	12 do .....	100 00
Solsgrith and Railway Station .....	J. C. Anderson....	1 <sup>3</sup> / <sub>8</sub>	6	9 do 12 days (to Jan. 12, '94) .....	47 00
do do .....	do .....	1 <sup>3</sup> / <sub>8</sub>	4	2 do 19 days (from Jan. 13, '93) .....	8 66
Somerset and Railway Station .....	A. Jarman.....	1 <sup>3</sup> / <sub>8</sub>	6	1 do (to April 30, '93).	4 50
do do .....	do .....	1 <sup>3</sup> / <sub>8</sub>	6	11 do from do .....	34 83
Souris and Railway Station .....	J. H. Brown.....	1 <sup>3</sup> / <sub>8</sub>	9	12 do .....	112 48
South Edmonton and Railway Station .....	H. Wilson.....	1 <sup>3</sup> / <sub>8</sub>	4	12 do .....	52 00
Starbuck and Railway Station .....	J. Powers.....	1 <sup>3</sup> / <sub>8</sub>	2	3 do (to June 30, '93).	25 00
do do .....	H. Hay.....	1 <sup>3</sup> / <sub>8</sub>	3	9 do from do .....	48 90
Stobart and Railway Station .....	A. Fisher.....	1 <sup>3</sup> / <sub>8</sub>	4	9 do (to Dec. 31, '93).	27 30
do do .....	E. Grundy.....	1 <sup>3</sup> / <sub>8</sub>	4	3 do from do .....	18 20
Stobart and Wingard.....	A. Fisher.....	19	1	3 do (to June 30, '93).	38 25
Stockton Station and Railway Station .....	N. Fallis.....	1 <sup>3</sup> / <sub>8</sub>	6	12 do .....	50 00
Stockton Station and Thoresby .....	A. F. Andrews ..	5	2	12 do .....	104 00
Stonewall and Railway Station .....	A. J. Bell.....	1 <sup>3</sup> / <sub>8</sub>	6	12 do .....	39 00
Stonewall and Wavy Bank .....	G. Vincent.....	8	1	9 do (to Dec. 31, '93).	52 50
do do .....	J. G. Vincent....	9 <sup>1</sup> / <sub>2</sub>	3	3 do from do .....	15 00
Stony Mountain and Railway Station .....	A. Perry.....	1	12	9 do (to Dec. 31, '93).	75 00
do do .....	J. C. Stewart....	1 <sup>1</sup> / <sub>2</sub>	6	3 do from do .....	35 02
Strathclair Station and Railway Station .....	J. Craig.....	1 <sup>3</sup> / <sub>8</sub>	6	9 do 12 days (to Jan. 12, '94) .....	31 33
do do .....	do .....	1 <sup>3</sup> / <sub>8</sub>	4	2 do 19 days (from Jan. 13, '94) .....	5 77
Summerberry and Railway Station .....	W. Linnell.....	1 <sup>3</sup> / <sub>4</sub>	6	2 do (to May 31, '93).	13 33
do do .....	do .....	1 <sup>3</sup> / <sub>4</sub>	7	10 do from do .....	77 76
Sumner and Whitewood Station.....	F. W. Chamberlain ..	33	1	12 do .....	306 64

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. Pritchard....	$\frac{1}{2}$	6	12 months.....	48 05
Swift Current and Railway Station..	W. G. Knight..	$\frac{1}{2}$	12	2 do (to May 31, '93)..	16 00
do do	do	$\frac{1}{2}$	14	10 do from do ..	93 03
Tetlock and Yorkton..	J. Tetlock.....	32	1	12 do .....	200 00
Thornhill and Railway Station.....	W. Bradley.....	$\frac{1}{2}$	12	12 do .....	39 00
Touchwood Hills and Wishart.....	F. York.....	10	1	4 do (to July 31, '93)..	21 33
Treesbank and Railway Station.....	J. W. Erratt ...	$\frac{1}{2}$	6	12 do .....	40 00
Treesbank and Two Rivers .....	do	3	2	12 do .....	100 00
Treherne and Railway Station.....	R. S. Alexander..	$\frac{1}{2}$	6	3 do (from Jan. 1, '94)	19 50
Turtle Mountain and Whitewater..	P. S. Keller ....	4	3	12 do .....	156 00
Tyndall and Railway Station.....	M. McLeod.....	$\frac{1}{2}$	12, 14	12 do .....	32 03
Union Point and Railway Station..	J. Gratton.....	$\frac{1}{2}$	2	1 do (from Mar. 1, '94)	3 42
Viriden and Railway Station.....	W. F. Scott ....	$\frac{1}{2}$	12	2 do (to May 31, '93)..	26 00
do do	do	$\frac{1}{2}$	26	4 do 28 days (to Oct. 28, '93).....	138 37
do do	do	$\frac{1}{2}$	14	5 do 3 days (from Oct. 29, '93).....	77 15
Viriden and Woodworth.....	J. Cotton.....	10 $\frac{3}{4}$	1	9 do (from July 1, '93)	54 00
Waghorn and Railway Station.....	W. Waghorn ...	2	4	12 do .....	78 00
Wapella and Railway Station.....	E. P. Benoit ....	$\frac{1}{2}$	12 & 14	12 do .....	120 00
Wawanesa and Railway Station ...	J. C. Robinson..	$\frac{1}{2}$	6	12 do .....	108 00
Westbourne and Railway Station..	Smalley & Chantler	$\frac{1}{2}$	6	12 do .....	100 16
Wetaskiwin and Railway Station.....	J. Z. C. Miquelon	$\frac{1}{2}$	4	12 do .....	50 00
Whitmouth and Railway Station..	J. S. Corregan..	$\frac{1}{2}$	12	2 do (to May 31, '93)..	21 66
do do	do	$\frac{1}{2}$	14	4 do 28 days (to Oct. 28, '93).....	62 07
do do	do	$\frac{1}{2}$	12	5 do 3 days (from Oct. 29, '94) .....	55 10
Whitewater and Railway Station..	W. Rolston.....	$\frac{1}{2}$	6	12 do .....	40 00
Whitewood Station and Railway Station.....	J. Charlton.....	$\frac{1}{2}$	12	1 do (to April 30, '93)..	7 80
do do	do	$\frac{1}{2}$	12	1 do (to May 31, '93)..	13 50
do do	do	$\frac{1}{2}$	14	10 do from do ..	152 00
Willoughby and Railway Station ..	A. Cameron.....	$\frac{1}{2}$	1	12 do .....	52 00
Winkler and Railway Station.....	B. Loewin.....	$\frac{1}{2}$	6	12 do .....	62 02
Winnipeg and Custom House.....	J. Sheppard.....	$\frac{1}{2}$	6	12 do .....	125 00
Winnipeg Parcel Delivery.....	M. Peebles.....	$\frac{1}{2}$	6	9 do (from July 1, '93)	240 00
Winnipeg and Railway Station, C.P.R.	J. Sheppard.....	$\frac{1}{2}$	.....	12 do .....	1,330 84
Winnipeg and Railway Station, (C.P.R. Transfers) .....	do	$\frac{1}{2}$	.....	12 do .....	540 00
Winnipeg and Railway Station, (N.P.R.) .....	do	$\frac{1}{2}$	18	12 do .....	182 00
Winnipeg and Street Letter Boxes.	M. Peebles ....	26 $\frac{1}{2}$	21	1 do 19 days (to May 19, '93).....	97 32
do do	do	26 $\frac{1}{2}$	21	10 do 12 days (from May 20, '92) less fine..	626 05
Wolsley and Railway Station.....	J. P. Dill.....	$\frac{1}{2}$	12	2 months (to May 31, '93)	33 33
do do	do	$\frac{1}{2}$	14	10 do from do ..	166 67
Wood Bay and Railway Station...	M. Campbell....	$\frac{1}{2}$	3	12 do .....	80 00
Woodside and Railway Station.....	J. Teskey.....	$\frac{1}{2}$	1	12 do .....	30 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Yorkton and Railway Station .....	Tetlock Bros. ....	1	4	5 mos. (to Aug. 31, '93).	\$ cts.
do do .....	do .....	4	4	7 do from do ..	31 25
				Total .....	\$78,919 51

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Abbotsford and Pauline.....	J. P. Rocheleau.	3	3	12 months	68 00
Abbotsford and Railway Station...	D. Sharkey.....	3	12	3 do (to June 30, '93)	15 00
do do	do	3	12	9 do from do	60 00
Acton Vale and Railway Stations...	C. Grégoire.....	18	18	12 do	120 00
Acton Vale and Ste. Christine.....	F. X. Legrand..	9	3	4 do 14 days (to Aug. 14, '93).....	37 50
Acton Vale and St. Théodore d'Acton.....	E. Lincourt.....	4	6	12 do	125 00
Allan's Corners and Cairnside.....	J. Bryson.....	4	2	12 do	52 00
Allan's Corners and Railway Station do do	do do	1	6	3 do (to June 30, '93)	10 00
do do	do do	1	12	9 do from do	60 00
Anderson's Corners and Dewittville	J. Anderson....	4	2	12 do	75 00
Ange Gardien de Rouville and Railway Station.....	P. Lajoie.....	1	12	12 do	50 00
Antoinette and Lost River.....	C. Boon.....	22	2	12 do	150 00
Antoinette and St. Jovite.....	do	7	2	12 do	56 00
Avoca and Pointe au Chêne.....	J. McCallum....	7	3	12 do	111 50
Baie d'Urfé and Railway Station...	A. Vallée.....	4	12	5 do (to Sept. 30, '93)	25 00
Beaconsfield Railway Station and Dollier.....	P. Boyer.....	1	12	Season 1893	50 00
Beaconsfield Railway Station and Ste. Geneviève.....	A. Legault.....	3	6	12 months	130 00
Beauharnois and Laberge.....	C. Primeau.....	5	2	12 do	50 00
Beauharnois and Melocheville.....	J. B. Lebeuf....	3	6	12 do	100 00
Beauharnois and Railway Station...	O. Duquette....	1	24	12 do	125 00
Beauharnois and St. Étienne de Beauharnois.....	do	5	6	12 do	162 00
Beauvoir and Ste. Marthe.....	J. E. Poirier....	3	3	12 do	50 00
Bellerive and Valleyfield.....	L. Foubert.....	18 acres	6	12 do	25 00
Belœil Village and St. Hilaire Station do do	P. Autinier....	1	12	9 do (to Dec. 31, '93)	112 50
do do	A. Champigny..	1	12	3 do from do	37 50
Blue Bonnets and Railway Station	A. C. Doré.....	1/2	6	12 do	60 00
Bois de Filion and Ste. Thérèse de Blainville.....	O. Chapleau....	4	2	12 do	40 00
Bordeaux and Railway Station...	G. Picard.....	1	12	9 do (to Dec. 31, '93)	7 50
do do	do	1	12	3 do from do	6 25
Bordeaux and Sault aux Récollets. do do	J. B. Prevost..	2 3/4	6	3 do (to June 30, '94)	30 00
do do	do	2 3/4	12	9 do (from do)	180 00
Botreaux and Ormstown.....	O. Bergevin....	4 1/2	2	12 do	42 00
Boucherville and Railway Station...	A. Benieur....	133 yds.	12	9 do (from July 1, '93)	54 00
Bougie and Pont du Sault.....	T. Roger.....	2	6	9 do (from July 1, '93)	37 50
Britannia Mills and Railway Station	H. Guilbert....	1 acre	12	12 do	20 00
Britonville and St. Sauveur.....	J. Pollock.....	8	3	12 do	110 00
Brosseau Station and Railway Station	G. Dumontet..	10 acres	12	12 do	45 00
Brownsburg and Mount Maple.....	J. Warnock....	3 1/2	1	12 do	24 00
Calumet and Railway Station.....	S. J. Hambly... 100 yds.		12	12 do	30 00
Carillon and Lachute.....	M. Compeau... 9 1/2		6	12 do	320 00
Carillon and Point Fortune.....	J. R. Larocque.. 1		6	12 do	46 95
Carillon, Point Fortune and Railway Station	do	1 & 1/2	6 & 12	12 do	120 00
Cartier, St. Stanislaus de Kostka and Railway Station	E. Cardinal....	1/2 & 1/2	2 & 12	3 do (to Sept. 30, '93)	48 75
do do	do	1/2 & 1/2	3 & 12	6 do from do	43 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cascades Point and Vaudreuil Railway Station	S. Menard	4½	6	10 mos. 17 days (from May 15, '93)	87 50
Caughnawaga Railway Station and Chateaugay	E. Laberge	7½	6	12 do	200 00
Cedars and Railway Station	L. Brabant	3	12	12 do	184 00
Chambly Basin and Railway Station	L. Mayrand	4	12	12 do	80 00
Chambly Canton and Railway Station	P. Utric	½	12	12 do	80 00
Charlemagne and Montreal	N. Beaudry	15¾	6	12 do	500 00
Chatboro and St. Philippe d'Argenteuil	J. Donaldson	2½	3	12 do	39 00
Como and Oma	C. Chaurette	1	6	7 do 19 days (broken period)	69 30
Como and Hudson Railway Station	M. Amsbury	1½	12	2 do (to May 31, '93)	16 66
Como and Railway Station	M. Chipman	1	12	10 do (from June 1, '93)	41 76
Contrecoeur and Railway Station	J. Duhamel	7 acres	12	9 do (from July 1, '93)	33 75
Contrecoeur and Varennes	P. Corbeil	18	6	3 do (to June 30, '93)	125 00
Cooper's Corners and Laguerre	T. Cooper	1¼	12	12 do	100 00
Corbin and Frontier	E. A. Roberts	2	6	3 do (to June 30, '93)	15 00
do do	J. C. Gordon	2	6	9 do from do	52 50
Cornwall and St. Régis	J. Angus	6	2	12 do	75 00
Côte des Neiges and Montreal	A. Thauvette	8	6	12 do	95 84
Coteau du Lac, Coteau Landing and Railway Station	O. Pharand	¾	19	12 do	100 00
Coteau Landing and Railway Stn.	G. Gauthier	2	12	12 do	200 00
Coteau Landing and Ste. Zotique	O. D. Prieur	2½	6	12 do	60 00
Côte St. Louis, Mile End and Montreal	N. Lachance	2¾ & 3¼	6 & 12	12 do	420 00
Côte St. Paul and Railway Station	E. Latour	1	12	12 do	96 00
Covey Hill and Vicars	W. Orr	2	6	12 do	52 00
Dalesville and Edina	J. Tomalty	6	2	12 do	60 00
Dalesville and Lachute	P. McArthur	6	6	12 do	180 00
Dalesville and Louisa	W. Watchorn	5	2	12 do	46 00
Dalesville and St. Michel de Wentworth	W. Gagné	9	1	12 do	42 00
Dalhousie Station and Railway Station (C. P. R.)	J. A. Campbell	120 yds.	12	12 do	25 00
Danby and Ste. Christine	F. X. Legrand	4½	6	7 do 18 days (from Aug. 14, '93)	62 50
Delormier and St. Jean Baptiste de Montreal	N. Lachance	1	12	12 do	180 00
Dewittville and Railway Station	J. Holiday	¾	12	12 do	75 00
Dorval and Railway Station	D. Descary	1¼	12	12 do	112 09
Douglasburg and Napierville	P. Péron	2	3	12 do	40 00
Dundee and Railway Station	J. Tyo	¾	12	12 do	100 00
Emileville and St. Pie	M. Gauthier, jr.	1	6	12 do	52 00
Farnham and Magenta	J. Fournier	5	2	12 do	52 00
Farnham and St. Sabine	E. Bouchard	6	3	9 do (to Dec. 31, '93)	56 25
do do	H. Lanone	6	3	3 do from do	18 75
Franklin Centre and Hemmingford	M. Fleming	16	6	12 do	500 00
Franklin Centre and Huntingdon	A. S. Beaune	18½	6	12 do	460 00
Franklin Centre and Starnsboro'	S. Huet	2	6	12 do	64 00
Garland and St. Chrysostôme	F. Z. Delisle	4	3	12 do	48 00
Gasparine and Holton	F. Délage	3¾	2	12 do	34 00
Genoa and St. Hermas	J. Gordon	3½	2	12 do	50 00
Geraldine and Stockwell	C. Newman	3½	2	12 do	32 00
Gerard and Railway Station	T. Gerard	70 yds.	12	12 do	24 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Graham and Railway Station (C. P. R.).....	W. Graham.....	17 acres.	12	7 mos. (from Sept. 1, '93)	29 16
Grande Ligne and Ste. Blaise.....	J. Peron.....	1	6	1 do (from Mar. 1, '94)	4 16
Grenville and Lost River.....	T. Cummings.....	19	2	12 do	200 00
Grenville and Railway Station.....	do	1½	12	12 do	96 00
Hallerton and Hemmingford.....	T. Kenney.....	4½	3	12 do	75 00
Harrington and Rivington.....	D. McIntosh.....	5	2	12 do	52 00
Helena and White's Station.....	H. J. Donnelly.....	4	6	12 do	144 00
Hemmingford and Roxham.....	W. C. Kingsbury.....	6	2	12 do	35 00
Henrysburg and Lacolle.....	J. Giroux.....	8½	3	6 do (to Sept. 30, '93).	60 00
do do	R. Ennis.....	8½	3	6 do from do	62 50
Henryville and Stanbridge Station.....	M. M. Gamache.....	8	6	12 do	189 00
Hochelaga and Longue Pointe.....	N. Richard.....	3½	6	12 do	250 00
Hochelaga and Maisonneuve.....	N. Racine.....	1	12	12 do	100 00
Hochelaga and Montreal.....	do	2½	18	12 do	450 00
Holton and Ste. Clothilde de Chateauguay.....	F. Dextras.....	2	3	12 do	50 00
Howick and Railway Station.....	T. Hébert.....	½	18	12 do	50 00
Howick Railway Station and St. Chrysostôme.....	do	9	6	12 do	240 00
Hudson and Railway Station.....	A. Vipond.....	½	12	10 do (from June 1, '93)	20 83
Huntingdon and Railway Station.....	J. Lindlay.....	½	18	12 do	144 00
Iberville and Railway Station.....	H. W. Malhiot.....	½	24	3 do (from Jan. 1, '94)	37 50
Isle Bizard and Ste. Geneviève.....	E. Paquin.....	½	12	12 do	100 00
Isle Perrot and Ste. Anne de Bellevue.....	J. Montpetit.....	5½	6	12 do	185 00
Kelso and Front River.....	F. B. Gillies.....	3½	6	12 do	128 00
Lacadie and Railway Station (C. P. R.).....	C. Gagnon.....	16 acres.	12	12 do	80 00
Lachine Locks and Railway Station.....	F. X. Gariépy.....	½	12	12 do	60 00
Lachine Rapids and Railway Station (C. P. R.).....	D. Dunberry.....	2	6	12 do	100 00
Lachine Station and Lachine Station Letter Box.....	J. O. Flaherty.....		12	12 do	30 00
Lachute and Lachute Mills.....	J. Fish.....	1	18	11 do (to April 30, '93)	5 16
do do	do	1	18	11 do from do	85 25
Lachute and Lakefield.....	F. Rogers.....	9	3	12 do	111 00
Lachute and Railway Station.....	G. L. Meikle.....	15	24	12 do	72 00
Lachute and Shrewsbury.....	J. Chambers.....	14½	3	12 do	155 00
Lac Masson and St. Jérôme.....	G. Valiquette.....	22	3	3 do (to June 30, '93).	86 25
Lac Masson and Ste. Marguerite Station.....	C. C. Lajeunesse.....	4½	3	9 do (from July 1, '93)	75 00
Lacolle and Odelltown.....	J. Gray.....	3	3	12 do	60 00
Landreville and Ormstown.....	A. Lemieux, jr.....	4	2	12 do	50 00
La Plaine and Railway Station.....	C. Gauthier.....	1¼ acres	12	9 do (to Dec. 31, '93).	15 00
do do	do	1¼	12	3 do from do	12 50
Laprairie and Railway Station.....	J. Lang.....	½	18	12 do	70 00
Laprésentation and St. Hyacinthe.....	M. Leclaire.....	6	6	9 do (to Dec. 31, '93).	150 00
do do	do	6	6	3 do from do	37 50
La Trappe and Oka.....	H. Tessier.....	3¼	6	1 do (from Mar 1, '94)	5 00
Laurel and Lost River.....	M. McCluskey.....	6	1	12 do	36 00
Leopold and Shrewsbury.....	J. Thompson.....	6	2	12 do	60 00
Longueuil and Railway Station.....	G. Brissette.....	½	18 & 24	3 do (to June 30, '93)	26 25
do do	do	½	24	9 do from do	105 00
Mabel and Staynerville.....	E. Lahaie.....	3	2	12 do	30 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mille Isles and St. Jérôme.....	W. Elliott.....	12	3	12 months.....	127 24
Mirabel and St. Hermas Railway Station.....	L. Lacroix.....	1½	6	12 do.....	56 00
Mongenais, Ste. Justine Station and Railway Station.....	A. Labelle.....	3 & 1½	6 & 12	12 do.....	250 00
Montfort and Morin Flats.....	M. Boulaire.....	6	2	12 do.....	52 00
Montmorin and Railway Station (C.P.).....	P. Gauthier.....	150 ft.	12	8 do (from Aug. 1, '93)	17 33
Montmorin and Valmorin.....	C. Ouellette.....	3½	2	8 do (from Aug. 1, '93)	34 66
Montreal and Exhibition Grounds.....	P. Jones.....			Special service.....	9 00
Montreal and Mount Royal Vale.....	O. F. Lilley.....	4½	12	12 months.....	240 00
Montreal and Outremont.....	C.H. Whitehouse.....	3½	6	2 do (to May 31, '93).	6 66
Montreal and Railway Stations.....	P. Jones.....	71	10	12 do (less fine).....	2,217 00
Montreal and Quebec Steamboat Wharf.....	do.....	½	12	Season 1893.....	126 87
Montreal Post Office, Receiving Houses and Street Letter Boxes.....	P. Kennedy.....			12 months.....	5,374 00
Montreal Letter Carriers Service.....	Montreal St. Ry. Co.....			8 do 13 days (from Aug. 19, '93).	2,116 13
Montreal and St. Eustache.....	H. Meunier.....	21½	6	12 do.....	1,000 00
Montreal and St. Gabriel de Montreal.....	J. M. Turner.....	2	18	12 do.....	270 00
Montreal and St. Leonard de Port Maurice.....	J. F. Gervais.....	8¾	6	12 do.....	306 00
Montreal and Sault aux Récollets.....	F. St. Vincent.....	7	6	3 do (to June 30, '93).	37 50
Montreal and Varennes.....	H. Dubois.....	15	6	3 do (to June 30, '93).	150 00
Montreal Junction and Railway Station.....	C. C. Wight.....	80 yds.	12	12 do.....	30 00
Montreal South and Railway Station.....	G. Snelling.....	1¾	12	12 do.....	30 00
Morin Flats and St. Adolphe de Howard.....	H. Paquet.....	9	6	12 do.....	45 00
Mount Johnson and Versailles.....	A. T. Moquin.....	4	3	12 do.....	150 00
Mount Oscar and Seguin.....	A. Seguin.....	2			50 00
Napierville and Stottville.....	F. Choquette.....	7	6	12 do.....	137 00
New Glasgow and Railway Station.....	F. Langlois.....	4	12	8 do 9 days (to Dec. 9, '93).....	35 89
New Glasgow and St. Jérôme.....	do.....	9	6 & 4	4 do 4 days (from Nov. 27, '93).....	128 00
North Georgetown and Railway Station.....	L. Turcot.....	½	6	12 do.....	42 50
Norton Creek and St. Rémi.....	J. B. Boyer.....	9	6	12 do.....	298 00
Ormstown and Railway Station.....	T. H. Paling.....	½	8	12 do.....	144 00
Parc Laval and Railway Station.....	A. Dazé.....	50 yds.	12	12 do.....	10 00
Peveil and St. Justin Station.....	D. Menard.....	2½	6	12 do.....	100 00
Pincourt and Terrebonne.....	F. Martin.....	4	2	12 do.....	48 00
Pointe au Chêne and Railway Station.....	T. Mathews.....	33 yds.	12	12 do.....	30 00
Pointe aux Trembles and Rivière des Prairies.....	F. Roy.....	6	6	12 do.....	180 00
Pointe Claire and Railway Station.....	F. Lanthier.....	1	6	12 do.....	62 60
Pont Chateau and St. Clet.....	J. B. Besner.....	2	6	12 do.....	84 00
Pont du Sault and Pont Viau.....	T. Bélanger.....	7	12	12 do.....	48 00
Port Lewis and St. Anicet.....	S. Dupuis.....	5	3	12 do.....	78 00
Rigaud and Railway Station.....	J. Charlebois.....	½	12	12 do.....	50 00
Rigaud and St. Rédempteur.....	O. Chevrier.....	6	6	12 do.....	200 00
Rivière des Fèves and St. Urbain de Chateauguay.....	Z. Bergevin.....	2	3	12 do.....	32 00
Russelton and St. Chrysostôme.....	W. Costello.....	3	6	12 do.....	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Adèle and Ste Agathe .....	R. Charbonneau.	12	6	3 mos. (to June 30, '93).	57 50
Ste. Adèle and St. Jérôme .....	G. Valiquette .....	17	6	3 do (to June 30, '93).	112 50
Ste. Adèle and Railway Station .....	O. Godmer .....	1 $\frac{1}{2}$	12	9 do (from July 1, '93)	93 75
Ste. Agathe and Railway Station .....	J. Guindon .....	1 $\frac{1}{2}$	12	9 do (from July 1, '93)	93 00
Ste. Agathe and St. Jovite .....	E. St. Aubin .....	19	6	12 do .....	900 00
Ste. Agathe and Ste Lucie de Doncaster .....	L. Plouffe .....	10	3	12 do .....	138 00
Ste. Agnes de Dundee and Railway Station .....	T. Rowley .....	$\frac{1}{2}$	6	6 do (to Sept. 30, '93).	24 00
Ste. Agnes de Dundee and Railway Station .....	D. C. Dinneen .....	$\frac{1}{2}$	6	6 do from do ..	40 00
St. Aimé and St. Hyacinthe .....	C. Dannais .....	23 $\frac{1}{2}$	6	12 do .....	700 00
St. Alexandre d'Iberville and Railway Station .....	J. Boudreau .....	1	12	12 do .....	60 00
Ste. Angèle de Monnoir and Railway Station .....	B. Loiselle .....	43	12	9 do (to Dec. 31, '93).	36 00
Ste. Angèle de Monnoir and Railway Station .....	E. Parent .....	43	12	3 do from do ..	9 00
St. Anticet and White's Station .....	S. Dupuis .....	10	6	12 do .....	300 00
Ste. Anne de Bellevue and Railway Station .....	A. St. Denis .....	1	6	1 do 12 days (to Sept. 30, '93).....	6 30
Ste. Anne des Plaines and Railway Station .....	D. Gaudette .....	6 acres.	12	12 do .....	32 00
St. Antoine and St. Denis .....	A. Lacroix .....	1	6	12 do .....	70 00
St. Athanase and Railway Station .....	H. Malhiot .....	$\frac{1}{2}$	24	9 do (to Dec. 31, '93).	112 50
St. Augustin and Railway Station .....	P. Beauchamp .....	1 $\frac{1}{2}$	6	12 do .....	75 00
Ste. Barbe and St. Stanislas de Kotska .....	O. Marchand .....	4 $\frac{1}{2}$	3	12 do .....	75 00
St. Bazile le Grand and Railway Station .....	E. Lalumière .....	$\frac{1}{2}$	6	12 do .....	40 00
Ste. Brigitte and Railway Station (C. P. R.) .....	J. Donnelly .....	2	6	12 do .....	110 00
St. Bruno and Ste. Julie de Verchères .....	A. Hébert .....	6	6	12 do .....	170 00
St. Césaire and Railway Station .....	F. Garceau .....	1 $\frac{1}{2}$	12	12 do .....	50 00
St. Charles and St. Marc .....	H. Desjournin .....	$\frac{1}{2}$	7	12 do .....	60 00
St. Clet and Railway Station .....	M. Berner .....	1	12	12 do .....	40 00
St. Clet and Ste. Marthe .....	A. Devoyan .....	6 $\frac{1}{2}$	6	12 do .....	200 00
St. Columbin and Ste. Scholastique .....	M. J. Phelan .....	14	6	12 do .....	380 00
St. Constant and Railway Station .....	O. Robert .....	$\frac{1}{2}$	12	12 do .....	48 00
Ste. Cunégonde and Railway Station .....	G. N. Ducharme .....	$\frac{1}{2}$	24	12 do .....	100 00
St. Damase and St. Hyacinthe .....	J. B. Després .....	7 $\frac{1}{2}$	6	3 do (to June 30, '93).	58 75
do do .....	J. Dupont .....	7 $\frac{1}{2}$	6	9 do from do ..	187 50
St. Dominique and St. Hyacinthe .....	R. Paradis .....	5 $\frac{1}{2}$	6	12 do .....	220 00
St. Dominique des Cèdres and Railway Station .....	S. Trottier .....	2	3	12 do .....	42 50
St. Dominique Station and Railway Station .....	do .....	$\frac{1}{10}$	12	12 do .....	4 00
St. Edouard and St. Michel de Napierville .....	E. Hamelin .....	4 $\frac{1}{2}$	6	9 do (to Dec. 31, '93) ..	88 50
St. Edouard and St. Michel de Napierville .....	J. Lanctot .....	4 $\frac{1}{2}$	6	3 do from do ..	45 00
St. Elzéar de Laval and St. Martin Junction .....	J. Paré .....	1 $\frac{1}{2}$	2	12 do .....	25 00
St. Ephrem d'Upton and Ste. Hélène de Bagot .....	A. Masse .....	7	6	3 do (to June 30, '93).	31 00
St. Eugène Railway Station and St. Nazaire .....	J. Collard .....	3 $\frac{1}{2}$	6	1 do 14 dys. (from Feb. 15, '94) .....	12 50
St. Eustache and Railway Station .....	J. M. Goulet .....	6 acres.	12	9 do (to Dec. 31, '93).	36 00
do do .....	P. Gauthier .....	6 do	12	3 do from do ..	12 50
St. Eustache and St. Joseph du Lac .....	J. B. Laurin .....	11	6	12 do .....	300 00
St. François de Salle and Terrebonne .....	C. Gascon .....	$\frac{1}{2}$	6	12 do .....	60 00
Ste. Hélène de Bagot and Drummond County Railway Station .....	A. Masse .....	9 acres.	12	9 do (from July 1, '93)	35 25



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Henri de Montreal and Railway Station	A. J. Bissonnette	10	36	12 months	135 00
St. Hermas and Railway Station	A. Sauvé	4	6	12 do	90 00
St. Hilaire Station and Railway Station	F. Martin	100 yds.	36	12 do	100 00
St. Hilaire Station and Sorel	S. & J. Valois	33	6	12 do	1,050 00
St. Hilaire Station and St. Jean Baptiste de Rouville	A. Saurette	5	6	12 do	123 00
St. Hippolyte and Shawbridge	A. Morin	5 $\frac{3}{4}$	3	9 do (from July 1, '93)	66 75
St. Hubert and Railway Station	F. Robert	7	7	12 do	70 00
St. Hugues and St. Hyacinthe	A. Dannais	14	6	12 do	475 00
St. Hyacinthe and Railway Station	A. Dubé	$\frac{1}{2}$	12	9 do (from July 1, '93)	37 60
St. Hyacinthe and St. Thomas d'Acquin	A. Girouard	6	2	12 do	60 00
St. Isidore de Laprairie and Railway Station	J. Primeau	$\frac{2}{3}$	12	12 do	72 00
St. Isidore Junction and Railway Station	F. Baillargeon	17 yds.	12	12 do	22 75
St. Jacques le Mineur and St. Philippe de Laprairie	E. F. Poirier	5	6	3 do (to June 30, '93)	45 00
St. Jacques le Mineur and St. Philippe de Laprairie	E. Boutin	5	6	9 do from do	135 00
St. Janvier and Railway Station	J. Desroches	$\frac{1}{4}$	12	12 do	36 00
St. Jérôme and Railway Station	E. Marchand	$\frac{3}{8}$	18	12 do	78 00
St. Johns and Railway Stations, (C.P. & C.V.)	W. Moore	$\frac{3}{4}$ & $\frac{1}{2}$	12, 24	12 do	269 84
St. Johns and St. Luc	M. Marsan	6	3	12 do	80 00
St. Johns and Sabrevois	A. M. White	8 $\frac{1}{2}$	6	6 do (to Sept. 30, '93)	94 00
do do	do	8 $\frac{1}{2}$	6	6 do from do	125 00
St. Lambert and Railway Station	D. O. Davies	$\frac{1}{4}$	12	12 do	36 00
St. Laurent and Railway Station	J. I. Le Cavelier	$\frac{1}{8}$	6	12 do	40 00
St. Lazare de Vaudreuil and Railway Station	J. Besner	2	6	12 do	75 00
St. Louis de Gonzague and St. Timothée Railway Station	J. David	4	6	12 do	135 00
St. Louis Station and Railway Station	A. Lalonde	50 yds.	12	12 do	20 00
Ste. Madeleine and Railway Station	J. D. Rainville	18	12	12 do	50 00
Ste. Marie de Monnoir and Railway Station	P. Benoit	$\frac{1}{2}$	12	12 do	49 00
St. Martin Junction and Railway Station	E. A. Desormeault	15 yds.	12	12 do	24 00
St. Martine and Railway Station	G. Marchand	20 acres	18	12 do	105 00
St. Martine Station and Railway Station	J. Beaudreau	6 do	12	12 do	25 00
St. Martine Station and St. Urbain	Z. Bergevin	4	6	12 do	130 00
St. Mathias and Village Richelieu	O. Darche	3 $\frac{1}{2}$	6	12 do	140 00
St. Michel de Rougemont and Railway Station	A. P. Fontaine	$\frac{1}{10}$	12	12 do	70 00
St. Monique and St. Augustin Railway Station	D. Léonard	2	6	12 do	78 00
St. Nazaire d'Acton and St. Theodore	M. Lépine	6 $\frac{1}{2}$	3	10 do 15 days (to Feb. 15, '94)	70 00
St. Philippe de Laprairie and Railway Station	H. C. Larose	6 acres	12	12 do	52 00
St. Philippe Railway Station and Stonefield	R. Chambers	9	6	12 do	280 00
St. Philomène and Railway Station	J. B. D'Amour	2 $\frac{1}{2}$	6	12 do	145 00
St. Pie and Railway Station	J. B. Gendron	$\frac{1}{4}$	12	12 do	36 00
St. Placide and Ste. Scolastique	A. Gratton	13 $\frac{1}{2}$	6	12 do	300 00
St. Polycarpe and Railway Station	L. Lavergne	$\frac{1}{2}$	12	12 do	64 00
St. Polycarpe and St. Téléphore	do	5	6	12 do	186 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Rémi and Railway Station.....	J. B. Boyer.....	$\frac{1}{2}$	24	9 mos. (to Dec. 31, '93)..	103 50
do do .....	C. Boyer.....	$\frac{1}{2}$	24	3 do from do ..	34 50
St. Rose and Railway Station.....	A. P. Belair.....	$\frac{1}{2}$	12	12 do .....	75 00
St. Sauveur and Piedmont Railway Station.....	E. Aubrey.....	$1\frac{1}{2}$	12	9 do (from July 1, '93)	47 00
St. Scholastique and Railway Station.....	A. Gratton.....	$\frac{3}{4}$	24	12 do .....	80 00
St. Sophie de la Corne and Railway Station.....	M. Levesque ..	$\frac{1}{2}$	12	7 do 9 days (to Dec. 9 '93) .....	33 13
St. Stanislaus de Kostka and Valleyfield.....	E. Cardinal.....	9	6	3 do (to June 30, '93)..	48 75
St. Théodosie and Verchères.....	L. N. Handfield	6	3	12 do .....	78 00
St. Thérèse de Blainville and Railway Station.....	N. Boismenu....	40	12	12 do .....	80 00
St. Timothée and Railway Station..	C. Letourneau..	$1\frac{1}{4}$	12	12 do .....	98 00
St. Valentin and Stottville.....	W. Hétier.....	3	6	12 do .....	72 00
St. Vincent de Paul and Railway Station.....	L. E. Germain.	20 acres	6 & 12	12 do .....	62 26
Shawbridge and Railway Station, (C.P.).....	W. Bell.....	$\frac{1}{2}$	12	9 do (from July 1, '93)	29 25
Sherrington and Railway Station..	B. Vautrin.....	$2\frac{3}{4}$	6	12 do .....	115 00
Staynerville and Railway Station..	H. Paquin.....	30 yds.	12	12 do .....	12 00
Terrebonne and Railway Station...	E. Brière .....	$\frac{1}{2}$	12	12 do .....	90 56
Valleyfield and Railway Station, (C.A.).....	L. Leduc.....	$\frac{3}{4}$	12	12 do .....	100 00
Valleyfield and Railway Station, (G.T.R.).....	do .....	6 acres.	24	12 do .....	49 00
Valleyfield and Railway Station (St. L. & A.).....	do .....	$\frac{3}{4}$	12	10 do 17 days (from May 15, '93)..	63 12
Valleyfield and Street Letter Boxes	D. Pitre.....	$\frac{3}{4}$	12	12 do .....	72 00
Valmorin and Belisle Station.....	C. Ouellette....	$3\frac{1}{2}$	2	1 do (to July 31, '93)..	4 33
Valois and Railway Station.....	P. G. Valois .....	3 acres.	12	12 do .....	50 00
Varenes and Railway Station.....	A. Malo .....	5 do	12	9 do (from July 1, '93)	45 00
Vaudreuil and Railway Station....	E. Gauthier.....	$1\frac{1}{4}$	12	12 do .....	30 00
Verchères and Railway Station...	N. Chiconie....	12 acres	12	9 do (from July 1, '93)	45 00
Versailles and Railway Station, (C.P.).....	T. Lacombe....	$\frac{1}{2}$	12	12 do .....	54 00
Village Richelieu and Railway Station.....	N. D. D. Bessette	$\frac{1}{2}$	12	12 do .....	48 00
				Total.....	\$39,060 68

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

# Postmaster General's Report.

## NEW BRUNSWICK POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie, Acadie Siding and Railway Station	N. Gallant	10	2	4 months (to July 31, '93)	26 67
do do	do	8	2	8 do from do	42 66
Acadie and Village St. Jean	C. Daigle	5	1	12 do	26 67
Acadie Siding and Railway Station	P. Gallant	200 yds.	12	12 do	30 00
Adamsville and Railway Station	J. M. Kennedy	$\frac{1}{16}$	12	12 do	60 00
Albert and Elgin	J. Garland	26	1	12 do	208 00
Albert and Lumsden	B. W. Fillmore	7	1	12 do	38 00
Albert and Point Wolfe	J. E. Boyle	20	6	12 do	600 00
Albert and Railway Station	R. C. Atkinson	$\frac{1}{4}$	12	12 do	75 00
Albert Mines and Railway Station	E. Woodworth	$\frac{1}{4}$	12	12 do	40 00
Aldouane and Richibucto	P. Richard	8	2	12 do	80 00
Alexanders Point and Lameque	C. Chaisson	3 $\frac{1}{2}$	3	12 do	61 00
Alexanders Point and Miscou Light House	C. Vibert	26	3	7 do (to Oct. 31, '93)	249 36
do do	do	26 & 27	3	5 do from do	184 37
Alexanders Point and Shippigan	E. DeGrace	3	3	12 do	115 00
Alexandrina and Notre Dame	J. Gueguen	4	1	12 do	19 48
Alison and Moncton	W. T. Jones	9	1	12 do	50 00
Allandale and Poquiock	D. Connelly	6	1	12 do	40 00
Alma and Hastings	J. E. McQuaid	4	1	12 do	26 00
Alma and Sinclair Hill	B. Connor	3	1	12 do	20 00
Ammon and Main Post Road	D. E. Wilbur	2 $\frac{1}{2}$	1	12 do	10 00
Anagance and Corn Hill	E. Stockton	6	2	12 do	65 00
Anagance and Elgin	E. A. Robinson	18	2	12 do	144 00
Anderson and Midgie Station	C. Hicks	9 $\frac{1}{2}$ & 20 $\frac{1}{2}$	1	6 do (to Sept. 30, '93)	42 50
do do	do	11 & 20 $\frac{1}{2}$	1	6 do from do	44 62
Andover and Carlingford	R. S. Sloat	4	2	12 do	54 84
Andover and Railway Station	J. A. Perley	1	12	12 do	50 00
Annidale and English Settlement	C. Alcorn	4	2	12 do	49 48
Apoahqui and Case Settlement	G. Z. Parlee	10	1	12 do	85 00
Apoahqui and Erb Settlement	H. E. Sinnot	4 & 9	1	12 do	44 20
Apoahqui, Collina and Pearson's	J. Wiles	11, 14 & 17	3 & 2	3 do (to June 30, '93)	68 25
Apoahqui, Millstream, Collina and Pearson's	do	6, 11, 14 & 17	6, 3 & 2	9 do (from July 1, '93)	292 50
Apoahqui and Railway Station	J. A. Sinnot	100 yds.	12	12 do	62 60
Aristook Portage and California	D. Murchison	2	1	12 do	32 00
Armstrong and Waterford	D. J. Gray	8	1	12 do	45 68
Armstrong's Brook, Jacquet River and Railway Station	W. Barclay, sen.	1	2	3 do (to June 30, '93)	12 50
do do	do	1 & 2	6 & 12	6 do (to Dec. 31, '93)	70 00
Armstrong's Brook, Jacquet River, Durhamville and Railway Station	do	$\frac{1}{4}$ , 1 & 2 $\frac{1}{2}$	6 & 12	3 do (from Jan. 1, '94)	52 50
Armstrong's Brook and Jacquet River	do	2	6	2 do (to June 30, '93)	15 00
Armstrong's Brook and River Louison	do	3	6	1 do (to April 30, '93)	14 58
Armstrong's Corner and Round Hill	A. Graham	20	2	12 do	168 00
Aroostook Junction and Railway Station	D. R. Hopkins	$\frac{1}{2}$	12	12 do	50 00
Avery's Portage and Railway Station	M. McCoombs	1	12	3 do (from Jan. 1, '94)	10 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Back Bay and St. George.	A. J. Seelye	13½	3	12 months	274 88
Baie Verte and Baie Verte Road	A. F. Copp	4	2	12 do	40 00
Baie Verte and Railway Station	G. W. Wells	½	12	12 do	60 00
Bairdsville and Beaconsfield	H. Baird	11	1	12 do	55 00
Barnaby River and Railway Station	T. Dalton	1½	12	12 do	35 00
Barnaby River and Semiwagon Ridge	M. Meagher	4	1	12 do	30 00
Bartibog and Chatham	J. Doyle	12	1	12 do	60 00
Bartlett's Mills and Railway Station	J. Bartlett	¼	6	12 do	90 00
Bass River and South Branch	J. A. Campbell	16	3	6 do (to Sept. 30, '93)	134 50
do do	J. B. Miller	16	3	6 do from do	123 50
Baswood Ridge and St. Stephen	J. T. Whitlock	20 & 10	1	6 do (from Oct. 1, '93)	60 00
Bath, Johnville and Kilfoil	H. McGuire	10 & 3½	3 & 2	12 do	129 20
Bath and Railway Station	T. Bohan	½	12	12 do	100 00
Bathurst and Railway Station	J. Sivewright	2	24	12 do	225 52
Bathurst Village and Robertville	J. Nicol	10½	1	12 do	54 24
Bathurst Village and Tetegouche River (S)	A. Branch	10 & 8	1	12 do	39 48
Bathurst Village and Youghall	A. Anderson	5	3	12 do	50 00
Bay du Vin and Chatham	T. White	25½	2	12 do	250 00
Bay du Vin and Point Escuminac	P. Nolan	20	2	12 do	220 00
Bay du Vin Mills and Upper Bay du Vin	W. Dickson	5	1	12 do	40 00
Bayfield and Railway Station	F. Harper	1½	6	12 do	75 00
Bayside and St. Andrews	J. Richardson	7	2	12 do	100 00
Bear Island and Scotch Lake	J. Elliott	4	1	3 do (to June 30, '93)	7 37
Baufort and Bristol	J. Boyer	20	3	12 do	306 00
Beaver Dam and Rusagornis	W. Haining	5	1	12 do	26 00
Beaver Harbour and Black's Harbour	E. W. Cross	3	1	12 do	50 00
Beaver Harbour and Pennfield Ridge	F. Eldridge	7½	3	12 do	175 00
Beechwood, Mineral and Railway Station	A. J. Kearney	5 & ¼	1 & 2	9 do (from July 1, '93)	52 50
Belledune and Belledune River	P. Lannon	4	3	3 do (to June 30, '93)	17 43
Belledune and Railway Station	do	1	12	3 do (to June 30, '93)	19 75
Belledune, Belledune River and Railway Station	do	1 & 4	3 & 12	9 do (from July 1, '93)	111 57
Belleisle Creek and Norton Station	J. M. Huggard	7	2	6 do (to Sept. 30, '93)	28 50
do do	J. E. Hickson	7	2	6 do from do	34 50
Belliveau Village and St. Joseph	S. Bourgeois	7	2	12 do	85 00
Belyea's Cove and Heustis Landing	J. B. Mott	3	2	12 do	39 00
Benton and Railway Station	G. Murray	50 yds.	12	12 do	20 00
Benton and Speerville	W. Speer	5	2	12 do	65 00
Beresford and Railway Station	J. Aube	100 yds.	6	12 do	35 00
Biggar Ridge and Foreston	W. H. Staten	4	1	12 do	29 00
Black Brook and Chatham	P. L. Manderson	6	4	12 do	175 00
Black Lands and River Charlo	W. Cook	3	3	12 do	38 00
Black Point and Railway Station	S. Laughlan	1	6	12 do	37 48
Black Rock and Three Brooks	L. Reid	1½	2	12 do	25 00
Blackville and Coughlan	D. A. Coughlan	4	1	12 do	26 00
Blackville and Railway Station	J. Duncan	1	12	3 do (from Jan. 1, '94)	16 25
Blackville and Shinnickburn	W. T. Underhill	18	1	12 do	120 00
Blackville and Underhill	do	2	3	12 do	52 00
Blair Athol and Dalhousie	W. Wright	18	1	12 do	104 80
Blakely and Eniskillen Station	J. Blakely	3	2	12 do	45 00
Blissfield and Railway Station	J. Robinson	1½	6	3 do (from Jan. 1, '94)	12 50
Bloomfield and Railway Station	N. Wetmore	¾	12	12 do	56 00
Bloomfield Ridge and Boiestown	T. McDonald	16	1	12 do	66 48
Bloomfield Ridge and Hayesville	R. Hinchey	2	1	12 do	19 00
Bloomfield Station and Central Norton	N. Wetmore	¾	3	12 do	59 40
Bloomfield Station and Railway Station	J. E. Titus	1½	12	12 do	20 00
Bocabec and St. Andrews	F. Foster	9 1/8	3	12 do	139 00
Boiestown and Parker's Ridge	J. W. Parker	5	1	12 do	25 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$    cts
Boiestown and Railway Station . . .	W. A. Campbell.	½	12	3 mos. (from Jan. 1, '94)	7 0 <sup>0</sup>
Bon Accord and Kincardine . . . . .	D. Burns.	5	2	12 do	80 0 <sup>0</sup>
Bonny River Station and Elmercroft.	G. F. Williams.	6	1	12 do	45 00
Bonny River Station and Railway Station . . . . .	G. Matheson . . .	¼	12	9 do (to Dec. 31, '93).	37 50
do do . . . . .	J. P. Sullivan . . .	¼	12	3 do (from do . . .)	12 50
Boundary Creek and Railway Station . . . . .	R. B. C. Weldon	½	12	12 do	30 00
Boundary Creek and Steeves Mountain . . . . .	do	3½	1	12 do	38 00
Bourgeois, Grandique and Poirier . . . . .	R. Poirier . . . . .	4 & 2	1 & 3	12 do	90 00
Breadalbane and New Mills Railway Station . . . . .	A. McNair . . . . .	1	12	3 do (to June 30, '93).	12 50
do do . . . . .	D. Nichol . . . . .	1	12	9 do from do	37 50
Brigg's Corner and Sheffield . . . . .	J. McKay . . . . .	39	2	12 do	340 00
Bristol and Railway Station . . . . .	J. J. Hayward . . .	½	12	12 do	45 00
Brownsville and Stewarton . . . . .	A. Stewart . . . . .	5	1	12 do	16 00
Buctouche, Coates Mills and McLaughlan Road . . . . .	W. Hyslop . . . . .	19,304,15	2 & 3	12 do	235 00
Buctouche and Richibucto . . . . .	A. Hannagan . . . . .	18	3	12 do	200 00
Buctouche and St. Edouard . . . . .	L. Sawyer . . . . .	6½	1	12 do	35 00
Buctouche and St. Jean Baptiste . . . . .	M. McLaughlan . . .	1½	6	12 do	65 00
Buctouche and Shediac . . . . .	J. D. Weldon . . . . .	22	6	12 do	494 00
Bull Moose Hill and Springfield . . . . .	W. E. Benson . . . . .	5	1	12 do	24 00
Bumfrau, Mineral and Railway Station . . . . .	A. J. Kearney . . . . .	5 & ½	1 & 12	3 do (to June 30, '93).	17 50
Burnt Church and Church Point . . . . .	G. McKnight . . . . .	4	3	3 do (to June 30, '93).	10 00
Burt's Corner, Dorn Ridge and Railway Station . . . . .	E. Burt . . . . .	¼ & 5	2 & 12	12 do	61 00
Butternut Ridge and Carsonville . . . . .	C. I. Keith . . . . .	15	1	12 do	93 00
Butternut Ridge, New Canaan and Forks . . . . .	A. Perry . . . . .	12 & 3	2 & 1	6 do (to Sept. 30, '93).	64 00
do do . . . . .	do	12 & 3	2 & 1	6 do from do	39 00
Butternut Ridge and Railway Station . . . . .	H. H. Keith . . . . .	¼	6	12 do	20 00
Caledonia, Turtle Creek and Railway Station . . . . .	G. D. Reid . . . . .	17 & ¼	2	9 do (to Dec. 31, '93)	73 47
do do do . . . . .	S. Berry . . . . .	17 & ¼	2	3 do from do	31 25
Calhoun and Railway Station . . . . .	J. B. Calhoun . . . . .	½	12	12 do	25 00
Cameron's Mills and St. Louis de Kent . . . . .	H. Landry . . . . .	10	2	12 do	60 00
Campbell Settlement and Lower Southampton . . . . .	S. H. Stairs . . . . .	8½	2	12 do	70 48
Campbellton and Railway Station . . . . .	G. Cumming . . . . .	1	30	12 do	250 00
Canaan Station and Railway Station . . . . .	J. J. Bernard . . . . .	¼	12	12 do	20 00
Canaan Station and Sweenyville . . . . .	E. Budd . . . . .	8 & 12	2	12 do	65 00
Canobie and Clifton . . . . .	W. Glendinning . . .	3	1	12 do	24 00
Canterbury and Fredericton . . . . .	J. Phillips . . . . .	51	3	12 do	625 00
Canterbury and Porton . . . . .	F. O. Porter . . . . .	6	1	12 do	30 00
Canterbury and Woodstock . . . . .	G. W. Porter . . . . .	12	6	12 do	280 00
Canterbury Station and North Lake . . . . .	H. Falconer . . . . .	22	2	12 do	230 00
Canterbury Station and Railway Station . . . . .	J. S. Law . . . . .	100 yds.	12	12 do	50 00
Cape de Moisselle Creek and Railway Station . . . . .	J. Wilson . . . . .	1½	12	12 do	25 00
Cape Spear and Railway Station . . . . .	A. Seamon . . . . .	5	2	12 do	41 60
Cape Tormentine and Ice Boat House . . . . .	J. B. Allen . . . . .			Season 1894.	77 00
Cape Tormentine and Railway Station . . . . .	J. R. Barry . . . . .	200 yds.	12	12 months	15 00
Caraquet and Lower Caraquet . . . . .	A. Lantaigne . . . . .	5	3	12 do	40 62
Caraquet and St. Simond . . . . .	J. R. Leboutillier . .	9	1	12 do	30 00
Caraquet and Tracadie . . . . .	P. Theriault . . . . .	22	6	12 do	344 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Carleton and St. John.....	T. M. Burns.....	1	35	12 months.....	124 00
Carleton and Street Letter Boxes..	J. A. Kindred.....	1½	12	12 do .....	103 00
Carlisle and Cloverdale.....	N. L. Shaw.....	4	1	12 do .....	30 00
Carlisle and Lower Windsor.....	W. O. Belyea.....	2	3	12 do .....	45 00
Caron Brook and Lake Baker.....	F. Daigle.....	6	1	11 do (from May 1, '93)	45 83
Carroll's Crossing and Railway Station.....	M. O'Donnell.....	20 yds.	12	3 do (from Jan. 1, '94)	3 00
Central Blissville and Fredericton Junction.....	J. Shehan.....	4	2	12 do .....	55 00
Central Hampstead and Hibernia..	W. J. Cheyne.....	3	2	12 do .....	40 00
Centreville and Railway Station...	I. N. Boyer.....	5	6	12 do .....	137 00
Centreville, Tracey Mills and Greenfield.....	W. H. Lewis.....	2, 14 & 6	3 & 2	12 do .....	130 00
Chambers Settlement and Foster's Croft.....	T. Morrissey.....	5	1	12 do .....	29 00
Chambord and Grand Falls.....	G. Poitras.....	4 & 6	1	12 do .....	48 00
Chance Harbour, Lepreaux and Little Lepreaux.....	A. Hope.....	19 & 14	2 & 6	12 do .....	180 00
Charleston and Middle Simonds.....	M. Mulheron.....	11	1	12 do .....	50 00
Charlo Station and Upper Charlo..	P. Lavolette.....	2½	6	3 do (to June 30, '93)	13 50
do do .....	do .....	2½	6	9 do from do .....	48 00
Chatham and Douglasfield.....	T. King.....	5	1	12 do .....	25 00
Chatham and Kouchibouguac.....	R. McNaughton.....	26	2	12 do .....	218 00
Chatham and Street Letter Boxes..	R. B. Adams.....	½	12	12 do .....	62 60
Chatham and Railway Station.....	A. S. Ullock.....	1	24	3 do (to June 30, '93)	50 00
do do .....	do .....	1	24	9 do from do .....	223 50
do do .....	T. Fitzpatrick.....	1	12	3 do (from Jan. 1, '94)	20 00
Chatham and Tracadie.....	J. C. Coughlan.....	52	6	3 do (to June 30, '93)	316 25
do do .....	do .....	55	6	9 do from do .....	1,004 25
Chelmsford and Railway Station...	G. Harper.....	½	12	3 do (from Jan. 1, '94)	12 50
Chipman and Harley Road.....	J. D. Brown.....	5	1	12 do .....	46 25
Chipman and Weldford.....	L. J. Wathen.....	40	1	12 do .....	192 00
Church Hill and River View.....	A. Bayley.....	2	2	12 do .....	40 00
Clarendon and Gaspereaux Station.	W. H. Jones.....	6	2	12 do .....	59 00
Clarendon Station and Railway Station.....	G. S. Lacey.....	½	6	12 do .....	40 00
Clifton and Grey's Mills.....	J. Rodgers.....	10½	6	12 do .....	244 00
Clifton and Land's End.....	O. M. Flewelling.....	22	2	12 do .....	272 80
Clinch's Mills and Gooseberry Cove	J. Ferguson.....	4	2	12 do .....	65 00
Clinch's Mills and Little Musquash	G. Wayne.....	5	1	12 do .....	40 00
Clinch's Mills and Railway Crossing	C. F. Clinch.....	½	12	12 do .....	26 00
Clover Hill and Sussex Vale.....	J. McLaughlan.....	15½	2	12 do .....	135 00
Coal Branch Station and Railway Station.....	J. T. Swift.....	100 yds.	12	12 do .....	40 00
Coal Creek and Coal Mines.....	J. Brown.....	4	2	12 do .....	44 00
Coal Creek and Upper Coal Creek..	M. E. Weaver.....	4	1	12 do .....	25 00
Cocagne and Cocagne Cape.....	A. Bourgeois.....	4	1	12 do .....	25 00
Cocagne and Notre Dame.....	E. Blodeau.....	6	2	12 do .....	75 00
Coldbrook and Railway Station...	E. Ryder.....	½	12	6 do (to Sept. 30, '93).	15 00
do do .....	J. J. O'Neil.....	½	12	6 do from do .....	15 00
Cole's Island and Narrows.....	J. Cole.....	12	3	12 do .....	200 00
Cole's Island and New Canaan.....	M. Starkey.....	23	1	12 do .....	100 00
College Bridge and Railway Station.	D. F. Richard.....	½	12	12 do .....	75 00
Collina and Springfield.....	J. Kellier.....	14 & 10	1	12 do .....	52 00
Cork Station and Railway Station...	W. Murphy.....	½	3	12 do .....	16 00
Cormier's Cove and St. Joseph.....	D. A. Cormier.....	2	2	12 do .....	32 00
Cormierville and Thomas Gallants.	L. Leblanc.....	2	2	12 do .....	30 00
Corn Hill and Petitcodiac.....	W. W. Price.....	11 & 7	1	12 do .....	40 00
Cox's Point and Cumberland Bay..	T. H. Branscombe.....	5	1	12 do .....	20 80
Cross Creek and Green Hill.....	E. Humble.....	4	1	12 do .....	32 00
Cummings Cove and Fairhaven.....	C. Green.....	3	3(S.) & 2(W.)	12 do .....	30 00
Curryville and Railway Station...	J. A. Beaumont.....	½	12	12 do .....	35 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dalhousie and Point LaNim. ....	P. Stewart .....	3	3	12 months .....	45 00
Dalhousie and Railway Station .....	H. A. Johnson. ....	4	24	12 do .....	250 40
Dalhousie and Steamboat Wharf. ....	do	4	2	Season 1893. ....	39 50
Dalhousie Junction and Railway Station .....	W. Jamieson .....	1/2	12	12 months .....	52 00
Dawson Settlement & Hillsborough. ....	I. S. Jonah. ....	8	2	9 do (to Dec. 31, '93). ..	62 25
do	E. Dawson .....	8	2	3 do from do .....	20 50
Debec and Railway Station .....	A. Harron .....	4	12	12 do .....	36 00
Derby and Railway Station .....	T. Parker .....	4	12	12 do .....	60 00
Doaktown and Railway Station .....	F. D. Swim. ....	1/8	12	3 do (from Jan. 1, '94) ..	6 25
Doaktown and Shinnickburn .....	J. McDuff .....	18	1	12 do .....	100 00
Donegal, Waterford & Sussex Vale. ....	F. C. Buchanan. ....	10 & 8	1 & 3	12 do .....	241 56
Dorchester and Fairview .....	A. Crossman .....	3 1/2	1	6 do (to Sept. 30, '93). ..	13 00
do	do	3 1/2	1	6 do from do .....	18 20
Dorchester and Middleton. ....	A. Chapman .....	2	6	12 do .....	55 00
Dorchester and Railway Station .....	S. W. Tingley .....	1/2	30	12 do .....	400 00
Dorchester and Rockport .....	J. Read .....	12	3s&2w	3 do (to June 30, '93). ..	39 75
do	E. Lockhart .....	12	3s&2w	9 do from do .....	111 75
Dorchester and Woodhurst .....	B. Card .....	5	1	12 do .....	25 00
Dorchester Crossing and Railway Station .....	P. L. Belliveau. ....	1/2	2	12 do .....	12 00
Dorchester Crossing and Scadouc. ....	P. S. Pellerain. ....	2 1/2	1	12 do .....	15 00
Douglas and Railway Station .....	E. Currie .....	100 yds.	3	12 do .....	30 00
Douglastown and Newcastle .....	R. H. Grenley. ....	5	6	12 do .....	125 00
Dover and Moncton .....	J. W. Beatty. ....	15	3	12 do .....	133 32
Downeyville, Hatfield Point and Springfield .....	W. Kellier. ....	3 & 11	4 & 2	12 do .....	101 80
Downeyville and Tooleton. ....	V. Vanwart .....	11 & 3	4	12 do .....	71 00
Doyles Brook and Railway Station. ....	J. Gratten .....	4 1/2	3	3 do (from Jan. 1, '94) ..	18 75
Doyle Settlement and River Louison .....	T. Hayes, jun. ....	3	2	2 do (to May 31, '93). ..	5 33
Doyle Settlement, Lorne and River Louison .....	T. Hayes. ....	3 & 7	1 & 2	10 do (from June 1, '93) ..	51 67
Dumbarton Station and Railway Station .....	W. Saunders. ....	1/8	6	12 do .....	30 00
Dundee and Shannon Vale .....	W. Wright .....	5	1	12 do .....	26 00
Dungiven and Memramcook .....	E. W. Toole .....	4	1	12 do .....	25 00
Dunphy and Morehouse. ....	J. Morehouse. ....	3	1	12 do .....	25 00
Dunphy and Railway Station .....	J. E. Dunphy. ....	2	6	3 do (from Jan. 1, '94) ..	22 50
Durham Bridge & Railway Station. ....	R. Abernethy. ....	1/2	12	3 do (from Jan. 1, '94) ..	7 50
Edmundston and Grand Falls .....	M. Hartt. ....	37	6	12 do .....	1,495 00
Edmundston and Upper Madawaska, Me. ....	D. Sirois. ....	3	6	12 do .....	24 00
Eel River Crossing and Railway Station .....	D. Cook .....	1/8	12	12 do .....	50 00
Elgin and Prosser Brook .....	H. H. Horsman. ....	13	2	12 do .....	120 00
Elgin and Railway Crossing. ....	J. D. Steeves. ....	1/2	6	12 do .....	39 88
Ellenstown and Millerton .....	D. Sauntry .....	3	1	12 do .....	25 00
Elmsville Railway Station. ....	J. H. Dyer .....	1/8	6	12 do .....	40 00
Emigrant Road & Railway Station. ....	M. Mulrine. ....	1 1/2	3	12 do .....	30 00
Ennashore and Grand Falls .....	C. O'Regan. ....	3 1/2	1	12 do .....	30 00
Enniskillen Station and Railway Station .....	B. McAloon. ....	1/2	6	12 do .....	28 00
Exmore and Red Bank .....	F. Murphy. ....	3	1	12 do .....	30 00
Fairville and Railway Station .....	C. F. Tilton. ....	1/2	18	12 do .....	75 00
Fenwick and McKnight. ....	J. R. Gamblin, jr. ....	1 1/2	2	12 do .....	15 00
Fenwick and Sheba .....	A. Simpson .....	4 1/2	2	12 do .....	33 00
Ferguson's Point and Main Post Road .....	W. Ferguson. ....	3/4	6	12 do .....	40 00
Ferndale and Hillside. ....	B. Colwell .....	2	1	12 do .....	20 00
Flatlands and Railway Station. ....	J. Steeves. ....	1/2	6	12 do .....	50 00
Florenceville and Railway Station. ....	E. McMullin .....	1	12	12 do .....	185 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Florenceville East, Oakland and Riverbank .....	I. N. Boyer .....	4 & 2½	3 & 2	10 mos. (to Jan. 31, '94).	68 33
do do .....	D. Semple .....	4 & 2½	3 & 2	2 do from do ..	13 67
Flume Ridge, Harvey Station and Magaguadavic .....	J. Moffit .....	6 & 18	2 & 1	12 do .....	156 00
Foley Brook and Salmonhurst .....	J. Poulson .....	5	2	12 do .....	50 00
Forest Hill and Main Post Road .....	J. W. Gifford .....	4	2	11 do (from May 1, '93)	18 33
Forks and Ida .....	S. S. Clark .....	5	1	12 do .....	45 00
Foster's Cove and Trousers Lake .....	W. Inman .....			Special service .....	20 00
Four Falls and Ortonville .....	D. Murchison .....	11	1	12 months .....	75 00
Four Roads and Inkerman .....	M. Gibbs .....	3½	2	12 do .....	35 00
Fox Creek and Moncton .....	A. Bourque .....	12	3	12 do .....	99 96
Fredericton and Hanwell .....	J. Currie .....	10	1	12 do .....	54 00
Fredericton and Street Letter Boxes do do .....	H. J. Phair .....	3½	12	9 do (to Dec. 31, '93).	131 25
Fredericton and Lower St. Mary do do .....	T. B. Dunphy .....	3½	12	3 do from do ..	47 91
Fredericton and Lower St. Mary do do .....	H. J. Phair .....	6	2	9 do (to Dec. 31, '93).	67 50
Fredericton and Marysville .....	T. Miles .....	4	6	12 do .....	149 00
Fredericton and Nasonworth .....	S. K. Nason .....	9½	1	6 do (to Sept. 30, '93).	26 00
do do .....	M. A. Nason .....	9½	1	6 do from do ..	26 00
Fredericton and Railway Station .....	P. D. McKenzie .....	1½	24	9 do (to Dec. 31, '93).	175 50
Fredericton and Railway Station (East Side) .....	do .....	1½	12	9 do (to Dec. 31, '93).	48 75
do do .....	do .....	1½	60	3 do (from Jan. 1, '94)	73 12
do do (C.E.) .....	do .....	1½	12	3 do (from Jan. 1, '94)	15 00
Fredericton and St. Mary's Ferry .....	M. W. Ryan .....	¾ & 1	12	12 do .....	106 64
Fredericton and Tay Mills .....	R. H. Rainsford .....	27	1	12 do .....	220 00
Fredericton and Wisely .....	do .....	4	2	12 do .....	60 00
Fredericton Junction and Railway Station .....	J. Shehan .....	25 yds.	24	12 do .....	40 00
French Village and Railway Station .....	C. Stephenson .....	4	2	12 do .....	50 00
Gagetown and Mouth of Nerepis .....	W. H. Bulyea .....	44	3	12 do .....	624 00
Gagetown and Narrows .....	F. E. Wilson .....	19	3	12 do .....	280 00
Gagetown and Upper Gagetown .....	G. W. Allingham .....	8	3	12 do .....	90 00
Gagetown and Welsford .....	H. Queen .....	28	3	12 do .....	460 00
Gagetown and White's Cove, Gaspereaux Station and Railway Station .....	W. Hamilton .....	13	3	12 do .....	250 00
Gaythorne and Tabusintac .....	J. Mooney .....	1	6	12 do .....	60 00
Gibson and Railway Station .....	E. McCullum .....	4	1	12 do .....	30 00
Gilson and Railway Station .....	T. Hoben .....	1½	12	3 do (from Jan. 1, '94)	10 00
Gillespie and Grand Falls Portage .....	J. Robinson .....	1½	12	3 do (from Jan. 1, '94)	6 25
Gladstone and Kintore .....	J. McCallum .....	2	1	12 do .....	40 00
Glassville and Rutherglen .....	T. Watt .....	9	3	12 do .....	156 00
Golden Ridge and Knowlesville .....	R. Scott .....	4	3	12 do .....	45 00
Goose Creek and Shepody Road .....	G. Campbell .....	6	1	12 do .....	34 00
Gouldville and Memramcook .....	J. Prescott .....	13	1	12 do .....	60 00
Grafton and Woodstock .....	J. F. Richard .....	2½	2	12 do .....	40 00
Grainfield and North Renous .....	A. G. E. Stone .....	1½	6	12 do .....	60 00
Grande Anse and Mizonette .....	M. Hayes .....	4	1	12 do .....	50 00
Grand Bay and Railway Station .....	S. Theriault .....	8	2s&1w	12 do .....	75 00
Grand Falls and Railway Station .....	D. Hamm .....	1½	6	12 do .....	24 00
Grand Falls and Undine .....	J. J. Kelly .....	1½	12	12 do .....	75 00
Grand Falls and Woodstock .....	F. Petit .....	16 & 11	2	12 do .....	135 87
Grand Harbour and Whitehead .....	J. A. Perley .....	74	6	12 do .....	2,700 00
Grand Manan and Seal Cove .....	J. Young .....	6	2 & 1	12 do .....	75 00
Grattan and Upper Neguac .....	W. N. McLean .....	12	3 & 2	12 do .....	98 00
Great Shemogue and Little Cape .....	P. Grattan .....	3½	2	12 do .....	40 00
Great Shemogue and Shediac .....	L. S. Leger .....	4	1	12 do .....	25 00
Green Point and Petit Rocher .....	L. D. Boudreau .....	24	6	12 do .....	499 48
Halcomb and Lyttleton .....	J. Morrison .....	3½	1	12 do .....	40 00
Halcomb and Lyttleton .....	W. H. Somers .....	5	1	12 do .....	48 00



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hammond Vale and Shepody Road.	W. Fowler.....	12	1	12 months.....	104 00
Hampstead and Wickham.....	L. S. Van Wart.....	2	2	12 do.....	40 00
Hampton and Ossekeag.....	A. Smith.....	1	6	12 do.....	60 00
Hampton and Urquharts.....	J. McLauchlan.....	13	2	12 do.....	130 00
Hardingville and Quaco Road.....	F. J. Johnston.....	4	1	12 do.....	29 00
Harewood and Salisbury.....	N. Wilson, jr.....	13	1	6 do (to Sept. 30, '93).	23 40
do do.....	G. R. Price.....	13	1	6 do from do.....	19 94
Harrisville and Lewisville.....	C. F. Vincent.....	3	2	12 do.....	20 00
Hartland and Knowlesville.....	W. S. Henderson.....	20	3	12 do.....	295 00
Hartland and Railway Station.....	A. M. Nevers.....	1	12	12 do.....	60 00
Harvey and Midway.....	R. Smith.....	3½	1	12 do.....	18 00
Harvey and Railway Station.....	L. F. West.....	1½	6	12 do.....	130 00
Harvey and Waterside.....	R. Mulligan.....	12	6	3 do (to June 30, '93).	80 18
do do.....	S. C. Stevens.....	12½	6	9 do from do.....	243 46
Harvey Station and Railway Station.....	D. Glendinning.....	50 yds.	12	12 do.....	40 00
Harvey Station and Yoho.....	R. Coffey.....	8	1	12 do.....	48 00
Hatfield Point and Jones' Corners.....	M. Lunn.....	7	1	12 do.....	31 48
Hatfield Point and West Scotch Settlement.....	W. A. S. Perkins.....	4	1	12 do.....	22 00
Head of Millstream and Perry Settlement.....	B. B. Hayes.....	5	1	12 do.....	30 00
Head of Millstream and Sussex Vale.....	do.....	19	2	7 do (to Oct. 31, '93)..	102 08
Head of Millstream, Miller's Brook and Sussex Vale.....	do.....	19 & 24	2 & 1	5 do.....	85 41
Head of Tide and Railway Station.....	H. C. Gillis.....	1½	6	12 do.....	80 00
Head of Tide and Robinsonville.....	D. Duncan.....	20	1	12 do.....	104 00
Heron Island and New Mills.....	W. Maxwell.....	3	1	12 do.....	36 00
Hillsborough and Lower Cape.....	H. Killam.....	9	6	9 do (to Dec. 31, '93).	133 50
do do.....	T. Ross.....	9	6	3 do from do.....	44 50
Hillsborough and Railway Station.....	R. E. Steeves.....	1	12	12 do.....	80 00
Hillsborough and Rosevale.....	W. J. Bazley.....	13	3	12 do.....	132 00
Hillsdale and Mackville.....	M. McIntyre.....	3	1	12 do.....	30 00
Hillsdale and Sussex Vale.....	W. Buchanan.....	17	3	12 do.....	237 00
Hopewell Cape and Railway Station.....	W. E. Calhoun.....	3½	6	12 do.....	109 20
Hopewell Hill, Hopewell and Railway Station.....	W. L. Peck.....	18½	6 & 12	12 do.....	68 00
Hopewell Hill and Memel.....	W. Hunt.....	7 & 5	1	12 do.....	37 00
Hopper and Salisbury.....	J. McGee.....	18	1	12 do.....	82 00
Hoyt Station and Juvenile Settlement.....	E. Mersereau.....	12 & 9	2	12 do.....	150 00
Hoyt Station and Railway Station.....	A. W. Mersereau.....	½	12	12 do.....	70 00
Indian Mountain and Moncton.....	W. B. Madderson.....	14	1	12 do.....	74 48
Indiantown and St. John.....	D. O'Connell.....	2	12	12 do.....	216 00
Inkernan and Railway Station.....	W. Gibbs.....	3	6	12 do.....	45 00
Irishtown and Shediac.....	C. Sullivan.....	20	1	12 do.....	126 00
Jenkins and Thornetown.....	M. B. Perry.....	2	3	12 do.....	38 00
Jolicure, Westmoreland Point and Railway Station.....	C. Wry.....	7 & 1	6 & 12	12 do.....	225 00
Jordan Mountain and Newtown.....	E. Marr.....	4	1	12 do.....	28 00
Keats and Petitcodiac.....	R. F. Keith.....	7	3	12 do.....	117 00
Kerry and New Ireland Road.....	J. Garland.....	5	1	12 do.....	49 48
Keswick Ridge, Mouth of Keswick and Upper Haynesville.....	J. Harrigan.....	24½ & 26	1 & 2	2 do (to May 31, '93).	47 16
do do.....	do.....	24½ & 26	1 & 2	1 do (to June 30, '93).	24 92
do do.....	do.....	26 & 32	1 & 2	1 do 15 days (to Aug. 15, '93).....	40 50
Keswick Ridge, Mouth of Keswick, Upper Haynesville and Upper Keswick Ridge.....	do.....	26 & 32	7	do 16 days (from Aug. 16, '93)..	211 87

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 .....	R. Kilburn.....	3	12	do.....	35 00
Kingsclear and New Market.....	J. W. Howard.....	5	1	do.....	24 00
Kingston and Perry Point.....	J. Hill.....	2½	2	do.....	40 00
Kingston and Railway Station.....	E. Harnett.....	3	12	do.....	100 00
Kingston and Richibucto Village.....	P. McCaie.....	7	2	do.....	44 00
Kingston and Rothesay.....	S. Cosman.....	10	6	do.....	449 00
Knoxford and Upper Knoxford.....	R. Langstaff.....	4	1	do.....	32 00
Kouchibouguac and Kouchibouguac Beach.....	J. Potter, jr.....	9	2	9 do (to Dec. 31, '93).....	45 00
do do.....	J. Sullivan.....	9	2	3 do from do.....	12 25
Kouchibouguac and Point Sapin.....	J. Potter, jr.....	20	1	6 do (to Sept. 30, '93).....	32 50
do do.....	J. Sullivan.....	20	1	6 do from do.....	32 00
Kouchibouguac and Richibucto.....	J. McLane.....	12	6	12 do.....	374 00
Lake George and Prince William Station.....	A. McLean.....	22	2	12 do.....	147 00
Lakeview and Narrows.....	R. Black.....	3	3	12 do.....	50 00
Lakeville Corner and Newcastle Creek.....	G. W. Byno.....	28	2	12 do.....	171 00
Landry and Pockmouche.....	M. Landry.....	5	1	12 do.....	23 00
Lawrence Station and Railway Station.....	J. Taylor.....	200 yds.	12	12 do.....	52 00
Ledge and St. Stephen.....	J. Greene.....	4	3s.2w.	12 do.....	75 00
Legere and Portage River.....	L. Mauzerall.....	2	3	12 do.....	30 00
Lepreaux and Pocologan.....	S. T. Anderson.....	10	2	12 do.....	100 00
Lepreaux and Railway Station.....	H. P. Reynolds.....	1	12	do.....	40 00
Lewis Mountain and Petitcodiac.....	W. W. Price.....	12 & 13	1	12 do.....	92 80
Lime Hill and Main Post Road.....	T. Scribner.....	2	1	12 do.....	15 00
Limekiln and Stanley.....	H. Turnbull.....	2	1	12 do.....	25 00
Lincoln and Oromocto.....	A. E. Bulley.....	4	3	12 do.....	65 00
Lisson and Markhamville.....	T. Lisson.....	3½	1	2 do (from Feb. 1, '94).....	3 33
Little Lake and Tracey Station.....	D. S. Duplisea.....	11	1	12 do.....	55 00
Little Salmon River Mills and Shepody Road.....	J. Hazen.....	8	1	6 do (to Sept. 30, '93).....	37 24
Loch Lomond and St. Martins.....	Fownes & Tabor.....	20	1	9 do (to Dec. 31, '93).....	75 00
do do.....	J. Kennedy.....	20	1	3 do from do.....	31 25
Long Beach and Salmon River.....	J. Wright.....	2	1	6 do (to Sept. 30, '93).....	13 00
do do.....	B. Tufts.....	2	1	6 do from do.....	13 00
Long Point and Springfield.....	E. Kellier.....	7 & 10	1	6 do (to Sept. 30, '93).....	19 70
do do.....	do.....	7 & 10	2	6 do from do.....	39 40
Long Settlement and Woodstock.....	J. J. Williamson.....	26	2	3 do (to June 30, '93).....	51 22
do do.....	H. N. Atherton.....	26	2	9 do from do.....	153 66
Lower Brighton, Newburgh Junction, Pembroke and Newburgh.....	D. Downey.....	3 & 6	6 & 2	12 do.....	150 00
Lower Nappan and Point au Car.....	A. Campbell.....	5	2	12 do.....	45 48
Lower Southampton and Norton Dale.....	H. D. Stairs.....	10	2	12 do.....	115 00
Lower Turtle Creek and Turtle Creek.....	G. A. Fillmore.....	3	1	12 do.....	15 00
Ludlow and Railway Station.....	J. Murphy.....	½	12	3 do (from Jan. 1, '94).....	5 00
Lytleton and Red Bank.....	E. Somers.....	5	3	12 do.....	90 00
McGinley and Menramcook.....	A. N. Charters.....	1	3	12 do.....	50 00
McNamee and Railway Station.....	E. H. Wilson.....	½	12	3 do (from Jan. 1, '94).....	11 25
McQuade and New Scotland.....	J. McQuade.....	5	1	4 do (from Dec. 1, '93).....	10 00
Manuel and Main Post Road.....	R. Manuel.....	1½	2	12 do.....	8 00
Maple Green and Railway Station.....	J. Fraser.....	1	3	12 do.....	45 00
Maplehurst, Upper Kent and Railway Station.....	A. Hawthorne.....	3 & ½	2 & 12	12 do.....	120 00
Maple Ridge and Millville.....	G. Russell.....	3	3	12 do.....	30 00
Maplewood and Millville.....	H. Palmer.....	5	1	12 do.....	40 00
Mars Hill and River de Chute.....	J. B. Porter.....	5	1	12 do.....	25 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Maugerville and Upper Maugerville	P. McCloskey	5	3	Season 1893	45 00
Marysville and Railway Station	G. W. Foster	1 <sup>1</sup> / <sub>2</sub>	12	3 months (from Jan. 1, '94)	7 50
Meadows and Railway Station	G. F. Beach	20 yds.	12	do	20 00
Melrose and Railway Station	B. Corrigan	1 <sup>1</sup> / <sub>2</sub>	6	do	26 00
Memramcook and Railway Station	S. C. Charters	1 <sup>1</sup> / <sub>2</sub>	36	do	150 00
Midgic Station and Railway Station	C. Hicks	40 yds.	6	do	10 00
Millford and Railway Station	J. Irvine	1 <sup>1</sup> / <sub>2</sub>	12	do	75 00
Milledgeville and St. John	D. O'Connell	4	6	do	195 00
Millerton and Railway Station	J. C. Miller	1 <sup>1</sup> / <sub>2</sub>	12	do	40 00
Millstream and Mountain Dale	W. E. Fenwick	6 & 7	1	do	65 00
Millstream and Mount Hebron	G. D. Fenwick	5	1	do	43 68
Milltown and St. Stephen	Keys Bros.	2	12	do	148 48
Milltown and Upper Mills	J. W. Heaton	3	1	do	48 00
Millville and Railway Station	S. A. Jones	1 <sup>1</sup> / <sub>2</sub>	12	do	25 00
Mineral and Oaktown	J. Watson	3 <sup>1</sup> / <sub>2</sub>	1	do	30 00
Miscou Harbour and Wilson's Point	P. Wilson	6	2s. 1w.	do	55 00
Mispec and St. John	D. O'Connell	9	1	do	59 75
Moncton and O'Neil	R. Lowry	15	1	do	65 00
Moncton and Railway Station	P. Gallagher	1	60 & 61	do (and extra trips)	499 51
Moncton and Stony Creek	J. Scott	8	2	do	120 00
Moncton and Street Letter Boxes	P. Gallagher	1	12	8 do (to Nov. 30, '93)	100 00
do do		1	12	4 do from do	58 33
Moncton and Upper Coverdale	E. L. Goodall	14	2	do	125 00
Moncton Road and Shediac	W. G. Bateman	6	1	do	40 00
Monument Settlement and Richmond Corner	N. Turney	27 & 20	2	3 do (to June 30, '93)	57 00
Monument Settlement and Richmond Corner	G. Whitehead	27 & 20	2	9 do from do	150 00
Moore's Mills and Railway Station	A. Cormick	100 yds.	12	do	70 00
Moore's Mills and Oak Hill	H. McKay	14 & 6	3	6 do (from Oct. 1, '93)	78 00
Moran and Railway Station	J. Robinson	1 <sup>1</sup> / <sub>2</sub>	6	3 do (from Jan. 1, '94)	12 50
Mount Pleasant and South Gordonsville	S. Loudon	4	2	do	30 00
Mount View and Upper Sackville	J. Wheaton	3	1	do	20 00
Mountville and Railway Station	J. T. Wilber	300 yds.	12	do	20 00
Mouth of Keswick and Railway Station	H. F. Dunphy	1 <sup>1</sup> / <sub>2</sub>	12	do	60 00
Mouth of Keswick and Woodstock	N. Urquhart	60	2	do	525 00
Mouth of Nerepis and Railway Station	G. Watters	1 <sup>1</sup> / <sub>2</sub>	12	10 do (to Jan. 31, '94)	41 80
do do	do	1 <sup>1</sup> / <sub>2</sub>	12	2 do from do	10 80
Musquash and Railway Crossing	L. D. Carman	1 <sup>1</sup> / <sub>2</sub>	12	do	26 00
Narrows, Norton Station and Springfield	C. W. Parkins	9 & 21	6 & 3	do	496 00
Narrows and Upper Gaspereaux	J. B. Wiggins	50	3	9 do (to Dec. 31, '93)	525 00
do do	do	50	3	3 do from do	193 75
Narrows and Wickham	G. N. Golding	24	3	do	397 00
Nashwaak and Railway Station	C. D. Young	1 <sup>1</sup> / <sub>2</sub>	12	3 do (from Jan. 1, '94)	11 00
Nashwaak Bridge and Railway Station	J. T. McBean	1 <sup>1</sup> / <sub>2</sub>	12	3 do (from Jan. 1, '94)	15 00
Nashwaak Village and Railway Station	R. Abernethy	1 <sup>1</sup> / <sub>2</sub>	12	3 do (from Jan. 1, '94)	12 25
Nashwaakis and Railway Station	W. McFarlane	100 yds.	2	do	10 40
Nauwigewauk and Railway Station	W. W. Dodge	1 <sup>1</sup> / <sub>2</sub>	12	do	36 00
Nelson Reserve and South Nelson Road	M. Whalen	3 <sup>1</sup> / <sub>2</sub>	2	10 do (from June 1, '93)	38 93
Nerepis Station and Railway Station	D. McKenzie	1 <sup>1</sup> / <sub>2</sub>	12	do	20 00
Nerepis Station and Round Hill	do	12	1	do	100 00
Newcastle and Railway Station	R. H. Gremley	1	24	do	206 00
Newcastle and Red Bank	J. C. Brown	15	3	do	272 00
Newcastle and Renous Bridge	do	17	3	do	270 00
Newcastle and Sevogle	A. Cain	25	1	do	165 00
Newcastle and South Nelson	J. Doolan	2	6	3 do (to June 30, '93)	49 75

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.
Newcastle and South Nelson...	B. Reynolds...	2	6	9 mos. (from July 1, '93)	75 00
New Mills and Railway Station	A. McNair	12	3	do (to June 30, '93)	12 47
do do	D. Nichol	12	9	do from do	37 50
Newtown and Sussex Vale	J. Cotter	10 & 12	3	12 do	180 00
Newtown and Whites Mountain	H. Jamieson	3	1	12 do	30 00
Nictau and Riley Brook	C. Simons	6	1	12 do	28 00
Nigado and Petit Rocher	F. Walsh	5½	1	12 do	40 00
Nixon and Turtle Creek	L. A. Wilson	4	2	12 do	35 00
North Forks, Salmon Creek and Salmon Creek	F. H. Fowler	4	1	12 do	37 00
North River Platform and Railway Station	T. Jones	¼	12	12 do	25 00
Norton Station and Railway Station	S. McCready	40 yds.	as req.	12 do	50 00
Notre Dame and Poirier	J. Gueguen	6	1	12 do	22 00
Oak Bay and Railway Station	R. W. Wilson	¼	12	12 do	65 00
Oakham and Thornetown	H. Patterson	6	2	12 do	60 00
Oak Hill and St. Stephen	Keys Bros.	22	1	6 do (to Sept. 30, '93)	79 50
Oak Point and Round Hill	D. D. Flewelling	3	6	Season 1893	49 00
Oakville and Richmond Corner	L. S. Purinton	10	1	3 months (to June 30, '93)	20 00
do do	C. Carpenter	10	2	9 do from do	92 25
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21 & 12	6 & 3	12 do	320 00
Oromocto and Shirley Settlement	R. Brennan	4	1	12 do	20 00
Oromocto and Waas Station	J. Malone	6	6	12 do	190 00
Oromocto and Woodside	F. Goodin	18	2	12 do	109 00
Ossekeag and Upperton	G. H. Barnes	19½	2	12 do	208 00
Painsec Settlement and Railway Station	E. Babin	1	2	12 do	32 00
Passekeag and Railway Station	G. R. Campbell	150 yds.	12	12 do	50 00
Passekeag and Sherlock	C. Snodgrass	5	1	12 do	32 00
Payne Settlement and Undine	D. Coston	6	1	12 do	20 00
Pearson's and Starkey's	J. H. McLeod	9 & 12	2	12 do	150 00
Peniac and Railway Station	C. T. Weade	½	12	3 do (from Jan. 1, '94)	12 50
Pennfield Ridge and Railway Station	G. W. McKay	2	6	12 do	75 00
Penobsquis and Railway Station	J. Gross	40 yds.	as req.	12 do	30 00
Penobsquis and Roxburgh	W. A. McManus	21	2	12 do	174 00
Perth Centre and Railway Station	M. Larlee	¾	12	12 do	50 00
Perth Centre and Riley Brook	W. Inman	72	2	12 do	636 20
Perth Centre and Tilley	D. Walker	17½	2	12 do	125 00
Petersville and Welsford	J. Burton	10	2	12 do	80 00
Petersville Church and South Clones	J. Chittick, sen.	4	1	9 do (to Dec. 31, '93)	22 50
do do	do	4	1	3 do from do	6 00
Petit Rocher and Railway Station	J. Morrison	1½	12	12 do	75 00
Pioneer and Woodstock	J. J. Williamson	25	3	3 do (to June 30, '93)	74 25
do do	H. N. Atherton	25	3	9 do from do	222 75
Pisarinco, Pisarinco West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3	12 do	85 00
Pleasant Ridge and Rolling Dam Station	W. Goodill	10	2	12 do	70 00
Pointe du Chêne and Railway Station	E. McDonald	1	3	12 do	32 00
Pollett River and Railway Station	T. W. Colpitts	100 yds.	3	12 do	26 00
Port Elgin and Railway Station	G. Siddall	¼	12	12 do	40 00
Port Elgin and Spence's	J. H. Grant	17 & 15	3	12 do	273 00
Power's Creek and St. Amand	S. St. Amand	5	1	12 do	30 00
Prince of Wales and Railway Crossing	J. Cairns	½	6	12 do	31 00
Prince William Station and Railway Station	W. G. Hatch	17	12	3 do (to June 30, '93)	20 00
Prince William Station and Railway Station	do	17½	12	9 do from do	75 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Prince William Station and York Mills.....	R. Henry.. . .	3	2	12 months.. . . .	59 00
Queenstown and Upper Otnabog... .	A. C. Fox .....	2½	3	12 do .....	22 00
Randolph and Railway Station... .	W. A. Miller... .	1½	12	12 do .....	75 00
Read and Railway Station .....	E. Read .....	2½	2	12 do .....	31 20
Renous Bridge and South Renous.. .	W. Hogan .....	5½	2	12 do .....	66 00
Reynolds and South Nelson.....	B. Reynolds .....	7	2	12 do .....	50 00
Richibucto and Railway Station... .	J. C. Vantour .....	4	6	12 do .....	75 00
Richibucto, Weldford and Railway Station .....	L. J. Wathen... .	27 & 18	6, 24 &	12 do .....	901 00
River Charlo and Railway Station... .	W. R. Jamieson.. .	1	12	12 do .....	100 00
River Louison and Railway Station... .	D. Stewart .....	¾	12	11 do (from May 1, '93)	55 00
River Louison and Sunnyside .....	W. D. Millar... .	7	1	3 do (to June 30, '93).	8 50
do do .....	H. Millar .....	7	1	9 do from do .....	25 50
Riverside and Railway Station .....	S. Edgett .....	4	12	12 do .....	35 00
Robichaud and St. André de Shediac	F. A. Leger .....	17 & 6	1	12 do .....	90 00
Rockland, Rockland Station and Railway Station .....	J. Sutherland... .	4½ & ½	6 & 12	12 do .....	340 00
Rockport and Sackville .....	A. Tower .....	16	1	12 do .....	65 00
Rogersville and Railway Station... .	F. McCaile .....	100 yds.	12	12 do .....	48 00
Rogersville and Rogersville East... .	W. Cormier .....	4½	1	12 do .....	23 74
Rogersville and Vienneau.....	A. Thibodeau... .	5	1	12 do .....	24 00
Rolling Dam Station and Railway Station .....	W. Goodill .....	1½	12	12 do .....	50 00
Rosedale and Upper Woodstock... .	W. E. Hoyt .....	8 & 6	2	12 do .....	90 00
Rothsay and Railway Station .....	G. W. Sherwood	50 yds.	asreq.	12 do .....	25 00
Round Hill and Speight's Corner... .	A. F. Speight... .	8	2	12 do .....	25 00
Rusagornis and Waasis Station... .	A. Grass .....	3	3	12 do .....	40 00
St. Andrews and Railway Station... .	R. Storr .....	4	asreq.	12 do .....	75 79
St. Charles and Railway Crossing... .	M. J. Daigle... .	2	2	12 do .....	30 00
St. Croix and Railway Station .....	M. Hodd .....	1	6	12 do .....	45 00
St. Francois de Kent and St. Thomas de Kent .....	C. T. Goguen... .	4	1	12 do .....	25 00
St. George and Railway Station... .	R. A. Parks .....	1	12	12 do .....	68 00
St. Isidore and Tracadie .....	P. LeBreton... .	11	2	12 do .....	70 00
St. John and Street Letter Boxes... .	D. O'Connell... .	2½	18	12 do .....	793 88
St. John and Railway Station (C. P. R.).....	do .....	½	asreq.	12 do .....	758 35
St. John and Railway Station (I. C. R.) .....	do .....	½	asreq.	12 do and extra trips..	528 20
St. John and Railway Station (S. L. R.) .....	J. Moulson... .	1	6	12 do .....	125 00
St. John and St. Martins .....	Fownes & Tabor.. .	30	6	12 do .....	1,500 00
St. John and Sand Point Road .....	D. Peacock .....	3	3	12 do .....	40 00
St. John and Wells .....	D. O'Connell... .	19 & 11	1	12 do .....	95 00
St. John (Letter Carriers' Service).	The Consolidated Electric Co. ....			12 do (to June 30, '94).	200 00
St. Joseph and Railway Station... .	T. M. Leger .....	1	12	12 do .....	70 00
St. Leonard Station and Van Buren, Me. ....	D. O. Bourgoine.. .	1	6	12 do .....	50 00
St. Martin's and Salmon River .....	G. T. Mallery... .	9	6	12 do .....	348 00
St. Martin's and Wood Lake .....	T. Hosford... .	6	1	12 do .....	35 00
St. Norbert and West Branch .....	A. Gallant .....	5	1	12 do .....	18 00
St. Stephen and Calais, Me. ....	Keys Bros .....	1	12	12 do .....	110 00
St. Stephen and Railway Station (C. P. R.) .....	Hardy & Bridges	4	12	12 do and extra trips..	175 22
St. Stephen and Railway Station (S. L. R.) .....	J. Greene.....	6	6	12 do .....	69 00
Sackville and Railway Station... .	J. J. Wheaton... .	1	36	12 do .....	300 00

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.
					\$ cts.
Sackville and Second Westcock	E. Edgett	8	1	12 months	48 00
Sackville and Upper Sackville	J. J. Wheaton	5	6	12 do	118 73
Sackville and Wood Point	W. Clarke	6	1	12 do	24 48
Salisbury and Railway Station	G. W. Gaynor	600 yds.	36	12 do	225 00
Salt Springs and Titusville	G. Morrison	6	2	12 do	49 00
Sargent and Main Post Road	H. Sargent	1	2	12 do	20 00
Sea Side and Railway Station	S. Laughlan	1	6	12 do	20 00
Shediac and Railway Station	C. W. Smith	1	as req.	12 do	290 20
Shediac Road and Railway Station	G. Rodgerson	1	3	12 do	47 00
Shippigan and Shippigan Island	J. Goodin	12	2s. lw	12 do	60 00
South Bay and Railway Station	J. R. Lowry	100 yds.	12	12 do	30 00
South Nelson and South Nelson Road	J. Doolan	3	2	12 do	24 75
South Newbridge and Woodstock	W. Tomkins	4	2	12 do	50 00
Spruce Lake and Railway Crossing	J. Robinson	1	6	12 do	30 00
Spruce Lake Station and Railway Station	E. McCarthy	1	6	12 do	20 00
Stanley, Cross Creek and Railway Station	T. Coughlan	6	6	12 do	156 00
Stanley and Tay Settlement	J. Miller	6	2	12 do	65 00
Starkey's and Young's Cove	D. Starkey	11	1	12 do	36 00
Stone Ridge and Railway Station	L. Brewer	1	6	10 do (from June 1, '93)	16 66
Summerfield and Upper Wicklow	D. Gee	3	2	12 do	35 00
Sussex and Military Camp	D. Hatfield	1	1	Special trips	12 00
Sussex Corner and Sussex Vale	W. Buchanan	2	6	12 do	90 00
Sussex Vale and Railway Station	R. D. Boal	1	30	12 do	180 00
Tapleys Mills and Railway Crossing	M. Murray	1	2	3 do (to June 30, '93)	8 75
do do	T. McGrath	1	2	9 do from do	30 00
The Range and Wiggins	W. R. Burke	2	1	12 do	16 00
Three Tree Creek and Railway Station	J. McQuestion	1	6	12 do	15 00
Tower Hill and Railway Station	J. Irons	2	2	12 do	56 00
Tracey Station and Railway Station	D. S. Duplisea	50 yds.	12	3 do (to June 30, '93)	7 50
do do	J. Tracy	do	12	9 do from do	22 50
Tracey Station and Traceyville	A. O. Tracy	4	1	12 do	24 00
Upper Cape and Railway Station	A. Raworth	3	3	12 do	39 75
Upper Keswick and Railway Station	W. Estey	1	12	12 do	30 00
Waweig and Railway Station	M. J. Greenlaw	1	6	12 do	60 00
Welsford and Railway Station	H. W. Woods	1	12	12 do and extra trips	115 04
Westfield Centre and Railway Sid-ing	R. T. Ballentine	100 yds.	12	3 do (from Jan. 1, '94)	2 50
Woodstock and Railway Station	J. J. Williamson	1	36	3 do (to June 30, '93, and extra trips	57 72
do do	H. N. Atherton	1	37	9 do (from July 1, '93, and extra trips	173 76
do do	J. C. Winslow	1	12	12 do	75 00
Woodstock and Street Letter Boxes	do	1	12	2 do (to Aug. 31, '93)	20 83
do do	do	1	12	7 do from do	90 42
Woodstock and Houlton (Me.)	F. A. Glidden	14	6	12 do	400 00
Charge of Mails at Principal Railway Stations	Sundry Persons		12	do	370 00
				Total	\$59,188 44

W. H. SMITHSON,  
Accountant.

WILLIAM WHITE,  
Deputy Postmaster General.

# Postmaster General's Report.

## NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division made within the Year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow...	R. Dunbar, sen.	5	2	12 months	68 00
Acadia Mines and Bass River.....	J. W. Davison..	14	3	12 do	197 48
Acadia Mines and Londonderry Station	A. J. Gough	23	24	12 do	175 00
Advocate Harbour and Apple River	H. H. Mosher..	10	6	12 do	345 00
Afton and Bayfield	M. Conner.....	23	6	12 do	100 00
Afton and Bayfield Road Railway Station	do	1	12	12 do	65 00
Afton and Guysboro Intervale.	D. S. Ferguson..	15	1	12 do	56 96
Afton Station and Railway Station.	W. McLeod	50 yds.	3	12 do	25 00
Alba and Lower Washabuck.	R. Palmer	50 r. t.	2	9 do (to Dec. 31, '93).	187 50
do do	J. Gillies	22	3	3 do from do	85 00
Alba and Whycocomagh.	H. A. McDougall	15	1	6 do (to Sept. 30, '93).	25 50
do do	do	15	1	6 do from do	45 00
Albert Bridge and Horn's Road	H. Horn	4	1	12 do	20 00
Alderney and Petit de Grat.	A. McDonald	23	3	12 do	30 00
Alder Point and Little Bras d'Or	C. Stubbert...	6	1	3 do (to Sept. 30, '93).	8 75
do do	J. H. Plant	6	1	9 do from do	26 25
Alder River and Main Post Road.	J. D. Chisholm..	1	12	12 do	20 00
Alton and Railway Station	B. Lindsay	6	5	12 do	20 00
Amherst and Amherst Point.	T. B. Stewart	43	3	3 do (to June 30, '93).	16 75
Amherst and Fenwick	W. Pipes	6	1	3 do (to June 30, '93).	8 00
Amherst and Hastings	E. Chapman	6	1	12 do	40 00
Amherst and Linden	K. Hunter	20	3	12 do	247 82
Amherst and Little River.	G. A. Purdy...	223	2	12 do	240 00
Amherst and Railway Station.	C. T. Hillson...	1	as req.	12 do	500 80
Amherst and Tidnish	W. Blair	16	3	12 do	225 00
Amherst Point and Nappan Station	I. B. Stewart...	23	6	9 do (from July 1, '93)	93 75
Amherst Station Letter Box and Postal Cars.	C. T. Hillson...	30 yds.	36	12 do	25 00
Annapolis and Dalhousie West	J. Gormley.	16	1	12 do	100 00
Annapolis and Granville Ferry	W. H. Weather- spoon.	1	6	12 do	250 00
Annapolis and Liverpool.	J. H. McLeod.	67	6	12 do	3,495 00
Annapolis and Perrott Settlement.	T. Goldsmith...	9	1	12 do	55 00
Annapolis, Railway Station and Transfers.	G. S. Bishop...	1/2 & 25 v.	24 & 12	do (as req)	175 00
Annapolis and Saw Mill Creek.	R. Harris.	33	3	3 do (to June 30, '93).	17 50
do do	A. B. Harris...	33	3	9 do from do	48 75
Anthony's Line and Scotch Village	S. Cochran	2	11 r. t.	12 do	55 00
Antigonishe and Arisaig.	R. McDonald and J. Gillis.	7 & 10	3 & 1	12 do	187 28
Antigonishe and Beechwood.	A. McDonald...	6	1	11 do (from May 1, '93)	27 50
Antigonishe and Brophy's.	T. Brophy.	143	2	1 do (to April 30, '93)	11 78
do do	D. Moriarity...	26 r. t.	2	11 do from do	114 58
Antigonishe and Cloverville.	J. McDonald	5	1	1 do (to April 30, '93)	3 33
Antigonishe and Georgeville.	R. McDonald...	44 r. t.	4	12 do	398 00
Antigonishe and Lower West Arm.	T. McAmis	33	2	12 do	52 00
Antigonishe and Railway Station.	W. G. Cuning- ham.	3	12	12 do	135 00
Antigonishe and Sherbrooke.	T. J. Sears	40 & 44	3	12 do	1,119 28
Antigonishe and William's Point.	D. McDonald...	23	2	12 do	40 00
Antigonishe Harbour (South Side) and Lower Settlement, South River.	J. Kiely	43	2	6 do (to Sept. 30, '93)	50 00
do do	T. J. Kiely	43	2	6 do from do	50 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Antigonishe Station—Letter Box and Postal Cars.	W. G. Cunningham.	20 yds.	12	12 months.	20 00
Antrim and Gay's River.	W. Blades.	16 r. t.	2	9 do (to Dec. 31, '93).	56 25
do do	R. P. McQuinn.	16 r. t.	2	3 do from do	17 50
Apple River and River Hebert, West Side.	J. O. Scott.	32	6	12 do	846 00
Arcadia and East Chebogue.	A. Andrews.	4	2	12 do	34 00
Arcadia and Lismore.	A. McDonald.	3	3	12 do	50 00
Ardoise Hill and Newport Station.	M. Harvey.	1½ & 19 r. t.	6 & 2	12 do	135 00
Argyle and Argyle Head.	A. J. Nickerson.	2	3	12 do	50 00
Arichat and Lennox Ferry.	A. Martel.	5	12	Season 1893.	80 00
Arichat and Petit de Grat.	A. McDonald.	3	3	12 months.	55 00
Arichat and Robins.	F. W. Malzard.	1½ & 4	6	12 do	70 00
Arichat and West Arichat.	A. McDonald.	3	6	Season 1893.	100 00
Arisaig and Main Post Road.	W. Gillis.	1½	12	9 months from July 1, '93.	7 50
Arlington and Canning.	R. Wood.	5	2	12 do	30 00
Ashfield and Whyocomagh.	H. McDonald.	6	1	6 do (to Sept. 30, '93).	12 00
do do	J. McDonald.	6	1	6 do from do	8 00
Askilton and West Bay Road Railway Station.	H. A. Archibald.	3	3	12 do	60 00
Aspen and Glenelg.	J. McGrath.	4	3	12 do	42 48
Athol and Little Forks.	G. A. Fowler.	3	3	6 do (from Oct. 1, '93).	25 00
Athol and Railway Station.	E. Donkin.	1	12	3 do (to June 30, '93).	25 00
do do	D. B. Scott.	1	12	9 do from do	75 06
Auburn and Greenwood.	G. W. Eaton.	6½ r. t.	1	12 do	34 00
Auburn and Railway Station.	G. O. Jacques.	1½	12	12 do	70 00
Auld's Cove and Railway Station.	H. McMillan.	1½	6	3 do (to June 30, '93).	13 75
do do	M. Forrestall.	1½	6	9 do from do	30 00
Avondale Station and Railway Stn.	A. McLean.	1½	12	12 do	20 00
Avonport and Avonport Station.	J. B. Newcomb.	1½	6	12 do	100 00
Avonport Station and Railway Stn.	do	12 yds.	12	12 do	30 00
Aylesford and Dalhousie Road.	E. C. Foster.	26	1	6 do (and 17 dys. to Oct. 17, '93).	79 20
do do	H. S. Brennan.	26	1	4 do 14 dys. (to Feb. 28, '94).	53 71
do do	R. E. Davidson.	26	1	1 do from do	11 41
Aylesford and Harmony.	A. D. Nichols.	20 r. t.	1	12 do	57 00
Aylesford and Morden.	W. J. Balcom.	22 r. t.	2	9 do (to Dec. 31, '93).	81 00
do do	W. Dempsey.	22 r. t.	2	3 do from do	25 00
Aylesford and Railway Station.	C. A. Williamson.	4	12	12 do	60 00
Baccaro and Port La Tour.	W. P. Snow.	3	2	12 do	39 00
Baddeck and Big Bras d'Or.	A. Matheson.	26	3	3 do (to June 30, '93).	130 75
do do	D. D. McLeod.	26	3	9 do from do	324 00
Baddeck and Iona.	D. McNeil, jr.	15	1	12 do	92 00
Baddeck and New Campbellton.	M. D. McInnis.	32	3	12 do	497 00
Baddeck and Upper Settlement.					
Baddeck River.	R. McLean.	14	2	12 do	63 00
Baddeck and Upper Settlement Middle River.	W. A. Robertson.	19½	2 & 1	12 do	151 88
Baddeck Bay and Plaister Mines.	H. Fraser.	4	2	12 do	27 00
Baddeck Bay and Rear Baddeck Bay.	D. McKenzie.	3½	1	12 do	25 00
Baddeck River North Branch and Forks Baddeck.	A. McInnes.	2½	2	12 do	44 00
Baie Verte and Linden.	S. Moore.	21½	3	3 do (to June 30, '93).	79 82
do do	do	21	3	9 do from do	231 21
Bailey's Brook and Railway Station.	A. McLean.	4½	6	12 do	125 24
Baker Settlement and Greenfield.	H. Carver.	5 & 8	3 & 1	12 do	115 00
Balmoral Mills and The Falls.	A. McKay.	2½	3	12 do	58 00
Bank's Broad Cove and Sight Point.	J. D. McEachen.	7	1	12 do	20 00
Bank's Broad Cove and Strathlorne.	L. McDougall.	4	1	12 do	15 00
Barney's River and Marsh.	J. McIver.	18 r. t.	1	10 do (to Jan. 31, '94).	40 83
do do	do	14	2	2 do from do	16 33



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barney's River and Railway Station	A. W. McKenzie	4½	6	11 mos. (to Feb. 28, '94)..	109 89
do do	do	4½	12	1 do from do ..	13 16
Barney's River and Rossfield	D. R. Bannerman	4	1	12 do ..	18 00
Barrachois Harbour and Boisdale					
Barrachois	W. L. Nicholson	3	1	12 do ..	35 00
Barrachois St. Louis and Grand Anse	D. McRae	2	3	9 do (from July 1, '93)	22 50
Barra Glen and Iona	R. P. McNeil	4½	2	12 do ..	30 00
Barrington and Port Clyde	H. D. Ellis	30 r. t.	6	1 do (to April 30, '93)	25 58
do do	J. K. Hogg	30 r. t.	6	11 do from do ..	281 41
Barrington and Pubnico Beach	do	22	6	12 do ..	530 00
Barrington and Shelburne	D. Wentzel	23	6	12 do ..	740 00
Barrington and Yarmouth	J. Frost & Sons	48	6	12 do ..	1,600 00
Barrington Passage and Cape Sable Island					
Barrington Passage and Cape Sable Island	W. B. Smith	1½	6	12 do ..	300 00
Barrios Beach and Big Tracadie	H. Petipas	4	3	12 do ..	32 00
Barry's Corner and Block House	C. Barry	5	1	5 do (to Aug. 31, '93)	10 41
Barss' Corner and Chesley's Corner	F. W. Verge	3	6	12 do ..	156 48
Barss' Corner and Foster's	J. A. Delong	17 r. t.	3	12 do ..	117 00
Barss' Corner and South Moore's	R. H. Barrs	6	1	12 do ..	39 72
Barton and Railway Station	J. S. McNeill	3	12	12 do ..	104 00
Basin River Inhabitants and Lower River Inhabitants	P. McCarthy	3	2	12 do ..	36 00
Battery Hill and New Gairloch	R. McLeod	8	3	12 do ..	120 00
Battery Hill and Railway Station	D. Mackay	½	12	12 do ..	60 00
Baxter's Harbour and Sheffield Mills	W. E. Harris	9½	1	12 do ..	59 16
Bay St. Lawrence and Englishtown	T. D. Curtis	7½	3	12 do ..	1,625 00
Bay St. Lawrence and Meat Cove	A. B. McDonald	7	3	12 do ..	72 00
Bayside and Shad Bay	M. Foder	3	2	12 do ..	40 00
Bear Cove, Cheticamp and Meteghan	G. L. Comeau	4	2	12 do ..	40 00
Bear River, West Side and Deep Brook, &c	W. Lent	5 & 6	10 & 2	12 do ..	150 00
Bear River, West Side and Lansdowne					
Bear River, West Side and Lansdowne	P. M. McClelland	4	3	12 do ..	73 00
Beatonville and Cape Mabou	F. Beaton	5	2	12 do ..	26 00
Beaulieu and St. Andrews	D. Forbes	6	1	12 do ..	40 00
Beaver Bank and Middle Sackville	L. L. Hamilton	13 r. t.	3 & 6	12 do ..	274 00
Beaver Bank and North Beaver Bank					
Beaver Bank and North Beaver Bank	E. Lively	8	2	12 do ..	95 00
Beaver Bank and Railway Station	D. Hallisey	12 yds.	12	12 do ..	73 00
Beaver Cove and Boisdale Chapel	D. N. McIntyre	3	3	12 do ..	30 00
Beaver Cove and Rear Beaver Cove	A. Gillis	3	1	12 do ..	20 00
Beaver Harbour and Salmon River	A. Hartling	4	2	5 do (to Aug. 31, '93)	16 66
do do	do	4	3	7 do from do ..	35 00
Beaver River Corner and Cedar Lake					
Beaver River Corner and Cedar Lake	A. Porter	18 r. t.	1	12 do ..	40 00
Bedford Basin and English Corner	N. Melvin	9½	3	9 do (to Dec. 31, '93)	119 25
do do	W. Haverstock	9½	3	3 do from do ..	37 00
Bedford Basin and Railway Station	W. MacKenzie	100 yds.	42	12 do ..	130 00
Beech Hill and Chester Basin	D. Veinot	6	1	12 do ..	50 00
Beechmont and North-west Arm	A. McKenzie	4	2	12 do ..	24 72
Belmont and De Bert Station	C. W. McDormand	15 r. t.	2	12 do ..	104 00
Belmont and Railway Station	T. Lindsay	½	12	12 do ..	120 00
Berwick and Buckleys	F. A. Kinsman	2	2	12 do ..	129 00
Berwick and Morristown	S. H. Nichols	14 r. t.	1	12 do ..	40 00
Berwick and Railway Station	E. C. Foster	¾	6	12 do ..	50 00
Big Bras D'Or and Black Rock	J. McDonald	2	1	12 do ..	15 00
Big Brook and River Dennis	H. A. Archibald	5	2	12 do ..	45 00
Big Glen and Enon	W. K. McVicar	6	1	12 do ..	30 00
Big Harbour Island and Malagawatch					
Big Harbour Island and Malagawatch	M. McIntosh	3	2	12 do ..	25 00
Big Intervale, Cape North and Cape North					
Big Intervale, Cape North and Cape North	M. McLennan	4½	1	12 do ..	25 00
Big Intervale, Margaree and North-east Branch Margaree	A. G. McDonald	13	3	12 do ..	129 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Big Island and Merigomishe. ....	D. Cameron . . . . .	13	2	12 months . . . . .	74 00
Big Lorraine and Sydney. ....	R. Martin . . . . .	28 & 3	3 & 2	12 do . . . . .	349 00
Big Marsh and Maryvale. ....	D. J. McDonald. . . . .	3	1	12 do . . . . .	16 00
Big Pond and Glangary Valley. . . . .	M. McNeil. . . . .	4	1	12 do . . . . .	27 50
Big Pond and Rear Ben Eoin. . . . .	A. McDougall. . . . .	6	1	12 do . . . . .	18 48
Big Pond and Salem Road. . . . .	H. D. Munro. . . . .	12	2	12 do . . . . .	68 00
Big Port Le Bear and Sable River. . . . .	G. Harding. . . . .	12	1	12 do . . . . .	90 00
Big Tracadie and Big Tracadie Platform. . . . .	A. W. Gerrior. . . . .	4	12	12 do . . . . .	150 00
Big Tracadie and Mattie. . . . .	E. Coty . . . . .	8	1	12 do . . . . .	40 00
Billtown and Centreville. . . . .	P. E. Sweet . . . . .	3	6	9 do (from July 1, '93)	67 50
Birchtown and Clyde River. . . . .	J. Gibson. . . . .	29	3	12 do . . . . .	392 00
Bishopville and Hantsport. . . . .	R. E. Bishop. . . . .	6	2	12 do . . . . .	92 00
Black Branch and Meadowvale Station. . . . .	H. Ross. . . . .	4	3	12 do . . . . .	97 48
Black Rock and Parrsboro. . . . .	W. Phinney . . . . .	6	1	12 do . . . . .	65 00
Blanchard Road and New Glasgow. . . . .	J. J. Webster. . . . .	14	2	6 do (to Sept. 30, '93)	79 00
do do do do do do	D. F. Fraser . . . . .	14	2	2 do (to Nov. 30, '93)	23 33
do do do do do do	do . . . . .	14	3	4 do from do . . . . .	66 66
Blanche and Cape Negro. . . . .	A. D. Perry . . . . .	4	3	12 do . . . . .	68 00
Blandford and Hubbard's Cove. . . . .	J. E. Shatford. . . . .	17	3	12 do . . . . .	325 00
Blandford and Tancook Island. . . . .	N. Chandler . . . . .	4 $\frac{1}{2}$	1	12 do . . . . .	38 00
Blockhouse and Maitland Forks. . . . .	C. Barry. . . . .	8 $\frac{1}{2}$	1	7 do (from Sept. 1, '93)	18 66
Blockhouse and Railway Station. . . . .	I. Mossman. . . . .	7 $\frac{1}{2}$	6	12 do . . . . .	100 00
Blomidon and Canning. . . . .	P. Brown . . . . .	7 $\frac{1}{2}$	6	12 do . . . . .	199 04
Blomidon and Lower Blomidon. . . . .	A. Kennedy. . . . .	2 $\frac{1}{2}$	2	12 do . . . . .	25 00
Bloomfield and Main Post Road. . . . .	H. R. Jones. . . . .	8	12	12 do . . . . .	25 00
Blue Mountain and New Glasgow, Newtown, &c. . . . .	J. Fraser. . . . .	15 $\frac{1}{2}$ , 22 $\frac{1}{2}$ & 4	6 & 3	12 do . . . . .	928 00
Blue Rock and Lunenburg. . . . .	E. J. Steverman. . . . .	5	1	2 do (to May 31, '93).	6 66
do do do do do do	do . . . . .	5	2	4 do (to Sept. 30, '93).	26 67
do do do do do do	do . . . . .	5	1	6 do from do . . . . .	20 00
Boisedale Barrachois and Boisedale Railway Station. . . . .	D. McNeil . . . . .	3	3	12 do . . . . .	49 00
Boisdale Chapel and Boisdale Railway Station. . . . .	D. N. McIntyre. . . . .	1	6	12 do . . . . .	30 00
Boulardarie and Little Bras d'Or. . . . .	D. Broderick. . . . .	14 & 6	2 & 3	12 do . . . . .	265 00
Boulardarie and Point Clear. . . . .	J. Munro. . . . .	7	2	12 do . . . . .	76 36
Boylston and Milford Haven Bridge. . . . .	W. Imlay. . . . .	3 $\frac{1}{2}$	12	12 do . . . . .	59 00
Boylston and Ragged Head. . . . .	J. Tory. . . . .	5 $\frac{1}{2}$	3	3 do (to June 30, '93).	34 21
do do do do do do	C. W. Boles. . . . .	5 $\frac{1}{2}$	3	9 do from do . . . . .	57 75
Brazil Lake and Railway Station. . . . .	Mrs. M. Iram. . . . .	4	6	12 do . . . . .	40 00
Brenton and South Ohio. . . . .	S. Pennell . . . . .	4	1	12 do . . . . .	20 00
Brickton and Lawrencetown. . . . .	C. W. Phinney . . . . .	3	1	12 do . . . . .	25 00
Bridgetown and Dalhousie West. . . . .	L. A. Dickie. . . . .	28 r. t.	1	12 do . . . . .	65 00
Bridgetown and Granville Ferry. . . . .	J. H. Rhodes. . . . .	14	3	9 do 21 days (to Jan. 21, '94)	202 08
do do do do do do	do . . . . .	14	3	2 do 10 days (from Jan. 22, '94)	59 80
Bridgetown and Lawrencetown. . . . .	L. A. Dickie. . . . .	10 $\frac{1}{2}$ & 7 $\frac{1}{2}$	1	12 do . . . . .	65 00
Bridgetown and Middleton. . . . .	E. Poole. . . . .	17	2	12 do . . . . .	147 00
Bridgetown and Parker's Cove. . . . .	J. F. Titus. . . . .	21 r. t. & 27	2 & 1	12 do . . . . .	144 00
Bridgetown and Railway Station. . . . .	F. Crosskill. . . . .	1 $\frac{1}{2}$	12	12 do . . . . .	100 00
Bridgeville and Railway Station. . . . .	W. F. Ross. . . . .	1 $\frac{1}{2}$	12	4 do (from Dec. 1, '93).	25 00
Bridgewater and Mill Village. . . . .	B. A. Mack. . . . .	37	3	12 do . . . . .	468 00
Bridgewater and New Canada. . . . .	A. Feindel. . . . .	26 r. t.	1	12 do . . . . .	70 00
Bridgewater and Pleasant River. . . . .	J. Whitman. . . . .	10	3 & 2	12 do . . . . .	239 00
Bridgewater and Railway Station. . . . .	A. Feindel. . . . .	1 $\frac{1}{2}$	20	12 do . . . . .	125 00
Bridgewater and Rhode's Corner. . . . .	A. E. McDonnell . . . . .	7	3	12 do . . . . .	156 00
Bridgewater and Shelburne. . . . .	J. K. Hogg. . . . .	89, 86 & 16	6	12 do . . . . .	5,725 52
Brighton and Railway Station. . . . .	E. Spittle. . . . .	4	12	12 do . . . . .	140 00
Briley's Brook and Railway Station. . . . .	A. McKinnon. . . . .	1 $\frac{1}{2}$	6	12 do . . . . .	60 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Broad Cove and Cherry Hill . . .	G. S. Teal . . .	2½	1	8 mos. (from Aug. 1, '93)	10 00
Broad Cove Chapel and Glen Camp- bell . . .	D. A. Campbell .	4½	1	10 do (from June 1, '93)	16 66
Broad Cove Mines and Loch Leven .	J. A. McLellan .	3½	2	3 do (to June 30, '93).	7 50
do do . . .	do do . . .	3½	3	9 do from do . . .	33 75
Broadway and McGrath's Mountain .	J. Sutherland, sr.	3½	2	10 do (from June 1, '93)	33 33
Broadway and Thorburn . . .	C. Weir . . .	11	3	3 do (to June 30, '93).	65 72
do do . . .	do do . . .	13	3	9 do from do . . .	272 76
Brookfield and Forest Glen . . .	S. Hamilton . . .	13 r. t.	2	12 do . . .	69 00
Brookfield and Green's Creek . . .	W. C. Kennedy .	8	2	12 do . . .	90 00
Brookfield and Pleasant River . . .	J. Hardy . . .	8	3	12 do . . .	149 00
Brookfield and Railway Station . . .	J. Graham . . .	100 yds.	24	12 do . . .	150 00
Brookfield and Upper Stewiacke . . .	J. J. Brenton . . .	18	6	12 do . . .	524 72
Brookland and Salt Springs . . .	W. Gray . . .	3	2	9 do (to Dec. 31, '93).	22 50
do do . . .	G. Gray . . .	3	2	3 do from do . . .	9 00
Brooklyn and Yarmouth . . .	J. D. Morrill . . .	4	2	12 do . . .	50 00
Brook Village and Centreville East .	N. McAskill . . .	5	1	12 do . . .	20 00
Brook Village and Mull River . . .	J. Beaton . . .	4½	2	12 do . . .	40 00
Brown's Mountain and Marshy Hope . . .	J. McDonald . . .	5½	1	12 do . . .	30 00
Brule and Denmark Road . . .	J. R. Hogan . . .	5	3	15 days (to April 15, '93).	2 00
do do . . .	do do . . .	5	6	11 months, 15 days (from April 16, '93)..	95 83
Brule Shore and Tatamagouche . . .	R. Gass . . .	8	1	7 do (from Sept. 1, '93)	14 58
Buckfield and Main Post Road . . .	M. Wynott . . .	1	1	12 do . . .	11 00
Buckleys and Kentville . . .	E. H. Fuller . . .	31 r. t.	6	12 do . . .	418 00
Burlington and Victoria Harbour . .	T. Baker . . .	16 r. t.	1	12 do . . .	40 06
Burntcoat and Noel . . .	J. Murray . . .	4½	3	12 do . . .	50 00
Cain's Mountain and McKinnon's Harbour . . .	G. McKenzie . . .	3	1	12 do . . .	20 00
Caledonia Corner and Malaga Gold Mines . . .	W. Johnson . . .	9	6	3 do (to June 30, '93)	62 50
do do . . .	J. W. Hardy . . .	9	6	9 do from do . . .	222 75
Caledonia Corner and West Caledonia .	J. McGinty . . .	3	3	12 do . . .	85 00
Caledonia Corner and Whiteburn Mines . . .	W. McGuire . . .	6½	3	12 do . . .	74 00
Cambridge Station and Condon Set- tlement . . .	J. Caldwell . . .	10½	r. t. 1	12 do . . .	55 00
Cambridge Station and Railway Station . . .	J. P. Neily . . .	50 yds.	12	12 do . . .	40 00
Camden and Truro . . .	E. Logan . . .	9	2	12 do . . .	115 00
Cameron Settlement and Pictou Road . . .	D. M. Cameron .	2½ & 22 r. t.	2 & 1	6 do (to Sept. 30, '93)	44 50
Cameron Settlement and Pictou Road . . .	do do . . .	11	3	6 do from do and arrears..	116 39
Campbell's Mountain and Whyco- comagh . . .	J. McAskill . . .	7	1	12 do . . .	28 00
Canaan and Kentville . . .	J. B. DeWolf . .	6	6	12 do . . .	173 00
Canaan and Tusket . . .	A. J. Lent . . .	26 r. t.	1	12 do . . .	69 00
Canaan Road and Tremont . . .	F. A. Gates . . .	1½	1	1 do (from Mar. 1, '94)	2 50
Canada Creek and Waterville . . .	W. B. Thomas . .	9½	2	12 do . . .	65 00
Cannes and River Bourgeoise . . .	C. Sampson . . .	2½	3	5 do (to Aug. 31, '93)	22 75
do do . . .	J. Delorey . . .	3	3	1 do (from Mar. 1, '94)	5 00
Cannes and North Medford . . .	F. G. West . . .	4	1	12 do . . .	20 00
Canning and Railway Station . . .	J. E. Hennigar .	100 yds.	24	12 do . . .	75 00
Canning and Scott's Bay . . .	W. H. Jess . . .	16	3	12 do . . .	176 00
Canceo Lake and Gaberouse . . .	A. Munro . . .	4	1	12 do . . .	20 00
Canso and Guysboro' . . .	G. W. Scott . . .	34	6	12 do . . .	1,600 00
Cape Dauphin and NewCampbellton .	D. McDermid . . .	4	1	12 do . . .	25 00
Cape George and Georgeville . . .	L. McIsaac . . .	20 r. t.	1	3 do (to June 30, '93)	10 00
do do . . .	A. McIsaac . . .	20 r. t.	1	9 do from do . . .	39 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cape John and Pictou.....	A. McLeod.....	24½	2	1 month (from Mar. 1, '94)	13 33
Cape John and River John.....	W. Gammon.....	24 r.t.	3	12 do	149 00
Cape Mabou and North Cape Mabou.....	F. Beaton.....	3	2	12 do	26 00
Cape Negro Island and Purgatory Point.....	E. S. Perry.....	3	2	12 do	60 00
Cape North and Dingwall.....	J. McPherson.....	4½	2	12 do	38 00
Cape Sable Island and Clark's Harbour.....	J. K. Hogg.....	20 r.t.	6	6 do (to Sept. 30, '93)	190 00
Cape Sable Island and Clark's Harbour.....	R. W. Stephens.....	20 r.t.	6	6 do from do	167 50
Cariboo Gold Mines and Upper Musquodoboit.....	A. Burnett.....	8	3	12 do	156 00
Carriboo Island and Lower Carriboo.....	F. McLean.....	3½	2	12 do	40 00
Carriboo and Pictou.....	Noonan & Davies.....			1 special trip	5 00
Carrigan and Cross Roads Ohio.....	D. Carrigan.....	5	2	12 months	46 80
Carroll's Corner and Elmsdale.....	J. Carroll.....	19½ r.t.	2	12 do	64 00
Catalone and Catalone Gut.....	A. McDougall.....	4½	1	12 do	30 84
Catalone and Catalone Road.....	N. McDonald.....	3	3	12 do	16 00
Catalone and Little Lorraine.....	D. McDonald.....	3 & 1	8 & 4	12 do	124 00
Catalone and New Boston.....	A. McDonald.....	4½	2	12 do	36 80
Centennial and Long Point.....	do	4	3	11 do (from May 1, '93)	41 25
Central Clarence and Mount Rose.....	C. Grant.....	3	2	12 do	30 00
Centredale and Hopewell.....	J. H. Grant.....	8½	2	12 do	62 57
Centreville and Hall's Harbour.....	S. E. Roscoe.....	11, 9 & 18	1	3 do (to June 30, '93)	23 50
do do.....	R. Thorpe.....	9, 7½ & 14	1	9 do from do	77 25
Centreville and Railway Station.....	R. S. Thorpe.....	½	12	8 do (to Nov. 30, '93)	33 33
do do.....	do	3	18	4 do from do	25 00
Chance Harbour and Pictou Landing.....	S. Fraser.....	4	1	12 do	26 00
Chapman Settlement and Head of Anherst.....	L. Green.....	6	1	12 do	36 00
Chebogue Point and Yarmouth.....	W. Cain.....	12 r.t.	3	12 do	110 00
Chelsea and Pleasant River.....	H. Dexter.....	9	1	12 do	60 00
Cherryfield and Railway Station.....	G. F. Acker.....	½	1	12 do	15 00
Chesley's Corner and Hemford.....	E. Woodworth.....	7	1	12 do	30 00
Chesley's Corner and Meisner's.....	G. Lohnes.....	5	2	12 do	75 00
Chesley's Corner and New Germany Railway Station.....	J. H. McClelland.....	½	6	7 do (to Oct. 31, '93)	33 25
Chesley's Corner and New Germany Railway Station.....	do	½	12	5 do from do	37 50
Chesley's Corner and Veinot.....	E. Lohnes.....	5	1	12 do	26 00
Chester and Kentville.....	J. L. Bishop.....	46	2	12 do	650 00
Chester and Windsor.....	J. E. Millett.....	35	2	3 do (to June 30, '93)	92 25
do do.....	J. Webber.....	35	2	9 do from do	276 75
Cheverie and Kennetcook.....	L. Sandford.....	8	1	12 do	38 00
Cheverie and Newport.....	J. H. Armstrong.....	17	6	12 do	465 00
Cheverie and Walton.....	K. M. Wilcox.....	12	3	12 do	155 00
Chignecto and Maccan.....	M. B. Harrison.....	3½	3	12 do	140 00
Chimney Corner and Dunvegan.....	L. M. McPherson.....	7	1	12 do	28 00
Chipman's Brook and Lakevale.....	C. N. Porter.....	18 r.t.	2	12 do	80 00
Chipman's Corner and Kentville.....	E. H. Fuller.....	2½	6	12 do	100 00
Christmas Island and East Bay.....	J. McDonald.....	31	3	12 do	624 00
Christmas Island and Grand Narrows, South.....	J. McDougall.....	2½	12	15 days (to April 15, '93)	3 12
do do.....	do	2½	12	11 months and 15 days (from April 16, '93)	143 75
Church Point and Railway Station.....	V. Thibodeau.....	2½	12	12 do	150 00
Churchville and Mountville.....	J. McMillan.....	3	1	12 do	23 00
Churchville and New Glasgow.....	J. R. McMillan.....	6	3	12 do	78 00
Claremont and River Philip.....	D. Fraser.....	4	2	12 do	46 00
Clarks Harbour and The Hawk.....	M. Atwood.....	3½	6	12 do	60 00
Clarks Road and Louisburg.....	D. Johnson.....	4½	1	12 do	34 00
Clementsport and Clementsvale.....	G. G. Hicks.....	4	3	12 do	70 00
Clementsport and Railway Station.....	E. P. Roop.....	½	12	12 do	90 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cleveland and Glendale .....	A. Boyd .....	12	3	2 mos. (to May 31, '93).	38 33
Cloverdale and Middle Stewiacke ..	W. W. Winton ..	7	2	12 do	80 00
Clyde River and Upper Clyde River	J. K. Hogg .....	25	1	6 do (to Sept. 30, '93).	49 00
do	J. H. McKay .....	25	1	6 do from do	45 50
do	J. Reynolds .....	5	1	12 do	13 00
Cogmagun River and Kennetcook ..					
Coldbrook Station and Railway Station .....	N. Porter .....	60 yds.	12	12 do	32 00
Coldstream and Gays River .....	G. A. Cochran ..	5	1	12 do	26 00
College Grant and Collegeville .....	T. J. Sears .....	3	2	12 do	50 00
Collegeville and Lochaber .....	do .....	1½	3	12 do	50 00
Collingwood Corner and Farmington	M. Chapman .....	12½ r.t.	3	12 do	150 00
Collingwood Corner and Jackson ..	do .....	6½	3	12 do	180 00
Collingwood Corner and River Philip Station .....	do .....	5	6	3 do (to June 30, '93).	45 00
Collingwood Corner and Oxford Junction Station .....	do .....	6	6	9 do (from July 1, '93)	162 00
Comeau's Hill and East Chebogue ..	N. Kinney .....	8	1	12 do	50 00
Comeauville and Railway Station ..	F. A. Comeau .....	2¾	12	12 do	119 00
Concession and Railway Station .....	J. L. Boudreau ..	2	3	12 do	38 00
Conn's Mills and Pugwash River ..	D. H. Fraser .....	3	3	4 do 27 dys (from Nov. 4, '93) .....	32 60
Conn's Mills and Railway Station ..	A. Conn .....	5	6	12 do	35 00
Conquerall Bank and Conquerall Mills .....	A. Snyder .....	5	1	12 do	40 00
Cook's Brook and Little River .....					
Musquodoboit .....	R. Cook .....	6	3	12 do	76 00
Corberrie and Weymouth Bridge .....	W. Weaver .....	14	2	12 do	190 00
Cow Bay and Mira Gut .....	J. Andrews .....	25 r.t.	1	12 do	75 00
Cow Bay and Sydney .....	J. O'Callaghan ..	22¾	6	12 do	580 40
Coxheath and Sydney .....	R. Martin .....	3	3	3 do (to June 30, '93).	6 25
do	do .....	3	2	9 do from do	30 00
do	do .....	3½	3	6 do (to Sept. 30, '93).	13 88
do	do .....	3½	3	6 do from do	11 00
Cranston Section and Frizzleton ..	J. F. Phillips .....	3½	3	6 do	
do	P. Burton .....	3½	3	6 do	
Cross Roads, Leitche's Creek and Leitche's Creek .....	D. Johnson .....	3	3	12 do	45 00
Cross Roads, Leitche's Creek and North West Arm .....	A. D. Clark .....	1	6	12 do	40 00
Cross Roads, Leitche's Creek and Railway Station .....	do .....	¼	6	12 do	30 00
Cross Roads, Ohio and Ireland .....	P. W. Murphy .....	5	2	12 do	50 00
Cross Roads, Ohio and James River Station .....	H. A. McDougall ..	10	6	12 do	296 00
Crousetown and Petite Riviere Bridge .....	S. Hilton .....	3	1	12 do	20 00
Culloden and Digby .....	C. E. Turnbull .....	17 r.t.	1	12 do	64 00
Cummings Mountain and Sunnybrae	W. McDougall .....	3	1	12 do	16 00
Dalhousie Road and Lakeview .....	W. Franey .....	5	1	12 do	30 00
Dalhousie Road and Springfield .....	J. Langille .....	18	1	12 do	70 00
Dalhousie Settlement and Scotsburn Station .....	H. McKay .....	12¾	3	12 do	158 60
Dartmouth and Halifax .....	J. E. Leadley .....	1½	19	12 do	225 00
Dartmouth and Montague Gold Mines .....	F. W. Cooper .....	7	3	12 do	120 00
Dartmouth and South East Passage ..	J. A. Shiers .....	6	1	12 do	52 00
Dartmouth and West Chezzetcook ..	W. H. Isnor .....	48 r.t.	1	12 do	128 00
Dean and Shubenacadie .....	T. Cox .....	36	6	12 do	1,100 00
DeBert Station and Folly Mountain	R. English .....	17¾ r.t.	3	12 do	285 36
DeBert Station and Masstown .....	E. G. Fraser .....	4	3	12 do	62 00
Deep Brook and Railway Station ..	J. R. Vroom .....	½	12	12 do	60 00
Delap's Cove and Granville Ferry ..	W. Hardy .....	12	1	12 do	48 00
Denmark Road and Railway Station	J. W. McLeod .....	¼	6	12 do	15 00
Denmark Road and Truro .....	D. McKenzie .....	33	3	12 do	550 00
Dennistown and Judique .....	A. Gillis .....	7½	1	12 do	30 00

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.
Descouse and Lennox Ferry.....	N. McDonald...	3	6	12 months.....	266 00
Descouse Bay and Rocky Bay.....	C. Doyle.....	6	2	12 do.....	50 00
Devon and Goffs.....	T. Cox.....	5½	1	12 do.....	35 00
Digby and Railway Station.....	G. A. Robinson..	200 yds.	12	12 do.....	100 00
Digby and Thornville.....	J. W. Mussels.....	8	2	12 do.....	49 00
Digby and Westport.....	G. & E. Stailing..	43	6	12 do.....	1,199 00
Digby Wharf and Railway Station..	G. A. Robinson..	¼	12	12 do.....	125 00
Doherty Creek and Hartford.....	R. S. Reid.....	3	3	12 do.....	48 00
Doherty Creek and Pugwash Junction Station.....	W. K. Piers.....	½	3	12 do.....	18 48
Dover East and Peggy's Cove.....	W. Baker.....	4	2	12 do.....	60 00
Dufferin Mines and Salmon River..	A. Gallagher.....	3½	3	12 do.....	60 00
Dunmaglass and McAras Brook....	A. McGillivray..	3	3	12 do.....	50 00
Dunmore and McPherson's.....	D. McGillivray..	1½	2	11 do (from May 1, '93)	13 75
Earlton and West Earlton.....	J. McKay.....	4	2	12 do.....	40 00
East Bay and McAdams Lake.....	J. McEachern..	6½	2	12 do.....	48 00
East Chezzetcook and Head of Chezzetcook.....	J. Smith.....	3	1	12 do.....	25 00
Eastern Harbour and Little River Cheticamp.....	L. Chiasson.....	2½	2	12 do.....	35 00
Eastern Harbour and Pleasant Bay..	E. Poirier.....	24½	1	12 do.....	139 00
Eastern Harbour and Port Hastings, &c.....	H. A. Archibald..	101, 60 & 18	6	12 do.....	7,475 88
East Jeddore and Jeddore Oyster Ponds.....	D. Mitchell.....	3½	2	12 do.....	65 00
East Mapleton and East Southampton.....	W. F. Lewis.....	6	2	12 do.....	104 00
East Margaree and Main Post Road..	D. McInnes.....	2	6	12 do.....	65 00
East Mines Station and Folly Village.....	D. L. Urquhart..	4½	12	12 do.....	225 00
East Mines Station and Railway Station.....	C. Morrison.....	65 yds.	12	12 do.....	70 00
East Mountain and Valley Station..	G. E. Johnson..	2	2	12 do.....	40 00
East River, St. Mary's and Green's Brook.....	M. Green.....	5½	1	12 do.....	20 00
East Side Pubnico Harbour and Forbes' Point.....	J. McComiskey..	10½	3	12 do.....	183 00
East Side Ragged Island and Walls Corner.....	W. P. Hupman..	3	2	12 do.....	75 00
East Southampton and Railway Station.....	W. F. Lewis.....	¼	12	12 do.....	60 00
East Southampton and South Brook..	do.....	5	2	12 do.....	36 00
Eastville and Upper Stewiacke....	S. Ellis.....	18½ r.t.	6	12 do.....	400 00
East Wentworth and Wentworth Station.....	J. Barclay.....	5	3	12 do.....	90 00
Economy Point and Main Post Road..	J. F. Vance.....	1	6	12 do.....	80 00
Eel Cove and Main Post Road.....	M. McLeod.....	¼	2	7 do (to Oct. 31, '93)	5 83
do do.....	do.....	¾	3	5 do from do	5 83
Eel Creek and Linden.....	K. Hunter.....	9 r.t. & 15½ r.t.	3	4 do (to July 31, '93)	41 77
do do.....	do.....	6	3	8 do from do	72 08
Ellershouse and Newport.....	W. M. Forrest..	6	2	12 do.....	71 00
Ellershouse and Railway Station..	J. McDonald.....	50 yds.	24	12 do.....	75 00
Elmsdale and Nine Mile River.....	J. Urquhart.....	8	1	12 do.....	44 80
Elmsdale and Railway Station.....	E. Thompson.....	80 yds.	12	11 do (to Feb. 28, '94)	66 00
do do.....	J. D. Scott.....	80 yds.	12	1 do from do	6 00
Emerald and Main Post Road.....	M. J. Tompkins..	3½	2	12 do.....	20 00
Enfield and Oldham.....	G. H. Dowell..	3	6	12 do.....	100 00
Enfield and Railway Station.....	H. F. Donaldson..	20 yds.	12	3 do (to June 30, '93)	12 50
do do.....	do.....	80 yds.	18	9 do from do	56 25
Enfield and Renfrew.....	G. H. Dowell..	7	1	12 do.....	50 00
Erinville and Roman Valley.....	P. E. Farrell.....	7	1	12 do.....	20 80
Essex and Port Hastings.....	Mrs. C. McNeil..	12	1	12 do.....	60 00
Estmere and Orangedale.....	H. A. Archibald..	12	3	15 days (to April 15, '93)	6 87

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Estmere and Boom Platform . . . . .	H. A. Archibald	8½	3	11 months and 15 dys. do (from Apr. 16, '93)	95 83
Eureka and Railway Station . . . . .	H. Grant . . . . .	4 & ½	12	12 do (and arrears) . . . . .	133 33
Fairview Station and Rockingham Railway Station . . . . .	E. McDonald . . . . .	1	3	12 do . . . . .	65 00
Falkland and Herring Cove . . . . .	T. Hayes . . . . .	3	2	12 do . . . . .	45 00
Falmouth Station and Railway Station . . . . .	W. Armstrong . . . . .	12 yds.	12	12 do . . . . .	47 00
Falmouth Station and Upper Falmouth . . . . .	L. Aker . . . . .	10 r. t.	3	12 do . . . . .	116 00
Fauxburg and Lunenburg . . . . .	E. J. Steverman . . . . .	6½	1	12 do . . . . .	65 00
Felts South and La Have Cross Roads . . . . .	W. Moeser . . . . .	7	1	3 do (from Jan. 1, '94)	7 50
Fenwick and Nappan Station . . . . .	C. Ripley . . . . .	3½	3	9 do (from July 1, '93)	48 75
Fifteen Mile Stream and Trafalgar . . . . .	J. Nelson . . . . .	16	2	12 do . . . . .	200 00
Fisherman's Harbour and Port Beckerton . . . . .	A. Beiswanger . . . . .	3	1	12 do . . . . .	20 00
Fletcher Station and Wellington Station . . . . .	E. Largie . . . . .	¾	6	12 do . . . . .	75 00
Folly Lake and Railway Station . . . . .	N. McPherson . . . . .	100 yds.	12	12 do . . . . .	40 00
Forest Glen and Kingross . . . . .	Peter Stewart (Angus) . . . . .	3	1	10 do (from June 1, '93)	8 33
Forties Settlement and New Ross . . . . .	A. M. Ross . . . . .	5	2	12 do . . . . .	90 00
Fort Lawrence and Railway Station . . . . .	C. E. Baker . . . . .	4	12	12 do . . . . .	100 00
Fort Lawrence and Upper Fort Lawrence . . . . .	M. Chapman . . . . .	2½	3	12 do . . . . .	60 00
Fort Louisburg and Louisburg . . . . .	M. Pope . . . . .	3½	2	12 do . . . . .	25 00
Fosters and Newburn . . . . .	J. Veinot . . . . .	5	1	12 do . . . . .	39 00
Fouchie and Gaberouse . . . . .	W. McDonald . . . . .	12	3	12 do . . . . .	240 00
Fouchie and Grand River . . . . .	D. McLeod . . . . .	30	3	12 do . . . . .	448 00
Four Mile Brook and Six Mile Brook . . . . .	J. D. McKay . . . . .	2	3	12 do . . . . .	59 00
Fox Harbour and Pugwash . . . . .	F. Tuttle . . . . .	11½	3	12 do . . . . .	135 00
Framboise and North Framboise . . . . .	L. McQuien . . . . .	5	1	12 do . . . . .	15 96
Frasers Grant and Heatherton . . . . .	A. McDougall . . . . .	5	1	12 do . . . . .	46 00
Frasers Grant and New France . . . . .	I. Perault . . . . .	1½	1	12 do . . . . .	12 00
French River and McGrath's Mountain . . . . .	D. Cameron . . . . .	6	2	2 do (to May 31, '93).	8 83
Frenchvale and North West Arm . . . . .	B. Gouthro . . . . .	7	1	12 do . . . . .	27 00
Frizzleton and Marsh Brook . . . . .	J. McLeod . . . . .	4	3	12 do . . . . .	35 00
Gaberouse and Gaberouse Barrachois . . . . .	T. Bagnell . . . . .	1½	2	12 do . . . . .	42 00
Gaberouse and Gull Cove . . . . .	A. Hardy . . . . .	4	1	12 do . . . . .	30 00
Gaberouse and Sydney . . . . .	R. Martin . . . . .	28	3	12 do . . . . .	370 36
Gaspereaux and Gaspereaux . . . . .	R. Westcott . . . . .	19 r. t.	1	12 do . . . . .	63 00
Gaspereaux and Newtonville . . . . .	do . . . . .	4	1	12 do . . . . .	20 00
Gaspereaux and Wolfville . . . . .	R. Forsyth . . . . .	2½	6	12 do . . . . .	97 00
Georges River and Georges River Station . . . . .	L. Day . . . . .			Special trips . . . . .	2 00
Georges River and Little Bras D'or . . . . .	do . . . . .	5	1	3 months (to June 30, '93)	8 00
Georges River Station and Long Island Main . . . . .	N. A. Handly . . . . .	2½	2	9 do (from July 1, '93)	37 50
Georges River Station and Railway Station . . . . .	W. Almond . . . . .	80 yds.	3	9 do (from July 1, '93)	18 88
Georges River Station and Scotch Lake . . . . .	D. McKinnon . . . . .	¾	2	9 do (from July 1, '93)	35 50
Georges River and Glebe Road . . . . .	A. McInnes . . . . .	15 r. t.	1	12 do . . . . .	35 00
Gilbert Cove and Railway Station . . . . .	T. M. Kinney . . . . .	¾	12	12 do . . . . .	136 00
Gilbert Mountain and Halfway River Station . . . . .	G. Rector . . . . .	8	1	12 do . . . . .	75 00
Gillanders Mountain and Middle River . . . . .	C. McLennan . . . . .	4	1	12 do . . . . .	19 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Glasgow and Shunacadie.....	S. McKinnon ..	4	2	12 months.....	35 00
Glassburn and Main Post Road....	R. D. Chisholm	$\frac{3}{4}$	3	12 do .....	24 00
Glen Bard and Railway Station....	J. McLean.....	$1\frac{1}{2}$	2	12 do .....	40 00
Glendale and Mabou.....	A. Boyd.....	22	2	12 do .....	393 00
Glendyer and Mabou.....	W. McDonald..	3	6	12 do .....	74 00
Glangarry and Port Hood.....	J. McDonnell..	8	1	12 do .....	39 00
Glangarry Station and Pleasant Valley.....	R. Fraser.....	28 $\frac{1}{2}$ r. t.	3	12 do .....	205 80
Glangarry Station and Railway Station.....	D. Graham.....	100 yds.	12	12 do .....	50 00
Glen Margaret and Head of St. Margaret's Bay.....	G. Dauphinee..	12	6	12 do .....	440 00
Glen Margaret and Peggy's Cove....	J. Miller.....	9	6	12 do .....	278 00
Goffs and Waverly.....	M. D. Goff.....	11	1	12 do .....	52 00
Goldenville and Sherbrooke.....	M. McGrath....	2 $\frac{1}{2}$	3	12 do .....	65 00
Gore and Maitland.....	M. Tucker.....	20	3	12 do .....	405 00
Gore and Mount Uniacke.....	J. Thompson....	27	3	3 do (to June 30, '93).	87 50
do do.....	B. C. Crowe....	27	3	9 do from do	341 25
Gore and Newport.....	J. W. Cochran..	41 r. t.	3	7 do 21 days (to Nov. 21, '93)	210 09
do.....	W. J. Harvey..	41 r. t.	3	4 do 9 days (from Nov. 22, '93).....	117 51
Gore and Shubenacadie (via Blois Road).....	A. Densmore....	45 r. t.	1	12 do .....	133 44
Gore and Shubenacadie (via North Salem).....	do.....	42 r. t.	1	12 do .....	127 00
Goshen and North End Lochaber..	A. Manson.....	7	3	12 do .....	122 14
Graham's Siding and Ry. Station..	T. A. Brenton..	150 yds.	6	12 do .....	30 00
Grand Anse and Grandique Ferry..	A. McPherson..	3	6	12 do .....	80 00
Grandique Ferry and Lennox Ferry	G. M. Shaw.....	$\frac{3}{4}$	6	12 do .....	600 00
Grandique Ferry and West Arichat	A. McDonald....	10	6	12 do .....	480 00
Grand Lake Station and Railway Station.....	G. Nichols.....	300 yds.	12	12 do .....	35 00
Grand Narrows Rear and Iona.....	M. A. McDonald	5	1	6 do (to Sept. 30, '93)	20 00
do do.....	A. McDonald....	5	1	6 do from do ..	22 50
Grand Narrows South and Railway Station.....	E. A. McNeil... A. Fullerton...	$\frac{1}{2}$ 2 $\frac{1}{2}$	12 3	12 do .....	35 00 80 00
Grand Pré and Long Island.....	A. Borden.....	$\frac{1}{2}$	12	12 do .....	100 00
Grand Pré and Railway Station....	A. McKillop....	$4\frac{3}{4}$	1	6 do (from Oct. 1, '93)	12 50
Grand River and Grand River Falls	A. Morrison....	17	6	12 do .....	399 00
Grand River and St. Peters.....	J. R. Crockett..	7	2	12 do .....	83 24
Granville Ferry and Victoria Beach	W. A. Piggott..	17	6	12 do .....	367 08
Great Village and Londonderry Station.....	A. S. Kent.....	4	12	12 do .....	300 00
Great Village and Lower Five Islands.....	J. W. Broderick	29 $\frac{1}{2}$	6	12 do .....	899 00
Greenfield and Middlefield.....	J. E. Tibert...	5	2	12 do .....	47 00
Greenfield and Valley Station....	R. McKenzie....	5 $\frac{1}{4}$	2	3 do (to June 30, '93.)	13 12
do do.....	do.....	5 $\frac{1}{4}$	2	9 do from do ..	52 50
Green Harbour and Main Post Road	A. E. Enslow, jun.	2	3	12 do .....	52 00
Green Hill and Westville.....	J. R. McLean..	6	3	12 do .....	90 00
Greenville and Lower Greenville..	H. G. Purdy....	3 $\frac{1}{2}$	1	12 do .....	20 00
Greenville and Westchester.....	S. A. Purdy....	16 r. t.	2	12 do .....	110 00
Greenville Station and Henderson Settlement.....	W. R. Henderson	5	3	12 do .....	68 00
Greenville Station and Middleboro'	J. S. Mitchell..	10	3	12 do .....	99 68
Greenville Station and North Greenville.....	G. Rushton....	5	1	9 do (to Dec. 31, '93.)	37 50
do do.....	W. Embrie.....	6	2	3 do from do ..	19 50
Greenville Station and Railway Station.....	J. S. Forshner..	50 yds.	12	12 do .....	72 00
Grindstone Island, House Harbour and Etang du Nord.....	J. Patton.....	4 & 2	1	12 do (and arrears)...	94 00
Grosses Coques and Railway Station	A. C. Melançon.	4	12	12 do .....	285 00



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Grosvenor and Railway Station	M. O'Neill	5	3	12 months	100 00
Gunning Cove and McNutts Island	S. H. Perry	3 <sup>3</sup> / <sub>8</sub>	1	12 do	20 00
Guysboro' and Heatherton	D. D. Harrington	26	6	12 do	1,378 00
Guysboro' and Salmon River Lake Settlement	E. H. Carritt	13	3	12 do	160 00
Hainsville and North Range Corner	W. H. Hains	4 <sup>1</sup> / <sub>2</sub>	2	3 do (to June 30, '93.)	17 50
Half Island Cove and White Head	R. Diggdon	11	6	12 do	324 00
Halfway River Station and Harrison Settlement	J. Harrison	7	2	12 do	94 00
Halfway River Station and Railway Station	C. E. Davison	5 <sup>5</sup> / <sub>8</sub>	12	12 do	100 00
Halifax and Branch P.O.	G. J. Kline	1	18	1 do (from Mar. 1, '94)	20 83
Halifax and Lower Prospect	G. H. Slaunwhite	22 <sup>1</sup> / <sub>2</sub>	1	12 do	84 00
Halifax and Mahone Bay	G. Blair	62	6	12 do	3,100 00
Halifax and Prospect	J. Walsh	21	2	12 do	125 00
Halifax and Railway Station	E. Fishwick	1 <sup>1</sup> / <sub>2</sub>	as req.	12 do	1,000 00
Halifax and Saubro	J. Smith, jun	21 <sup>1</sup> / <sub>2</sub>	2	12 do	110 00
Halifax and West River, Sheet Harbour	H. W. Quinn	80	3	12 do	1,387 60
Halifax and Wharf	S. Cunard & Co.			Season 1893-94	410 00
do do	Sundry persons			Special trips	6 90
Halifax Street Railway Service	N. S. Power Co., Limited			12 months	180 00
Hansford and Main's Road	J. Duncan	2 <sup>1</sup> / <sub>2</sub>	2	12 do	36 00
Hantsport and Lockhartville	B. Nason	3	3	12 do	74 00
Hantsport and Railway Station	S. H. Mitchner	7 <sup>1</sup> / <sub>8</sub>	24	12 do	68 00
Harbour au Bouche and Ry. Station	V. Levangie	2	12	6 do (to Sept. 30, '93)	39 00
do do	do	2 <sup>1</sup> / <sub>2</sub>	12	6 do from do	85 02
Harbourville and Berwick Railway Station	G. Collins	11 <sup>1</sup> / <sub>2</sub>	2	12 do	100 00
Harmony Mills and Westfield	R. Johnson	4	1	12 do	25 00
Hay Cove and Loch Lomond	M. McKenzie	12	3	12 do	150 00
Hay River and Mount Young	A. S. McKinnon	1 <sup>1</sup> / <sub>2</sub>	2	12 do	30 00
Hazel Hill and Little Dover	P. Sampson	4	1	12 do	20 00
Head of Indian Harbour Lake and Sherbrooke	J. S. Cameron	41 r. t.	3	12 do	224 64
Head of Jeddore and West Jeddore	J. A. Blakeney	6	3	12 do	112 48
Head of River Hebert and River Hebert	B. Baird	5	3	12 do	120 00
Head of South River Lake and Salmon River Lake Settlement	R. Flynn	15	1	9 do (to Dec. 31, '93)	33 00
do do	P. Kenny	15	1	3 do from do	8 75
Head of Tatamagouche Bay and Tatamagouche	W. Dobson	5	3	12 do	130 00
Head of Tatamagouche Bay and West Tatamagouche	G. Slade	3	1	12 do	15 00
Head of Wallace Bay, North Side, and Pugwash Junction Station	M. K. Dotten	5	3	12 do	100 00
Heathbell and Scotsburn Station	D. Cameron	3	3	12 do	75 00
Heatherton and Railway Station	C. Landry	3 <sup>1</sup> / <sub>2</sub>	12	3 do (to June 30, '93)	20 00
do do	D. D. Harrington	3 <sup>1</sup> / <sub>2</sub>	12	9 do from do	37 11
Heatherton and Summerside	D. Brondroit	3	1	12 do	27 72
Hebron and Railway Station	G. F. Moses	1 <sup>1</sup> / <sub>2</sub>	12	3 do (to June 30, '93)	8 50
do do	do	1 <sup>1</sup> / <sub>2</sub>	12	9 do from do	56 25
Hectanooga and Railway Station	E. E. Archibald	50 yds.	12	9 do (to Dec. 31, '93)	30 00
do do	J. A. Blackadar	50 yds.	12	3 do from do	10 00
Hemford and Pleasant River	H. Dexter	7	1	12 do	32 00
Hillaton and Railway Station	H. Stairs	500 yds.	12	9 do (to Dec. 31, '93)	30 00
do do	J. Percy	500 yds.	24	3 do from do	15 60
Hill Grove and North Range Corner	W. H. Hains	4 <sup>1</sup> / <sub>2</sub>	3	9 do (from July 1, '93)	75 00
Homeville and South Head Cow Bay	H. Spencer	9	1	12 do	57 84
Hopewell and Melrose	H. E. Stewart	32 <sup>1</sup> / <sub>2</sub> & 14 <sup>1</sup> / <sub>2</sub>	6 & 3	8 do (to Nov. 30, '93)	520 64

## 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.
Hopewell and Railway Station.....	E. McLean.....	$\frac{1}{4}$	12	12 months.....	49 00
Hopewell and Trafalgar.....	J. H. Grant.....	$16\frac{1}{4}$ & $2\frac{1}{4}$	2 & 1	12 do (less fine).....	195 40
Horton Landing and Railway Station.....	F. G. Curry.....	$\frac{1}{4}$	12	6 do (to Sept. 30, '93).....	45 00
do do.....	do.....	$\frac{1}{4}$	12	6 do from do.....	49 92
Indian Point and Mahone Bay.....	J. Ernst.....	5	1	12 do.....	30 00
Inglesville and Lawrencetown.....	H. Daniels.....	7	1	12 do.....	69 00
Iona and Railway Station.....	R. A. McNeill.....	$\frac{1}{8}$	12	12 do.....	50 00
Iron Ore and Sunnybrae.....	J. McDonald.....	4	1	12 do.....	26 00
Iron Rock and Railway Station.....	J. G. Fraser.....	$\frac{1}{8}$	12	4 do (from Dec. 31, '93).....	13 33
Isaac's Harbour and Antigonishe Railway Station.....	C. Grant.....	50	6	12 do.....	1,975 00
Isaac's Harbour and Isaac's Harbour, East Side.....	S. McMillan.....	3	12	12 do.....	124 00
Isaac's Harbour, East Side, and New Harbour.....	A. McDonald.....	12	1	12 do.....	74 88
Jacksonville and North Sydney.....	J. B. Jackson.....	$3\frac{1}{2}$	6	12 do.....	100 00
James River and James River Station.....	I. I. Chisholm.....	3	2	12 do.....	50 00
James River Station and Morvan.....	J. A. McDonald.....	9	3	12 do.....	170 00
James River Station and Railway Station.....	J. McDonald.....	100 yds.	12	12 do.....	72 00
Jamesville and McKinnon's Harbour.....	M. McDonald.....	2	3	12 do.....	39 00
Jauvrin's Harbour and West Arichat.....	P. Dorey.....	7	2	12 do.....	100 00
Joggins Bridge and Smith's Cove Railway Station.....	W. H. Randall.....	$\frac{3}{4}$	12	12 do (and arrears).....	111 23
Joggins Mines and Lower Cove.....	P. P. Burke.....	3	6	12 do.....	199 00
Joggins Mines and Railway Station.....	F. E. Burke.....	$\frac{3}{4}$	12	12 do.....	94 00
Jackson's Crossing and Railway Station.....	G. Riese.....	$\frac{1}{4}$	12	12 do.....	50 00
Jordan Bay and Shelburne.....	W. G. Swinesburg.....	5 & 17 r. t.	6 & 3	4 do (to July 31, '93).....	68 25
do do.....	E. D. Hogg.....	5 & 17 r. t.	6 & 3	8 do from do.....	126 00
Jordan Branch and Shelburne.....	W. G. Swinesburg.....	$3\frac{1}{2}$	3	8 do (from Aug. 1, '93).....	26 66
Judique and Upper South-west Mabou.....	E. McDonald.....	11	1	12 do.....	50 00
Kempt and New Grafton.....	J. C. Wilson.....	$3\frac{1}{2}$	1	12 do.....	22 48
Kempt Head and Upper Kempt Head.....	M. McKenzie.....	3	2	12 do.....	42 00
Kennetcook Corner and Noel.....	J. Murray.....	20 r. t.	2	12 do.....	80 00
Kennington Cove and Louisburg.....	J. McLean.....	6	1	12 do.....	25 00
Kentville and Railway Station.....	E. E. Eaton.....	200 yds.	36	12 do (and arrears).....	231 25
Kerrowgare and Low Moor.....	J. McDonald.....	4	1	12 do.....	20 00
Kerrowgare and Sunnybrae.....	D. K. McDonald.....	4	2	12 do.....	46 00
Kewstoke and Whycocomagh.....	A. McQuien.....	$7\frac{1}{2}$	1	12 do.....	45 00
Kingsburg and Lunenburg.....	E. Steverman.....	31 r. t.	1	12 do.....	340 52
Kingsport and Medford.....	W. West.....	$1\frac{1}{2}$	3	12 do.....	40 00
Kingsport and Railway Station.....	A. G. Donald.....	100 yds.	24	12 do.....	60 00
Kingston Station and Melvern Square.....	T. Walker.....	$2\frac{1}{2}$	6	12 do.....	90 00
Kingston Station and North Kingston.....	T. H. Walker.....	9 r. t. & 15 r. t.	1	9 do (from July 1, '93).....	58 50
Kingston Station and Railway Station.....	A. C. Vanbuskirk.....	100 yds.	12	12 do.....	50 00
Kingston Station and Rhodes.....	T. Walker.....	15 r. t.	1	3 do (to June 30, '93).....	19 50
Kingston Station and Tremont.....	A. C. Vanbuskirk.....	16 r. t.	2	6 do (to Sept. 30, '93).....	62 50
do do.....	F. A. Gates.....	16 r. t.	2	6 do from do.....	52 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kolbeck and Oxford.....	T. R. Smith.....	16 r. t.	1	9 mos. (to Dec. 31, '93).	39 00
do .....	D. Mulvoy.....	16 r. t.	1	3 do from do ..	11 75
La Have Island and West Dublin.	J. Remby .....	5	1	12 do .....	85 00
Lake Ainslie, South Side, and Lewis Mountain .....	N. Martin .....	4	1	12 do .....	16 00
Lake Ainslie, South Side, and Strathlorne .....	D. E. McLean..	17	2	3 do (to June 30, '93).	35 50
do .....	A. H. McKay..	17	2	9 do from do ..	82 50
Lake Annis and Railway Station ..	I. Whitman ..	40 yds.	6	3 do (to June 30, '93).	5 00
do .....	G. A. Cossar..	40 yds.	6	9 do from do ..	21 00
Lakelands and Railway Station ..	J. E. Brown..	½	6	12 do .....	80 00
Lake Ramsay and New Ross .....	G. Ross .....	5	2	12 do .....	40 00
Lakevale and West Lakevale .....	J. Wallace .....	3	4	12 do .....	68 00
Landor and Lower Stewiacke .....	R. J. Pollock..	4½	2	7 do (from Sept. 1, '93)	18 08
Langilles and Lower Northfield ..	D. Godfrey .....	3	1	12 do .....	35 00
Langilles and Northfield Railway Station ..	W. Lowe .....	½	2	12 do .....	35 00
L'Anse à la Cabane and Magdalen Islands .....	W. Cormier..	8½	2	Season, service .....	60 00
Lapland and Newcomb .....	S. Demon .....	18 r. t.	1	12 months .....	52 41
Lawrencetown and Mineville .....	J. Conrad .....	5	1	12 do .....	30 00
Lawrencetown and Nictaux Corner ..	H. Daniels .....	16 r. t.	3	5 do (from Nov. 1, '93)	29 02
Lawrencetown and Outram .....	A. P. Phinney..	11½	2	11 do (to Feb. 28, '94)..	90 75
do .....	Z. Elliott .....	11½	2	1 do from do ..	8 25
Lawrencetown and Railway Station ..	H. T. James .....	½	12	12 do .....	74 00
Lawrencetown and Torbrooke .....	H. Daniels .....	33 r. t.	2 & 1	7 do (to Oct. 31, '93)..	69 41
Lawrencetown and West Lawrence town ..	S. J. Hiltz .....	4	1	12 do .....	20 00
Leamington and Spring Hill Mines.	G. Wilson .....	4	2	12 do .....	65 00
Leitche's Creek and Upper Leitche's Creek ..	M. Beaton .....	5	1	12 do .....	25 00
Lewis Bay and Marion Bridge .....	N. McDonald..	32 r. t.	3	12 do .....	218 40
Lewis Bay and Upper Grand Mira.	D. M. Gillis ..	5	3	12 do .....	40 00
Lingand and Sydney .....	D. McDonald..	35 r. t.	6	3 do (to June 30, '93)..	112 50
do .....	J. O'Callaghan.	35 r. t.	6	9 do from do ..	299 25
Linwood and Railway Station .....	T. W. Kinney ..	2	12	12 do .....	100 00
Liscomb Mills and West Liscomb ..	L. F. Langilles .	5½	2	12 do .....	80 00
Little Bass River and Pleasant Hills .....	D. McLaughlin.	5	2	12 do .....	43 00
Little Bras d'Or and Long Island Main ..	N. O. Handly ..	6	1	3 do (to June 30, '93).	12 50
Little Bras d'Or and Point Aconi ..	D. J. Walker ..	7	1	12 do .....	50 00
Little Harbour and New Glasgow ..	M. McKenzie ..	6	3	12 do .....	85 00
Little Harbour and Reidway .....	S. J. Reid .....	4	1	12 do .....	20 00
Little Judique and Rear Little Judique ..	D. McMillan ..	4	1	6 do (to Sept. 30, '93).	10 00
do .....	do .....	4	1	6 do from do ..	7 50
Little Pond and Sydney Mines .....	J. Peck .....	4	1	12 do .....	20 00
Little River and Oxford .....	A. Baird .....	4	2	12 do .....	50 00
Liverpool and Milton .....	A. L. West .....	3	12	12 do .....	180 00
Liverpool and Port Medway .....	do .....	10 & 13	3	12 do .....	360 00
Liverpool and Western Head .....	A. A. Shand ..	7	3	12 do .....	195 00
Loch Broom and Railway Station ..	R. McLeod .....	¼	3	12 do .....	30 00
Loch Lomond and Stirling .....	J. Patterson ..	7	1	3 do (to June 30, '93).	7 25
do .....	A. McDonald..	7	1	9 do from do ..	19 86
Logan's Tannery and Railway Station ..	D. Logan .....	¼	12	12 do .....	68 48
Londonderry Station and Railway Station ..	D. Giddens .....	½	12	12 do .....	30 00
Louisburg and South Louisburg .....	M. McRury .....	2½	3	3 do (to June 30, '93).	12 50
Lourdes and Railway Station .....	A. McDonald..	¾	12	12 do .....	50 00
Lovat and West River .....	H. McKenzie ..	5	3	12 do .....	82 48
Lower Canard and Port Williams Station ..	J. L. Bishop ..	7	6	12 do .....	225 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Five Islands and Lynn	S. H. Webb	6	2	12 months	58 00
Lower Five Islands and Parrsboro	J. W. Broderick	13	6	12 do	340 00
Lower L'Ardoise and Point Michaud	T. Brymer	4	1	12 do	18 00
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	2½	3	12 do	55 00
Lower Meagher's Grant and Musquodoboit Harbour	G. A. W. Rowlings	14	1	12 do	70 00
Lower Onslow and Truro	J. G. Millar	22 r.t.	3	12 do	200 00
Lower River Hebert and Maccan	C. Carter	9½	3	12 do	141 08
Lower River Inhabitants and Port Hawkesbury	G. Hensy	15½	3	7 do (to Oct. 31, '93)	131 83
Lower River Inhabitants and Point Tupper	D. Cameron	15	3	5 do (from Nov. 1, '93)	104 16
Lower Ship Harbour East and Main Post Road	T. Keating	2	3	12 do	30 00
Lower Stewiacke and Railway Station	R. J. Pollock	½	12	12 do	100 00
Lower Stewiacke and Ramsay	W. Ramsay	5	1	12 do	28 00
Lower Stewiacke and Wittenburg	W. I. Boomer	23 r.t.	2 & 1	12 do	155 00
Lower Wentworth and Wentworth Station	B. Stevens	8	3	12 do	99 00
Lower West Jeddore and West Jeddore	L. Blakeney	3	1	12 do	20 00
Lower West Pubnico and Pubnico Harbour	N. A. D'Entremont	9	3	6 do (to Sept. 30, '93)	97 50
do do	A. E. Carland	9	3	6 do from do	97 00
Lunenburg and Railway Station	I. J. Hirtle	½	20	12 do	200 00
Lunenburg and Second Peninsula	E. Mason	5	1	12 do	40 00
McAdam's Lake and Steele's Lake	P. McKinnon	4	1	10 do (from June 1, '93)	16 66
McAulay's and Peter's Brook	J. McLeod	3	1	12 do	20 00
McCallum Settlement and Upper North River	A. McCallum	3	3	12 do	70 00
McCarthy's and Spry Bay	J. P. McCarty	2½	3	12 do	45 00
McIntyre's Lake and Railway Station	D. McIntyre	¼	6	12 do	25 00
McKinnon's Harbour and Railway Station	J. Y. Gillis	½	6	12 do	30 00
McPherson's and Pinedale	J. Gillies	7½	2	1 do (to April 30, '93)	6 25
Mabou and Mabou Coal Mines	D. McDonald	8	3	12 do	90 00
Maccan and Railway Station	R. D. Roach	100 yds.	24	12 do	150 00
Mader's Cove and Mahone Bay	A. Lohnes	3	6	12 do	110 00
Mahone Bay and Oakland	J. Ernst	3	1	11 do (from May 1, '93)	9 16
Mahone Bay and Railway Station	J. B. S. Zwicker	1	20	12 do	112 08
Mahone Bay and Upper New Cornwall	J. E. Dunn	13	1	12 do	89 48
Mahone Bay and Walden	C. Nass	14	1	1 do (from Mar. 1, '94)	3 33
Main à Dieu and Scatarie Island	M. McCuish	9	1	12 do	150 00
Maitland and Noel	J. Woodworth	12	6	12 do	309 00
Maitland and Shubenacadie	T. Cox	20	6	12 do	540 00
Malagash Point and Wallace	J. A. Harvey	31 r.t.	3	12 do	198 92
Malagawatch and River Dennis	K. McKenzie	8 & 5	3 & 2	12 do	179 00
Malagawatch and West Bay	M. McLeod	16	3	12 do	400 00
Malignant Cove and Merigomishe	W. J. McDonald	22½	6	12 do	800 00
Manganese Mines and Valley Station	J. Irving	6½	2	12 do	60 00
Margaree Forks and North-east Branch Margaree	A. G. McDonald	5	6	12 do	119 00
Margaretville and Middleton	L. P. Schaffner	22 r.t.	3	12 do	194 00
Margaretville and Morden	J. Redgate, jun.	14	1	11 do (to Feb. 28, '94)	54 08
do do	do	15	1	1 do from do	5 26

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Marion Bridge and Trout Brook...	N. Ferguson...	5	1	12 months	25 00
Marshalltown and Railway Station.	W. Marshall...	1½	12	do	97 00
Marshy Hope and Railway Station.	A. McDonald...	100 yds.	3	12 do	30 00
Mattatall's Lake and Tatamagouche	A. Patriquin...	9	1	3 do (to June 30, '93).	10 00
do do	do	9	1	9 do from do	37 50
Mavillette and Yarmouth...	A. Bain...	20	6	12 do	313 00
Meadow's Road and Sydney Forks.	S. Gillis...	4	2	12 do	40 00
Meadowville Station and Railway Station...	A. Fraser...	¼	12	12 do	40 00
Meadowville Station and Sundridge	H. Ross...	4	3	1 do (from Mar. 1, '94)	6 50
Meiklefield and Main Post Road...	D. McInnis...	2	2	12 do	40 00
Meiklefield and Woodfield	J. D. Meikle...	4	1	1 do (from Mar. 1, '94)	1 66
Melrose and Sunnybrae	H. E. Stewart...	32½	3	4 do (from Dec. 1, '93)	137 57
Merigomishe and Railway Station.	J. W. Dunn...	12	12	12 do	96 00
Meteghan and Railway Station	E. E. Sheehan...	5½	12	12 do	200 00
Meteghan Station and Railway Station	A. Geddry...	¼	12	12 do	40 00
Middleboro' and North Middleboro'	J. R. Chapman...	2	3	12 do	25 00
Middle Musquodoboit and Moore River Gold Mines.	J. Higgins...	14	2	12 do	137 00
Middle Musquodoboit and Murchyville.	W. McCurdy...	5	2	12 do	49 00
Middle Musquodoboit and South Branch.	G. McLeod...	12	1	12 do	75 00
Middle Musquodoboit and Wyse's Corner.	W. McCurdy...	27 r.t.	3	12 do	180 00
Middleton and Nictaux West.	E. Nichols...	8	6	12 do	140 00
Middleton and Port George.	R. G. Anderson...	8	3	12 do	125 00
Middleton and Railway Station.	D. Fiendel...	¼	18	12 do	112 32
Milford Station and Railway Station.	J. W. Wickwire...	¼	12	12 do	60 00
Mill Road and New Ross.	G. Ross...	5	1	12 do	40 00
Minudie and River Hebert, West Side.	T. Mack...	7	6	12 do	315 00
Monks Head and Pomquet Chapel.	F. Boudrot...	2½	3	5 do (to Aug. 31, '93).	18 75
do do	J. Morel...	2½	3	7 do from do	26 25
Mooseland and Tangier.	T. H. Hilchey...	13	2	12 do	116 00
Morden and Victoria Harbour.	W. Dempsey...	3½	1	12 do	24 00
Moser's River and West River Sheet Harbour	J. H. Dimock...	35	3	12 do	600 00
Mossman's Grant and Northfield.	H. Arenburg...	2½	1	12 do	30 00
Mossman's Grant and Riversdale Railway Station.	W. S. Baker...	100 yds.	2	12 do	20 00
Mountain Road and River John.	H. Baillie...	4	2	12 do	39 48
Mount Cusack and Sydney.	H. Cusack...	7	1	12 do	45 00
Mount Denson and Railway Station	M. J. Shaw...	½	6	12 do	80 00
Mount Thom Settlement and Salt Springs.	A. McKay...	6	2	12 do	70 00
Mount Uniacke and Oland.	E. Pentz...	22 r.t.	2	12 do	120 00
Mount Uniacke and Railway Station	J. McLean...	135 yds.	12	6 do (to Sept. 30, '93).	25 00
do do	do	135 yds.	12	6 do from do	31 20
Munro's Bridge and Orangedale.	H. A. Archibald	1½	2	12 do	25 00
Musquodoboit Harbour and Petpeswick Harbour.	B. Young...	6	3	12 do	65 00
Musquodoboit Harbour and Pleasant Point.	R. J. Stevens...	11	2	12 do	110 00
Nappan Station and Railway Station	A. C. Barry...	75 yds.	12	12 do	80 00
New Albany and Railway Station.	H. L. Oakes...	¾	2	12 do	25 00
New Campbellton and New Harris.	D. Morrison...	5	1	12 do	30 00
New Campbellton and North Sydney	L. Kehoe...	20	3	12 do	340 00
New Cumberland and West LaHave Ferry.	J. L. Corkum...	9½ r.t.	1	12 do	45 00
New Edinburgh and Weymouth Bridge.	A. Deveaux...	5½	6	12 do	160 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Glasgow and Railway Station.	J. W. Church...	$\frac{1}{2}$	42	12 months	437 48
New Glasgow and Trenton	do	$1\frac{1}{2}$	12	12 do	200 00
New Harbour and White Head.	W. Diggdon	25	2	12 do	294 00
Newport and Newport Landing.	G. Benedict...	8 & 9	4 & 2	12 do	217 00
Newport and Newport Station.	J. F. Rathbun...	5	12	12 do	250 00
Newport and South Rawdon.	J. W. Hennessy.	24 r. t.	1	12 do	73 00
Newport and Upper Newport.	R. G. Cochran.	$10\frac{1}{2}$ r. t.	1	12 do	30 00
Newport and Walton	E. A. Bancroft.	20	6	12 do	778 64
Newport Station and Ry. Station.	L. H. Sweet	12 yds.	24	12 do	50 00
New Ross and Vaughans	C. F. Meister...	15	2	12 do	135 00
Newtown and South End Lochaber.	M. Carroll...	8	1	12 do	40 00
Newville and Railway Station.	D. P. Young...	20 yds.	12	9 do (to Dec. 31, '93).	7 50
do do	do	20 yds.	12	3 do from do	4 68
Noel and Shubenacadie.	R. Webb.	32	1	12 do	139 00
Noel and Walton	J. Woodworth	14	6	12 do	381 00
North Ainslie and Main Post Road	H. McDonald.	1	2	12 do	20 00
North East Branch Margaree and Upper Settlement Middle River.	J. J. Ross	13	2	12 do	104 00
North End Lochaber and West Side Lochaber.	J. A. Stewart...	5	3	12 do and arrears.	86 10
North Range Corner and Ry. Station	C. B. McNeill.	$\frac{1}{2}$	12	12 do	65 00
North Range Corner & South Range	J. E. Marshall	3	2	12 do	40 00
North River Bridge and South Gut Ste. Ann's	A. G. Morrison.	14	2	12 do	108 16
North River Bridge and Tarbot	A. Morrison	3	3	12 do	26 00
North Sydney and Railway Station	A. McDougall...	$\frac{1}{4}$	12	12 do	125 20
North Sydney and Street Letter Box	J. Dooley.	$\frac{1}{4}$	18	1 do 13 days (from Feb. 16, '94).	11 40
North Sydney and Sydney Mines.	N. McAulay...	2	12	12 do	146 00
North Sydney and Sydney.	J. B. Jackson.			Special trips	9 50
North-west Arm and Rear Balls Creek	M. McMillan...	3	1	3 mos. (to June 30, '93).	5 00
do do	D. E. McKenzie.	3	1	9 do from do	9 00
Norwood and Railway Station	D. A. Saunders.	100 yds.	6	12 do	49 96
Nyanza and West Side Middle River	A. McLennan.	4	2	12 do	35 00
Oakfield and Railway Station.	J. W. Lawrie...	$\frac{1}{2}$	12	12 do	40 00
Oban and St. Peter's	R. Morrison	16 r. t.	2	12 do	70 00
Odin and Stewiacke Cross Roads.	S. Deyarmond.	$8\frac{1}{2}$	2	12 do	110 00
Old Bridgeport Mines and Main Post Road.	F. J. Mitchell..	1	6	12 do	50 00
Onslow Station and Railway Station	A. McCurdy.	$\frac{1}{2}$	12	12 do	60 00
Orangedale and Railway Station.	H. A. Archibald	$\frac{1}{4}$	12	12 do	80 00
Outer Island Port Hood and Port Hood	W. D. Smith...	3	3	12 do	37 50
Oxford and Oxford Junction Station	N. S. Thompson.	$3\frac{1}{2}$	12	12 do	275 00
Oxford and Railway Station.	F. A. Black...	$3\frac{1}{4}$	12	12 do	72 00
Oxford and Rocky	G. H. Lewis...	10	2	12 do	89 00
Paradise Lane and Railway Station	W. F. Morse...	$\frac{1}{2}$	12	6 do (to Sept. 30, '93)	40 00
do do	H. W. Longley.	$\frac{1}{2}$	12	6 do from do	40 00
Paradise Lane and Roxbury	W. Gormley	7	1	12 do	35 25
Parrsboro' and Partridge Island.	J. Gilbert.	2	6 & 2	11 do (to Feb. 28, '94).	68 75
Parrsboro' and Railway Station.	F. McAleese	$\frac{1}{2}$	12	12 do	65 00
Parrsboro' and Three Sisters.	J. W. York.	32 & $\frac{1}{2}$	6 & 3	12 do	998 12
Parrsboro' and Two Islands.	T. W. McKay..	$6\frac{1}{2}$	2	12 do	65 00
Pennant and Sambro	J. E. Tough...	3	2	12 do	20 00
Pictou and Pictou Island.	J. Currie	12	1	12 do	260 00
Pictou and Pictou Landing.	G. J. Christie.	$1\frac{1}{2}$	6	12 do	235 00
Pictou and Railway Station	W. McDonald.	$\frac{1}{4}$	Asreq	12 do	402 00
Pictou and Steamer "Stanley"	B. Flynn			Season 1893-94.	30 45
Pictou and Toney River	T. G. Anderson	30 r. t.	3	11 months (to Feb. 28, '94)	273 16
Pictou and West River Station	do	$25\frac{1}{2}$	3	12 do	342 56

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Piedmont Valley and Railway Station	J. A. McDonald.	1 $\frac{1}{4}$	6	12 months	48 00
Pine Tree and Railway Station	R. Mitchell.	1 $\frac{1}{2}$	3	12 do	60 00
Pinevale and Salt Springs	J. Gillis	8	2	11 do (from May 1, '93)	73 33
Pirate Harbour and Railway Station	R. Peeples	$\frac{1}{2}$	12	do	80 00
Pirate Harbour and St. Francis Harbour	H. Whooten	18	3	12 do	220 00
Pleasant Valley and Railway Station	L. Craig	1 $\frac{1}{2}$	2	12 do	50 00
Plympton and Railway Station	G. McDonald	3	12	12 do	120 00
Point Edward and Sydney	D. Beaton	4 $\frac{1}{2}$ & 8	1	12 do	40 00
Pomquet Chapel and Railway Station	C. Duong	2	6	12 do	70 00
Port Beckerton and Port Hillford	G. S. Taylor	8	1	12 do	52 00
Porter's Lake and West Chezzetcook	J. R. Bishop	4 $\frac{1}{2}$	3	12 do	80 00
Port Hastings and Point Tupper Railway Station	H. A. Archibald	6 $\frac{1}{2}$	12	12 do	522 00
Port Hastings and Railway Wharf	do	$\frac{1}{4}$	6	9 do (to Dec. 31, '93)	58 75
do do	do	$\frac{1}{4}$	6	1 do and 3 days (from Feb. 26, '94)	7 50
Port Hastings and The Long Stretch	do	4 $\frac{1}{2}$	1	12 do	40 00
Port Hawkesbury and Sydney	J. Morrison	100	6	11 do (to Feb. 28, '94)	8,250 00
do do	J. S. M. Morrison	100	6	1 do from do	750 00
Port Hood and Port Hood Island	J. Smith	1 $\frac{1}{2}$	2	12 do	52 00
Port Joli and Ste. Catherines River	L. Robertson	6	1	12 do	40 00
Port Matoon and South-west Port Matoon	C. Therian	4	1	12 do	32 00
Port Mulgrave and Railway Station	R. Trites	1	12	12 do	80 00
Port Philip and Pugwash	G. H. Lewis	4 $\frac{1}{2}$	3	12 do	61 00
Port Royal and West Arichat	A. McDonald	3	3	12 do	100 00
Port Williams and Port Williams Station	J. L. Bishop	1	6	9 do (to Dec. 31, '93)	52 92
do do	do	1	6	3 do from do	15 62
Port Williams and Town Plot	E. Burbidge	2 $\frac{1}{2}$	3	12 do	57 00
Port Williams Station and Railway Station	F. E. Forsyth	12 yds.	24	12 do	62 60
Port Williams Station and White Rock Mills	J. L. Bishop	5	3	12 do	67 00
Preston and Main Post Road	D. Deloughry	$\frac{1}{4}$	6	12 do	60 00
Princeport and Truro	W. Archibald	23 r. t. & 16 r. t.	6, 2 & 1	6 do 3 days (to Oct. 3, '93)	116 00
do do	J. D. Nelson	23 r. t. & 16 r. t.	6 & 2	5 do 28 days (from Oct. 4, '93)	122 95
Princeville and West Bay Road	R. McDonald	11 r. t.	3	12 do	100 00
Pugwash and Pugwash River	D. H. Fraser	6	3	7 do 3 days (to Nov. 3, '93)	47 40
Pugwash and Railway Station	M. Chapman	$\frac{1}{2}$	12	12 do	100 00
Quinan and Tusket	L. Porter	12	2	6 do (to Sept. 30, '93)	45 00
do do	J. Minse	12	2	6 do from do	37 50
Rawdon and Walkerville	W. I. Walker	4	2	10 do (from June 1, '93)	37 50
Rear Black River and West Bay	M. Morrison	4	2	12 do	72 00
River Bourgeoise and River Tear	M. Boudriot	3	6	12 do	94 00
Riverdale and Weymouth Bridge	J. E. Wagoner	10	1	12 do	34 00
River Dennis and Railway Station	H. A. Archibald	1 $\frac{1}{2}$	6	12 do	45 00
River Dennis and River Dennis Centre	D. Cameron	3	2	11 do (to Feb. 28, '94)	27 50
do do	do	3	3	1 do from do	3 75
River Dennis Station and Railway Station	P. McLean	$\frac{1}{2}$	6	12 do	10 00
River Hebert and River Hebert Station	T. A. Lowther	1 $\frac{1}{2}$	12	12 do	200 00
River John and Railway Station	W. Gammon	1	12	12 do	100 00
River John and Welsford	J. A. McKay	3	3	3 do (to June 30, '93)	10 00
do do	A. Cameron	2	3	9 do from do	18 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Riversdale and Railway Station	D. Fraser	$\frac{1}{8}$	12	12 months	44 00
Riversdale and Upper Kempton	K. J. McLean	$\frac{8}{8}$	2	12 do	163 20
Rockingham and South Ohio	J. E. Allen	11 & 9	3 & 2	9 do (to Dec. 31, '93)	168 75
do do	do	20	3	3 do from do	81 25
Rockingham Station and Railway Station	L. E. Smith	$\frac{1}{2}$	12	8 do 13 days (to Dec. 13, '93)	56 08
do do	E. Davidson	$\frac{1}{2}$	12	3 do 18 days (from Dec. 14, '93)	23 92
Roman Valley and St. Andrews	P. E. Farrell	15	3	12 do	166 00
Roseburn and Whycocomagh	J. D. McLean	8	1	12 do	28 00
Round Hill and Railway Station	C. E. Spurr	$\frac{1}{8}$	12	12 do	75 00
St. Andrew's and Upper Springfield	L. Cameron	5 & 9 $\frac{1}{2}$	1	12 do	108 72
Saint Paul's and Railway Station	W. McDonald	$\frac{1}{4}$	12	4 do (from Dec. 1, '93)	20 00
Saint Peter's and West Bay	H. McDougall	28	3	12 do	400 00
Sable River and Swansburg	W. E. Herkins	10 $\frac{1}{2}$	3	12 do	200 00
Salem and Stanley	H. Logan	2	2	12 do	40 00
Salt Springs Station and Railway Station	J. W. Black	20 yds.	12	12 do	20 00
Sandford and Yarmouth	A. Bain	20 r. t.	2	12 do	105 00
Saulnierville and Railway Station	M. Saulnier	1 $\frac{1}{2}$	12	12 do	100 00
Saulnierville Station and Railway Station	B. Comeau	$\frac{1}{2}$	6	12 do	25 00
Scotch Village and Woodville	S. Cochran	10 r. t.	1	12 do	45 00
Scotsburn Station and Railway Station	D. McKay	50 yds.	12	12 do	50 00
Scottsville and Upper Margaree	H. McKay	3	2	11 do (from May 1, '93)	27 50
Shad Bay and White's (Prospect Road)	M. Burke	2	4	12 do	45 00
Sheffield Mills and Railway Station	W. A. Bishop	$\frac{1}{2}$	12	9 do (to Dec. 31, '93)	45 00
do do	W. L. Harris	$\frac{1}{2}$	12	3 do from do	15 00
Shelburne and Upper Ohio	E. D. Hogg	38 r. t.	1	12 do	82 00
Sherbrooke and West River Sheet Harbour	J. S. Cameron	60	3	12 do	750 00
Ship Harbour Lake and Ship Harbour Lake	J. W. Webber	23 r. t.	3	12 do	190 00
Shubenacadie and Railway Station	A. Kirkpatrick	100 yds.	36	12 do	190 00
Shubenacadie and Upper Nine Mile River	J. W. Densmore	33 r. t.	1	12 do and arrears	100 50
Shunacadie and Railway Station	S. McKinnon	$\frac{1}{2}$	6	12 do	30 00
Six Mile Road and Wallace Station	A. Benjamin	$\frac{3}{4}$	3	12 do	30 00
Skye Mountain and Whycocomagh	A. G. Nicholson	6	1	12 do	32 00
Sluice Point and Surette Island	J. J. Surette	2	1	3 do (to June 30, '93)	6 25
do do	J. Moulasong	2	1	9 do from do	22 50
Sluice Point and Tusket	A. J. Lent	6	1	12 do	40 00
Smith's Cove and Bear River Railway Station	E. W. Potter	$\frac{1}{2}$	12	12 do	50 00
Sober Island and Watt Section Sheet Harbour	J. Wesell	6	3	12 do	100 00
Somerset and Berwick Railway Station	G. W. Kinsman	2 $\frac{3}{4}$	4	12 do	70 00
Southampton and Railway Station	G. S. Davidson	$\frac{1}{2}$	12	6 do (to Sept. 30, '93)	37 50
do do	do	$\frac{1}{2}$	12	6 do from do	35 10
South Branch and Upper Stewiacke	G. Cox	19 r. t.	3	12 do	98 00
South Farmington and Railway Station	T. A. Pearson	1 $\frac{1}{2}$	12	12 do	90 00
South Farmington and Torbrooke Mines	G. E. Spurr	3	3	12 do	50 00
South Harbour and White Point	J. McPherson	9	2	12 do	95 00
South Merland and Tracadie	M. Delorey	8	1	12 do	34 00
South Ohio and Railway Station	W. Crosby	$\frac{1}{4}$	12	9 do (to Dec. 31, '93)	30 00
do do	do	$\frac{1}{4}$	12	3 do from do	13 26



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	Ne. of Trips per Week.	Period.	Amount.
					\$    cts.
South West Margaree and Upper Margaree.....	A. McLellan.....	5	2	7 mos. (to Oct. 31, '93)..	21 23
do do.....	A. McDonald.....	5	2	5 do from do ..	17 47
Springfield and Railway Station...	S. P. Grimm.....	½	6	12 do .....	65 00
Spring Hill Junction and Railway Station.....	J. A. Dunn.....	¾	12	12 do .....	40 00
Springhill Junction and Railway Station Transfer.....	J. A. Dunn.....	¾	6	12 do .....	30 00
Spring Hill Mines and Ry. Station	J. Anderson.....	¾	24	12 do .....	240 00
Spring Hill Mines and Windham Hill.....	F. Shurman.....	7	2	12 do .....	80 00
Springville and Railway Station...	J. Holmes.....	12	4	do (from Dec. 1, '93)	25 00
Stellarton and Railway Station...	J. Bartley.....	36	12	do .....	250 00
Stoddarts and Dalhousie Station...	C. W. Stoddart.....	2	12	do .....	29 72
Strathlorne and Whyocomagh...	J. A. McKinnon.....	26	2	12 do .....	228 00
Streets Ridge and Thomson's Mills.	W. E. Lockhart.....	20½	6	12 do .....	279 00
Sunnybrae and Railway Station...	T. McDonald.....	¾	12	4 do (from Dec. 1, '93)	16 66
Sydney and Railway Station.....	J. McKinnon.....	¼	12	12 do .....	100 00
Tatamagouche and Railway Station	W. B. McLellan.....	½	12	12 do .....	75 00
Tatamagouche and Tatamagouche Mountain.....	K. Dobson.....	18½ r.t.	3	5 do (to Aug. 31, '93)	72 91
do do.....	D. Menzie.....	18½ r.t.	3	7 do from do ..	102 08
do do.....	J. H. Lombard.....	16 r.t.	3	12 do .....	186 64
Tatamagouche and The Falls.....	D. Menzie.....	6¾	3	12 do .....	100 00
Tatamagouche and West New Annan.....	J. S. Ross.....	¼	12	12 do .....	40 00
Thomson's Mills and Ry. Station...	E. J. Purdy.....	13	2	12 do .....	150 00
Thomson's Mills and Westchester.	D. Amos.....	1	3	12 do .....	31 20
Tidnish Bridge and Main Post Road	W. Brown.....	1½	2	5 do (from Nov. 1, '93)	16 66
Torbrooke and Torbrooke Mines...	W. Brown.....	5	1	3 do (to June 30, '93)	12 50
Torbrooke and Tremont.....	G. W. Wheelock.....	5	1	8 do (to Feb. 28, '94)	30 00
do do.....	do.....	5½	1	1 do from do ..	4 12
do do.....	P. Delorey.....	¾	12	12 do .....	60 00
Tracadie and Railway Station.....	C. B. Archibald.....	½ & ¼	60&18	12 do .....	400 00
Truro and Railway Station and Street Letter Boxes.....	C. B. Archibald.....	50 yds.	36	3 do (to June 30, '93)	6 25
Truro, Railway Station Letter Box and Postal Cars.....	I. T. Miller.....	50 yds.	36	9 do from do ..	37 50
Tupperville and Railway Station...	D. S. Chipman.....	¼	12	12 do .....	50 00
Tusket Wedge and Yarmouth.....	B. LeBlanc.....	12	6	12 do .....	200 00
Upper Clements and Potter's Railway Station.....	F. Williams.....	1½	12	12 do .....	50 00
Upper Dyke Village and Railway Station.....	R. Harris.....	3	12	12 do .....	118 00
Upper Musquodoboit and West River Street Harbour.....	J. S. Stewart.....	26	3	12 do .....	394 00
Upper Newport and Woodville.....	O. R. Sweet.....	1½	1	12 do .....	20 00
Valley Station and Railway Station	M. A. Johnson.....	600 yds.	12	12 do .....	75 00
Wallace and Railway Station.....	B. Betts.....	2	12	12 do .....	180 00
Wallace and Wallace Bridge.....	B. Betts.....	2	6	12 do .....	100 00
Wallace Grant and Wallace Station	R. H. Tingley.....	4	3	12 do .....	49 60
Wallace Station and Ry. Station...	J. F. Allan.....	¾	6	12 do .....	30 00
Waterville and Railway Station...	I. S. Pineo.....	100 yds.	12	12 do .....	50 00
Waterville and South Waterville...	F. Parrish.....	11 r.t.	1	12 do .....	32 00
Waverley and Windsor Junction...	J. Otto.....	3	6	12 do .....	130 00
Wentworth Creek and Windsor...	J. Trider, sen.....	2½	3	12 do .....	70 00
Wentworth Station and Ry. Station	A. Barclay.....	135 yds.	12	12 do .....	60 00
West Bay and West Bay Road Railway Station.....	P. McFarland.....	5	6	12 do .....	145 00
West Branch River John and Scotsburn Station.....	W. A. Berry.....	15	6	12 do .....	460 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
West Brook and Railway Station...	N. F. Taylor....	1	12	12 months.....	110 00
West Brook Mills and Ry. Station.	S. Roscoe.....	1	12	9 do (to Dec. 31, '93).	75 00
do do	M. Roscoe.....	1	12	3 do from do	25 00
West Merigomish and Ry. Station	J. R. McDonald.	1	6	12 do	40 00
West River Station and Ry. Station	E. M. Fraser...	75 yds.	12	12 do	60 00
Westville and Railway Station....	J. Maxwell.....	$\frac{1}{2}$	24	12 do	120 00
Weymouth and Railway Station...	C. D. Jones.....	$1\frac{1}{2}$	12	12 do	156 00
Weymouth Bridge and Ry. Station.	G. J. Hoyt.....	$\frac{1}{4}$	12	12 do	40 00
Whycocounagh and Railway Station	H. A. Archibald.	10	6	12 do	300 00
Wilmot and Railway Station.....	E. Cummingier..	$1\frac{1}{2}$	12	12 do	95 00
Windsor and Railway Station.....	P. Burnham.....	$\frac{1}{2}$	24	12 do	312 00
Windsor Junction and Ry. Station.	P. Hessian.....	$\frac{1}{8}$	36	12 do	80 00
Windsor Junction and Halifax, Annapolis and Moncton Postal Cars.	P. Hessian....	20 yds.	6	12 do	60 00
Wolfville Railway Station.....	G. V. Rand.....	$\frac{1}{2}$	24	12 do	100 00
Woodbourne and Railway Station..	D. Ballentine...	$1\frac{1}{2}$	2	12 do	50 00
Yarmouth and Railway Station....	A. Bain.....	$\frac{1}{2}$	12	12 do	149 00
Yarmouth and Street Letter Boxes.	A. P. Hood.....	2 r.t.	2	12 do	120 00
Charge of Prince Edward Island mails at Pictou.....	E. McPhail.....			Season 1893-94.....	50 00
				Total.....	\$134,636 48

WILLIAM WHITE,  
Deputy Postmaster General.

W. H. SMITHSON,  
Accountant.

# Postmaster General's Report.

## OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alba and Salter's Corners .....	W. Matheson .....	1	3	1 month (from Mar. 1, '94)	2 08
Alexandria and Dornie .....	H. A. Ahern .....	4 $\frac{1}{2}$	2	9 days (to May 9, '93) ..	6 00
Alexandria and Kirkhill .....	A. D. McGillivray .....	11	6	3 mos. (to June 30, '93) ..	81 25
do do .....	G. McIntosh .....	11	6	9 do from do .....	187 50
Alexandria and McCrimmon .....	A. D. McLeod .....	9	6	3 do (to June 30, '93) ..	51 67
do do .....	L. Lacombe .....	9	6	9 do from do .....	180 00
Alexandria and Railway Station ..	A. J. McDonald .....	1	24	12 do .....	112 68
Alexandria and Green Valley Station	A. McMillan .....	4	12	12 do .....	175 00
Alexandria and St. Raphael West ..	J. Andre .....	11	6	12 do .....	335 00
Alfred and Montebello .....	L. Larocque .....	9	6	12 do .....	200 00
Alice and Pembroke .....	H. Tabbert .....	11	1	12 do .....	50 00
Allumette Island and Pembroke ..	J. J. McGuire .....	7	2	12 do .....	110 00
Almonte and Carleton Place .....	W. Lawson .....	8	12	12 do .....	190 00
Almonte and Clayton .....	J. Khull .....	10 & 12	6	12 do .....	200 00
Almonte and Railway Station .....	D. Shaw .....	1	24	12 do .....	207 44
Almonte and West Huntley .....	Mrs. B. Manion .....	12	3	12 do .....	196 00
Althorpe and Maberly .....	J. Ritchie, sen. .....	10 $\frac{1}{2}$	2	12 do .....	80 00
Angers and Railway Station .....	L. Moncion .....	4	6	12 do .....	60 00
Annesley and North Onslow .....	P. Killoran .....	4	1	12 do .....	35 00
Apple Hill and Martintown .....	J. Simpson .....	10 & 5	12	6 do (16 days from Sept. 15, '93) ..	135 87
Apple Hill and Railway Station ..	D. McCallum .....	1	12	12 do .....	93 90
Appleton and Carleton Place .....	J. Coultice .....	4 $\frac{1}{2}$	12	12 do .....	195 00
Archer and Bouck's Hill .....	A. Gallinger .....	9	3	12 do .....	90 00
Arnprior and Fitzroy Harbour .....	W. A. Shirreff .....	12	6	10 do (to Jan. 31, '94) ..	208 33
Arnprior and Railway Station .....	H. Hatton .....	1	24	12 do .....	215 76
do do .....	J. Dagenais .....	1	12	2 do (from Feb. 1, '94)	12 75
Arnprior and White Lake .....	P. Doolan .....	33 r. t.	6	12 do .....	503 75
Arundel and Rockaway Valley .....	C. Sinclair .....	5	1	12 do .....	30 00
Ashton and Prospect .....	W. Burrows .....	11	3	12 do .....	235 00
Ashton and Railway Station .....	H. S. Conn .....	2	6	12 do .....	100 00
Aultsville and Bush Glen .....	H. E. Bush .....	9	2	12 do .....	89 00
Aultsville and East Williamsburg ..	W. Casselman .....	3	6	12 do .....	75 00
Avonmore and Railway Station .....	S. E. Shaver .....	1	12	12 do .....	60 00
Aylmer and Railway Station .....	A. M. Holt .....	1	24	12 do .....	208 66
Aylwin and Kazubazua Railway Station ..	L. Noël .....	6	12	2 do (from Feb. 1, '94)	66 66
Baie des Pères and Haileybury .....	C. C. Farr .....	14s. 5w.	1	12 do .....	50 00
Baie des Pères and Lake Temiscamingue .....	J. Mann .....	3	1	12 do .....	24 74
Baie des Pères and North Temiscamingue .....	A. McBride .....	22	1	12 do .....	200 00
Bainsville and Railway Station .....	D. McCuaig .....	1	12	12 do .....	60 00
Bainsville and Curry Hill .....	J. A. Curry .....	3	3	4 do (from Dec. 1, '93)	25 00
Balderson and Preston Vale .....	C. McNiece .....	5	3	12 do .....	80 00
Balvenie and Strains' Corners .....	J. Holly .....	1	2	12 do .....	10 00
Bark Lake and Brudenell .....	M. & J. Billings .....	22	1s. 2w.	12 do .....	190 00
Bark Lake and Murchison .....	B. Reynolds .....	17	1	3 do (to June 30, '93) ..	30 00
Barryvale and K. & P. Railway Station .....	P. Barry .....	150 yds.	6	12 do .....	35 00
Basin Depot and Eganville .....	R. Reeves .....	49	2	12 do .....	525 00
Basin du Lièvre and Railway Station	F. X. Nanaville .....	1	6	12 do .....	66 00
Bearbrook and Canaan .....	C. Armstrong .....	19 r. t.	3	12 do .....	170 00
Bearbrook and Railway Crossing ..	do .....	3	6	12 do .....	105 00

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

Name.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bearbrook and Sarsfield.....	S. Daoust.....	10	3	12 months.....	140 00
Beckstead and Dunbar.....	J. J. Colquhoun.....	13	3	12 do.....	116 00
Beechgrove and Quyon.....	S. Mohr.....	4½	3	12 do.....	100 00
Bellmount and Otter Lake.....	G. Palmer.....	6	2	12 do.....	55 00
Billerica and Railway Station.....	Mrs. E. A. Pritchard.....	¼	12	12 do.....	20 00
Bishop's Mills and Prescott.....	C. W. Knapp.....	16	3	12 do.....	255 00
Bissett's Creek and Railway Station.....	C. Carmichael.....	20 yds.	12 & 14	9 do (to Dec. 31, '93)..	20 32
do do.....	T. W. Watmough.....	20 yds.	12	3 do from do.....	6 24
Blackburn and Orleans.....	R. Dagg.....	3	2	12 do.....	50 00
Blakeney and Snedden's Railway Station.....	J. Mantel.....	¼	6	5 do (from Nov. 1, '93)	32 50
Blanche and Inlet.....	G. Biehler, jun.....	4½	3	5 do (from Nov. 1, '93)	12 50
Blanche and Thurso.....	G. Biehler, jun.....	16	3	12 do.....	179 00
Boileau and Glen Gordon.....	G. Clarke.....	6	1	12 do.....	50 00
Boileau and Vernet.....	P. Mahew.....	4	1	12 do.....	30 00
Bois Franc and Mattawa.....	C. Rankin.....	40	1	12 do.....	400 00
Booth and Dumoine.....	J. Lafrenier.....	46	1	6 do (to Sept. 30, '93).	150 00
Borromée and Orleans.....	T. Vachon.....	4	1	12 do.....	35 00
Bouck's Hill and Froatsburn.....	W. Lapointe.....	4	2	12 do.....	40 00
Bowesville and Railway Station.....	P. Nelligan.....	2	3	12 do.....	60 00
Braeside and Railway Station.....	J. Gillies.....	¼	12	12 do.....	50 00
Brays Crossing and Railway Station.....	C. Bray.....	20 yds.	2	12 do.....	12 00
Breadalbane and Vankleek Hill.....	C. Campbell.....	5	3	12 do.....	75 00
Bristol and Glengyle.....	G. Morrison.....	10	6	12 do.....	200 00
Bristol Mines and Elmside.....	R. Campbell.....	3	3	12 do.....	75 00
Britannia Bay and Railway Station.....	B. McAmmond.....	30 yds.	12	12 do.....	5 00
Brockville and Morristown, N. Y.....	T. Burns.....	2	6	12 do.....	148 00
Brockville and Railway Station.....	W. Curry.....	1	12	12 do.....	140 85
do do.....	J. Cavanagh.....	1	14	12 do.....	91 25
Brockville, C. P. R. and G. T. R. Railway Transfers.....	do.....	20 yds.	as req.	12 do.....	370 00
Brockville Junction and G. T. R. Transfer.....	do.....	do.....	as req.	12 do.....	36 00
Brockville and Street Letter Boxes.....	J. McKenny.....	3¾	as req.	12 do.....	150 00
Brodie and Glen Robertson.....	W. Sabourin.....	5	6	12 do.....	175 00
Brook and Wemyss.....	B. McKeracher.....	3	2	12 do.....	70 00
Brudenell and Castile.....	E. Bennett.....	9	1	12 do.....	80 00
Brudenell and Emmett.....	E. Ring.....	13½	2	12 do.....	127 40
Bryson and Portage du Fort.....	C. Murtagh.....	8	6	12 do.....	200 00
Bryson and Railway Station.....	do.....	5	12	12 do.....	195 00
Buckingham and High Rock.....	C. W. Pearson.....	23½ s. & 22½ w.	6 & 3	12 do.....	600 00
Buckingham and Railway Station.....	do.....	¼ & 4	12	3 do (to June 30, '93).	24 25
do do.....	do.....	12	4	9 do from do.....	148 92
Burnstown and Springtown.....	A. Wilson.....	5	3	12 do.....	80 00
Burritt's Rapids and North Montague.....	H. Thompson.....	7	1	12 do.....	45 00
Cahore and Crysler.....	G. S. Johnstone.....	4	3	12 do.....	62 00
Calabogie and High Falls.....	T. Dillon.....	7	1	12 do.....	52 00
Calabogie and Railway Station.....	D. Dillon.....	½ & 1	12	12 do.....	98 00
Caldwell and Glengyle.....	R. Horner.....	1	6	12 do.....	50 00
Caldwell and Weirstead.....	do.....	3	1	12 do.....	20 00
Caldwell's Mills and Railway Station.....	M. McDonald.....	¾	12	12 do.....	50 00
Caledonia Springs and L'Original.....	I. Lalande.....	9	3	12 do.....	156 00
do do.....	do.....	9	3	Season 1893.....	63 00
Calumet Island and Campbell's Bay.....	J. E. Cabill.....	1½	13	12 months.....	93 33
Calumet Island and Dunraven.....	C. Barsalon.....	5	3	12 do.....	78 00
Calvin and Mattawa.....	A. Sparks.....	7	3	1 do (from Mar. 1, '94)	4 17
Camelot and North Bay.....	R. B. Jessup.....	4½	1	12 do.....	45 00
Campbell's Bay and Railway Station.....	P. McNally.....	40 yds.	12	12 do.....	20 00
Cantley and Kirk's Ferry.....	Mrs. M. Reid.....	3	3	12 do.....	90 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$    cts.
Cantley and Lucerne . . . . .	R. Blackburn . . . . .	19	1	12 months . . . . .	125 00
Cantley and Wilson's Corners . . . . .	H. Wilson . . . . .	5	1	12 do . . . . .	32 00
Cardinal and Hyndman . . . . .	J. Hyndman . . . . .	15½	3	12 do . . . . .	290 00
Cardinal and Railway Station . . . . .	W. Stitt . . . . .	1	21	12 do . . . . .	109 50
Carleton Place and Railway Station . . . . .	P. P. Salter . . . . .	42	12	12 do . . . . .	415 70
Carleton Place and Scotch Corners . . . . .	D. Sinclair . . . . .	7	2	12 do . . . . .	71 50
Carp and Elm . . . . .	W. Falls . . . . .	3	3	12 do . . . . .	75 00
Carp and Railway Station . . . . .	W. H. Bleeks . . . . .	1½	12	2 do (from Feb. 1, '94) . . . . .	12 75
Carsonby and North Gower . . . . .	B. Eastman . . . . .	3½	3	12 do . . . . .	75 00
Carswell and Renfrew . . . . .	F. Saunders . . . . .	5	1	12 do . . . . .	50 00
Cascades and Railway Station . . . . .	T. M. Reid . . . . .	4	12	12 do . . . . .	20 00
Cashion's Glen and Cornwall . . . . .	J. J. Cashion . . . . .	15	3	12 do . . . . .	290 00
Casselman and Crysler . . . . .	B. Coriar . . . . .	11	6	12 do . . . . .	294 00
Casselman and Railway Station . . . . .	R. McLeod . . . . .	1½	12	3 do (to June 30, '93) . . . . .	8 50
do do . . . . .	T. Allaire . . . . .	1½	12	3 do (to Sept. 30, '93) . . . . .	16 00
do do . . . . .	A. Lalonde . . . . .	1½	12	6 do from do . . . . .	20 00
Castleford and Castleford Station . . . . .	J. Warnock . . . . .	2½	6	3 do (to June 30, '93) . . . . .	50 00
do do . . . . .	W. J. Humphries . . . . .	2½	6	9 do from do . . . . .	150 00
Castleford Station and Railway Station . . . . .	J. B. Dickson . . . . .	200 yds.	12	12 do . . . . .	60 00
Cawood and Stagsburn . . . . .	J. Taggart . . . . .	10	1	12 do . . . . .	45 00
Cedar Hill and Pakenham . . . . .	S. Connery . . . . .	5½	3	12 do . . . . .	105 00
Chalk River and Railway Station . . . . .	T. Field . . . . .	2½	12	3 do (to June 30, '93) . . . . .	50 00
do do . . . . .	do . . . . .	2½	12	9 do from do . . . . .	164 48
Chapeau and Fort Coulonge . . . . .	J. G. Poupore . . . . .	21	3	12 do . . . . .	345 00
Chard and Pendleton . . . . .	W. J. Brown . . . . .	4	2	12 do . . . . .	60 00
Charteris and North Clarendon . . . . .	J. Ralph . . . . .	3	3	12 do . . . . .	40 00
Chelsea and Old Chelsea . . . . .	G. Edmonds . . . . .	1½	6	12 do . . . . .	60 00
Chelsea and Railway Station . . . . .	H. B. Prentiss . . . . .	¾	12	12 do . . . . .	30 00
Cheneville and Duhamel . . . . .	A. Tremblay . . . . .	13	2	3 do (from Jan. 1, '94) . . . . .	31 25
Cheneville and Nominique . . . . .	F. D. Larose . . . . .	45	1	3 do (to June 30, '93) . . . . .	50 00
do do . . . . .	A. Tremblay . . . . .	45	1	6 do (to Dec. 31, '93) . . . . .	125 00
Cheneville and Papineauville Station . . . . .	H. N. Raby . . . . .	23	6	12 do . . . . .	230 00
Cheneville and St. Rémi d'Amherst . . . . .	V. Frison . . . . .	33	3	3 do (to June 30, '93) . . . . .	75 00
do do . . . . .	J. Binda . . . . .	33 & 25	3	9 do from do . . . . .	281 25
Chesterville and Connaught . . . . .	J. Jordan . . . . .	5	2	12 do . . . . .	90 00
Chesterville and Morewood . . . . .	H. Dillabough . . . . .	8	6	12 do . . . . .	142 00
Chesterville and Morrisburg . . . . .	J. S. Marselis . . . . .	18½	6	12 do . . . . .	550 00
Chesterville and Railway Station . . . . .	J. G. Gillespie . . . . .	4	12	12 do . . . . .	75 00
Christy's Lake and Elliott . . . . .	I. G. Palmer . . . . .	3½	1	12 do . . . . .	27 08
Chute aux Iroquois and L'Annonciation . . . . .	T. B. Berthiaume . . . . .	16	1	9 do (to Dec. 31, '93) . . . . .	56 25
do do . . . . .	P. Gauthier . . . . .	16	1	2 do (to Feb. 28, '94) . . . . .	15 00
Chute aux Iroquois and St. Jovite . . . . .	T. B. Berthiaume . . . . .	20	2	9 do (to Dec. 31, '93) . . . . .	135 00
do do . . . . .	P. Gauthier . . . . .	20	2	2 do (to Feb. 28, '94) . . . . .	33 34
Clarence and Clarence Creek . . . . .	C. Latreille . . . . .	5	6	9 do (from July 1, '93) . . . . .	95 00
Clarence and Thurso Railway Station . . . . .	T. Wilson . . . . .	3	12	3 do (to Sept. 30, '93) . . . . .	45 00
do do . . . . .	W. H. Dwyer . . . . .	3	12	6 do from do . . . . .	99 50
Clarence Creek and The Lake . . . . .	S. Ouellette . . . . .	5	2	12 do . . . . .	60 00
Clarence Creek and Thurso Railway Station . . . . .	F. Lafamme . . . . .	8	6	3 do (to June 30, '93) . . . . .	56 25
Clayton and Halpenny . . . . .	J. Halpenny . . . . .	5	1	12 do . . . . .	33 75
Clayton and Rosetta . . . . .	G. McFarlane . . . . .	6	2	9 do (to Dec. 31, '93) . . . . .	75 00
do do . . . . .	do . . . . .	7½	2	3 do from do . . . . .	27 08
Clayton and Tatlock . . . . .	P. Guthrie . . . . .	14	3	12 do . . . . .	168 00
Clontarf and Foymount . . . . .	H. R. McDonald . . . . .	8	3	6 do (to Sept. 30, '93) . . . . .	78 00
do do . . . . .	J. Lebec . . . . .	8	3	6 do from do . . . . .	75 00
Cobden and Osceola . . . . .	J. Ross . . . . .	4 & 22	3	9 do (to Dec. 31, '93) . . . . .	206 25
do do . . . . .	do . . . . .	4 & 22	3	3 do from do . . . . .	87 50
Cobden and Railway Station . . . . .	do . . . . .	4	12	12 do . . . . .	100 00
Cobden and Westmeath . . . . .	J. Cardiff . . . . .	20	6	12 do . . . . .	738 18
Collfield and Railway Station . . . . .	Mrs. M. Hughes . . . . .	1	6	12 do . . . . .	50 00
Combermere and Eganville . . . . .	P. Furlong . . . . .	35	6	12 do . . . . .	1,400 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cornwall and Railway Station....	J. Barlow .....	1	1	6 mos. (to Sept. 30, '93).	10 00
do do .....	W. Madden .....	1	1	6 do from do ..	10 00
Cornwall and St. Andrews West....	J. W. Graham .....	7	3	12 do .....	180 00
Cornwall and Street Letter Boxes ..	M. McCracken .....		12	12 do .....	281 70
do do .....	N. McGillis .....		12	12 do .....	281 70
Cornwall and Tayside.....	D. J. Rivier.....	22	3	6 do (to Sept. 30, '93).	165 00
Cornwall and Warina .....	do .....	18	3	6 do (from Oct. 1, '93).	150 00
Cornwall Centre and Milleroches ..	P. Tyo.....	2½	3	12 do .....	68 00
Crysler and Wales .....	B. Coriar .....	23	6	12 do .....	499 00
Cornwall and Douglas .....	P. Cull .....	4	1	12 do .....	26 00
Cumberland and Railway Station....	N. Foubert.....	2½	12	12 do .....	165 00
Curry Hill and River Beaudette....	M. C. Curry .....	5	3	7 do 8 days (to Nov. 8, '93) .....	60 60
Cushing and Little Rideau.....	J. Little .....	4½	6	12 do .....	170 00
Cyrville and Ottawa .....	J. N. Beaudoin..	3	3	12 do .....	25 00
Dacre and Esmonde.....	P. Curry.....	6	2	12 do .....	60 00
Dacre and Griffith .....	M. Ryan.....	20	2	12 do .....	200 00
Dacre and Ashdad Railway Station	M. Sheedy.....	14	3	12 do .....	233 00
Dalkeith and Railway Station .....	A. McLeod .....	½	12	12 do .....	46 95
Danford Lake and Kazubazua .....	H. Heaney .....	9	3	12 do .....	135 00
Danford Lake and Otter Lake .....	do .....	19	1	12 do .....	127 00
Daniston and Orleans .....	L. Proulx.....	3	3	12 do .....	31 00
Darcyville and Stanleyville.....	R. T. Noonan...	6	1	8 do (from Aug. 1, '93)	26 67
Davis Mills and Pembroke .....	R. Davis .....	8	1	12 do .....	45 00
Dechenes Mills and Railway Station	S. S. Osgoode...	½	12	1 do (from Mar. 1, '94)	7 50
Deux Rivieres and Railway Station.	T. Legge .....	¼	12	12 do .....	107 24
Diamond and Kinburn .....	D. McMillan .....	3	3	12 do .....	90 00
Dirleton and Fitzroy Harbour .....	J. Drummond, sr.	7½	2	12 do .....	60 00
Dixon's Corners and Dundela .....	J. E. Tuttle .....	4	3	12 do .....	75 00
Dixon's Corners and Pleasant Valley	G. Gilmer.....	10½	3	12 do .....	134 00
Douglas and Grattan .....	M. B. McFarlane	7	2	12 do .....	75 00
Douglas and Railway Station .....	J. Biledo .....	1	12	12 do .....	100 00
Douglas and Railway Station .....	do .....	1½	12	2 do (from Feb. 1, '94)	33 33
Doyle and Sheenboro .....	M. Doyle .....	12	1	12 do .....	59 50
Duclos and East Aldfield .....	C. V. Casault...	6	1	12 do .....	35 00
Duclos and Wakefield .....	A. F. Duclos .....	15	6	3 do (to June 30, '93).	68 75
do do .....	Mrs. E. Johnston	15	6	9 do from do ..	187 50
Dunbar and Grantley .....	J. C. Munro...	5	3	12 do .....	70 00
Dunrobin and South March .....	P. Orchard .....	18 r. t.	3	12 do .....	150 00
Dunrobin and Woodlawn.....	do .....	4	3	12 do .....	75 00
Dyer and Moose Creek .....	R. McLennan...	3	3	3 do (from Jan. 1, '94)	12 50
Eardley and Railway Station .....	W. H. MacLean	¾	6	9 do (to Dec. 31, '93).	72 00
do do .....	A. Cochran .....	¾	6	3 do from do ..	24 00
Eastman's Springs and Piperville..	J. Preston .....	4½	1	12 do .....	26 00
Eastman's Springs and Railway Station	X. Brousseau...	½	12	12 do .....	55 00
East Templeton and Perkins .....	C. Robitaille...	9	2	12 do .....	100 00
East Templeton and Railway Station	D. W. McLaurin	1	12	12 do .....	130 00
Eauclaire and Railway Station .....	W. Mackey.....	¼	6	12 do .....	40 00
Eganville and Cobden Station .....	J. C. Pilatzke...	13	6	12 do .....	550 00
Eganville and Golden Lake .....	S. Sunstrum, sr.	15	2	12 do .....	180 00
Eganville and Killaloe .....	M. Roche.....	20	3	12 do .....	175 00
Eganville and Pembroke .....	W. J. McCann .	26	3	6 do (to Sept. 30, '93).	162 00
do do .....	P. Macnamara...	26	3	6 do from do ..	99 50
Eganville and Perreault .....	T. Power .....	6½	1	12 do .....	50 00
Eganville and Railway Station .....	J. C. Pilatzke...	¼	12	12 do .....	125 20
Eganville and O. & P. S. Railway Station.	do .....	1½	12	2 do (from Feb. 1, '94)	30 60
Elliott and Manion .....	J. De Witt .....	7	2	12 do .....	50 00
Elmside and Railway Station.....	R. Campbell...	3½	6	12 do .....	125 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Emmett and Wilno.....	Mrs. M. J. O'Grady.....	5	1	12 months.....	50 00
Fairfield East and Railway Station	A. C. Johns....	$\frac{1}{8}$	3	12 do .....	35 00
Farran's Point and Osnabruok Centre, &c .....	G. Kerr .....	6 $\frac{1}{2}$	6 & 12	12 do .....	313 00
Farrelton and Maniwaki.....	W. Brooks.....	60	6	1 do 14 dys. (to May 14, '93) .....	507 69
Farrelton and Railway Station...	P. Rice .....	$\frac{1}{2}$	12	9 do (to Dec. 31, '93) and arrears...	98 00
do do .....	W. Farrell.....	$\frac{1}{2}$	12	3 do from do .....	5 00
Farrelton and Stagsburn.....	A. McDonald....	6	1	12 do .....	40 00
Felton and Russell .....	C. York .....	4	2	12 do .....	50 00
Fenaghvale and St. Amour.....	J. Levac.....	2 $\frac{1}{2}$	2	1 do 14 dys. (to May 14, '93) .....	3 32
Ferguslea and Railway Station...	S. Reid.....	$\frac{1}{2}$	6	12 do .....	20 00
Ferguslea and Shamrock.....	R. Reid .....	$\frac{1}{2}$	3	12 do .....	140 00
Ferguson's Falls and Perth.....	J. Morris .....	18 $\frac{1}{2}$	6	12 do .....	365 66
Fitzroy Harbour and Galetta .....	W. A. Sheriff....	4	6	2 do (from Feb. 1, '94) .....	30 83
Flower Station and Railway Station	S. M. Lyon.....	$\frac{1}{2}$	12	12 do .....	20 00
Fort Coulonge and Railway Station	J. G. Bryson....	$\frac{1}{2}$	6	12 do .....	70 00
Fort William and Pembroke.....	J. Jewell .....	22	6	12 do .....	568 00
Fort William and Steamboat Wharf	J. McCool.....	140 yds.	12	Season, 1893.....	10 00
Fournier and Routhier .....	O. Vaillancourt.	8 $\frac{1}{2}$	6	12 months .....	232 95
Franktown and Railway Station...	J. Edwards .....	1 $\frac{1}{2}$	12	12 do .....	150 00
Galbraith and Middleville.....	R. J. Penman ..	6 $\frac{1}{2}$	2	12 do .....	52 00
Galetta and Railway Station, O. & P. S. ....	G. Whyte .....	$\frac{1}{2}$	12	2 do (from Feb. 1, '94) .....	16 66
Gatineau Mills and Railway Station	A. Duhamel....	$\frac{1}{2}$	12	1 do 10 dys. (to May 10, '93) .....	3 30
Glengyle and Railway Station.....	G. Morrison....	50 yds.	12	12 do .....	20 00
Glenmore and Maitland.....	E. Coville .....	9	3	12 do .....	145 00
Glen Robertson and North Lancaster .....	J. Robertson....	25 r. t.	6	12 do .....	337 00
Glen Robertson and Railway Station .....	D. McDonald....	$\frac{1}{2}$	24	12 do .....	100 00
Glen Robertson and Ste. Anne de Prescott .....	J. Laframboise..	7	6	12 do .....	125 00
Glen Roy and Munro's Mills .....	M. Munroe .....	4	3	12 do .....	88 62
Glen Smail and Spencerville.....	E. Ellis, jr .....	3	2	12 do .....	50 00
Goldfield and South Finch.....	M. McLean.....	2 $\frac{1}{2}$	3	12 do .....	60 00
Goodstown and Richmond.....	T. H. Mills .....	3	2	12 do .....	40 00
Gower Point and Westmeath.....	M. Carswell .....	6	3	12 do .....	93 00
Greenfield and Railway Station...	A. McDougall....	1	24	12 do .....	125 00
Green Valley and Railway Station.	D. McDougall....	$\frac{1}{2}$	12	5 do 12 dys. (from Oct. 20, '93) .....	22 42
Green Mount and Thorne Centre...	F. Maxwell .....	6	3	12 do .....	75 00
Griffith and Matawatchan.....	A. McFayden....	13	2	12 do .....	104 00
Groveton and Spencerville.....	J. McAuley .....	3	2	12 do .....	48 00
Hallville and Kemptville.....	J. Dickinson....	13	3	9 do .....	176 25
Halversen and Martin's Lake.....	J. C. Martin....	5	1	12 do .....	40 00
Halversen and Masham Mills.....	J. Moore.....	12	2	12 do .....	109 09
Hazledean and Stittsville.....	A. Abbott.....	3 $\frac{1}{2}$	3	7 do (to Oct. 31, '93) .....	43 75
do do .....	do .....	3 $\frac{1}{2}$	6	5 do from do .....	62 50
Hathaway and Railway Station...	W. Cosgrove....	1 $\frac{1}{2}$	6	12 do .....	60 00
Hawkesbury and Calumet Railway Station .....	W. Lawlor .....	5	6	12 do .....	469 50
Hawkesbury and Railway Station.	B. McManus....	$\frac{1}{2}$	24	12 do .....	125 20
Henry and L'Original.....	S. Buchan .....	4 $\frac{1}{2}$	3	12 do .....	76 00
Heyworth and Railway Station...	M. McVeigh....	2	6	12 do .....	80 00
High Rock and Notre Dame du Laus	D. McMillan....	31 $\frac{1}{2}$	1	12 do .....	170 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
High Rock and Poltimore.....	J. Robinson .....	6	3s&2w	12 months.....	70 00
Holland's Mills and Chalifoux Point	G. Gowan.....	2½	3	12 do .....	70 00
Hopetown and Lanark.....	G. Thurlow.....	7	3	12 do .....	65 00
Hopetown and White.....	R. Jordan.....	12	1	12 do .....	55 00
Hull, Ottawa and Railway Station.	H. Dupuis.....	1 & 2	36	12 do (to June 30, '93).	807 54
Hull and Street Letter Boxes.....	E. Dorion.....	3½	12	12 do .....	120 00
Hurtubise and Casselman Station..	E. N. Hurtubise	2	12	12 do .....	30 00
Inkerman and Iroquois.....	J. H. McKnight	23 & 17	6	12 do .....	324 00
Inkerman and Suffell's Crossing.....	A. J. Corrigan..	2	12	12 do .....	96 43
Irena and Rowena.....	J. R. Smyth.....	3	3	12 do .....	68 00
Ironside and Railway Station.....	C. Lesage.....	½	12	12 do .....	30 00
Jockvale and Ottawa.....	J. Clothier.....	15	3	12 do .....	216 38
Johnston's Corners and South Gloucester.	P. Stackpole.....	2	6	3 do (from Jan. 1, '94).	13 54
Joynt and North Wakefield.....	R. Joynt.....	12½	3w&6s	12 do .....	426 26
Kazubazua and Lake St. Mary.....	B. Emond.....	5	2	12 do .....	88 00
Kazubazua and Venosta.....	J. McCaffrey.....	7	1	1 do 28 dys. (to May 28, '93) .....	8 29
Kemptville and Merrickville.....	C. W. Putnam.....	19½	6	12 do .....	572 92
Kemptville and Millar's Corners.....	M. A. Tomkins..	11	3	12 do .....	173 00
Kemptville and North Rideau.....	A. W. Powell.....	5½	2	12 do .....	60 00
Kemptville and Railway Station.....	W. Dickinson.....	1	18	12 do .....	272 31
Kenmore and North Branch.....	P. A. Harrison..	2	6	11 do (to Feb. 28, '94).	68 75
Kilmarnock and Smith's Falls.....	W. G. Halliday..	7	2	12 do .....	105 00
Kinburn and Limestone.....	B. Styles.....	4	1	1 do (from Mar. 1, '94)	3 75
Kinburn and Railway Station.....	H. J. Hunt.....	½	12	2 do (from Feb. 1, '94)	10 20
Kippewa and Mattawa.....	P. Kelly.....	57s&52w	1	6 do 23 dys. (from Sept. 8, '93) .....	168 75
Kirk's Ferry and Railway Station..	Mrs. M. Reid.....	½	12	12 do .....	25 00
Klock's Mills and Railway Station..	J. B. Klock.....	8	12	12 do .....	11 49
Labelle and L'Annonciation.....	P. Gauthier.....	15	1	1 do (from Mar. 1, '94)	7 50
Labelle and St. Jovite.....	do .....	20	2	1 do (from Mar. 1, '94)	16 66
Lac Rond and St. Emile de Suffolk	B. Corbeil.....	4	1	12 do .....	30 00
Lake Talon and Railway Station.....	F. McDonald.....	100 yds.	6	12 do .....	40 00
Lake Temiscamingue and Head of Long Sault.....	A. Lumsden.....	110	1	2 do 23 dys. (to Nov. 30, '93).....	65 00
Lake Temiscamingue and Mattawa.	E. J. Smith.....	139s. & 143w.	1	3 do (to June 30, '93).	348 16
do do .....	P. Kelly.....	139s. & 143w.	1	9 do from do ..	937 50
Lalonde and Plantagenet.....	W. A. McKay.....	5	1	12 do .....	35 00
Lammermoor and Watson's Corners	W. R. Gibson.....	7	1	12 do .....	45 00
Lanark and Middleville.....	C. G. Jackson.....	7	6	12 do .....	170 00
Lanark and Perth.....	R. Hogan.....	12	6	12 do .....	64 00
Lanark and Watson's Corners.....	J. Y. McIntyre..	7	3	12 do .....	100 00
Lancaster and Martintown.....	J. Ross.....	12	6	12 do .....	290 00
Lancaster and South Lancaster.....	W. Gillespie.....	1	12	12 do .....	125 00
L'Annonciation and Nominique.....	V. Martineau.....	12	1	12 do .....	80 00
Lavant and Watson's Corners.....	A. Browning.....	13	2	5 do (to Aug. 31, '93).	43 33
Lemieux and South Casselman.....	H. Bradley.....	6½	3	12 do .....	100 00
Letterkenny and Rockingham.....	J. Gallagher.....	6	1	4 do (to July 31, '93)..	15 33
Lime Bank and Manotick Station.....	F. Hardy, jun..	3½	3	12 do .....	80 00
Loch Garry, Maxville and Railway Station.....	A. J. Kennedy..	11 & ½	6 & 6	12 do .....	494 00
Loch Winnoch and Railway Station	R. Storie.....	1½	3	3 do (to June 30, '93).	22 50
Loch Winnoch and Castleford Railway Station.....	R. J. Storie.....	3½	3	9 do (from July 1, '93)	67 50
L'Original and Calumet Station.....	J. Lee.....	3	6	12 do .....	313 00
Low and North Low.....	J. Gannon.....	4	3	8 do (from Aug. 1, '93)	43 33



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Times per Week.	Period.	Amount.
					\$    cts.
Low and Railway Station.....	W. Brooks.....	1½	12	10 months 17 days (from May 15, '93)...	140 66
Luskville and Railway Station.....	E. Desbiens.....	2	6	12 do .....	65 00
McDonald's Corners and McLaren's Depot.....	S. Burns.....	11	6	12 do .....	204 00
McMillan's Corners and Strathmore	D. McIntosh.....	4½	3	12 do .....	56 66
Maberly and Railway Station.....	J. Morrow.....	1½	6	12 do .....	80 00
Mackey's Station and Railway Station.....	J. Dunlop.....	¾	12	12 do .....	67 00
Malakoff and North Gower.....	A. Johnston.....	4	3	3 do (to June 30, '93).....	18 75
do do .....	J. B. Hill.....	4	3	9 do from do .....	48 00
Maniwaki and Montcerf.....	P. Paradis.....	15	1	12 do .....	95 00
Maniwaki and Kazubazua Railway Station.....	W. Brooks.....	44½	6	8 do 17 days (to Jan. 31, '94).....	2,219 29
Maniwaki and River Joseph.....	T. White.....	8	1	12 do .....	54 00
Maniwaki and St. Boniface.....	C. Gauthier.....	7	1	6 do (to Sept. 30, '93).....	30 00
do do .....	J. L'Heureux.....	7	1	6 do from do .....	27 50
Maniwaki and Wright Railway Station.....	W. Brooks.....	31½	6	2 do (from Feb. 1, '94).....	367 50
Manotick and Railway Station.....	B. McCarnen.....	3½	6	12 do .....	62 60
Maryland and Railway Station.....	M. J. Bell.....	40 ft.	6	12 do .....	10 00
Mattawa and Railway Station.....	E. J. Smith.....	1	12	12 do .....	214 40
Maxville and Railway Station.....	D. A. McArthur.....	¾	18	12 do .....	75 00
Maxville and Riceville.....	J. B. Baker.....	17½	6	12 do .....	445 00
Merrickville and Irish Creek Station.....	C. W. Putnam.....	9	6	12 do .....	280 00
Merrickville and Newmanville.....	N. Buck.....	5½	1	12 do .....	50 00
Merrickville and Railway Station.....	M. Fitzgerald.....	½	12	12 do .....	85 00
Metcalfe and North Osgoode.....	H. D. Stewart.....	3	2	12 do .....	50 00
Metcalfe and Ottawa.....	R. S. Hornidge.....	21	6	12 do .....	645 00
Monckland Station and Railway Station.....	A. B. McDonald.....	½	12	12 do .....	60 00
Monte Bello and Railway Station.....	F. X. Major.....	¼	12	12 do .....	40 00
Monte Bello and St. Amédee.....	E. McCluskey.....	6	2	12 do .....	75 00
Montpelier and Ripon.....	L. Montpelier.....	7	1	3 do (to June 30, '93).....	12 50
do do .....	J. B. Bissonnette.....	7	1	9 do from do .....	45 00
Moose Creek and Moulinette.....	S. Flanigan.....	20	6	12 do .....	495 00
Moose Creek and Railway Station.....	T. Dorey.....	½	12	12 do .....	50 00
Moose Creek and Sandringham.....	T. D. Stark.....	4½	6	10 do 17 days (from May 15, '93).....	129 72
Morehead and Railway Station.....	W. Clarke.....	¾	6	12 do .....	10 00
Morewood and South Indian Railway Station.....	J. Cochrane.....	20	6	12 do .....	468 00
Morrisburg and Waddington, N.Y.....	W. J. Murphy.....	3	6	12 do .....	75 00
Morrisburg and Winchester.....	G. Hutt.....	17	6	12 do .....	500 00
Moulinette and Milleroches Station.....	S. Forsyth.....	1	12	12 do .....	120 00
Mountain and Reid's Mills.....	T. Christie.....	7½	6	3 do (from Jan. 1, '94).....	49 25
Mountain and Railway Station.....	R. Shaver.....	¾	12	12 do .....	31 30
Mountain and South Mountain.....	E. Mills.....	3¾	12	12 do .....	100 00
Mountain and Vancamp.....	R. Shaver.....	3½	6	12 do .....	140 00
Mud Creek and Smith's Falls.....	W. Sheridan.....	6	2	12 do .....	80 00
Nipissing Junction and C. P. Railway Station.....	M. H. Ritchie.....	1½	12	5 do (to Aug. 31, '93).....	45 83
Nipissing Junction and N. & P. Railway Station.....	do .....	7½	6 & 12	12 do .....	63 34
North Augusta and Prescott.....	P. Bolger.....	19½	2	12 do .....	74 00
North Augusta and Bellamy's Station.....	W. Pear.....	4½	6	12 do .....	198 25
North Bay and Railway Station.....	W. McDonald.....	½	18 & 21	12 do .....	234 12
North Branch and Russell.....	P. A. Harrison.....	2½	6	1 do (from Mar. 1, '94).....	6 25
Northcote and Renfrew.....	D. Brownlee.....	15	3	12 do .....	250 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
North Gower and Osgoode Railway Station	A. Haggins	8	6	12 months	198 00
North Gower and Reeve Craig	T. Salter	3	2	12 do	45 00
North Nation Mills and Railway Station	D. Landriau	3½	6	12 do	175 00
North Onslow and O'Connell	J. Murphy	7	2	12 do	80 00
North Onslow and Quyon	W. Richardson	7	3	12 do	100 00
North Onslow and Rutledge	J. J. Rutledge	4½	2	12 do	45 00
North Valley and Osnabruck Centre	M. Dunbar	4	3	12 do	70 00
North Wakefield and Ry. Station	J. E. Blair	400 yds.	12	12 do	20 00
North Williamsburg and Strader's Hill	W. C. Strader	5	1	12 do	40 00
Nosbonsing and Railway Station	M. Cahill	1	6	12 do	100 00
Notre Dame du Laus and St. Gerard de Montarville	P. Filiatrault	37	1	12 do	180 00
Oliver's Ferry and Railway Station	W. McCue	5½	6	12 do	240 00
Oliver's Ferry and Rideau Centre	A. Smith	1½	6s&1w	12 do	35 00
Orleans and Ottawa	L. Proulx	11½	6	12 do	275 00
Osgoode Station and Ry. Station	J. Buckels	40 yds.	6	12 do	15 00
Ottawa and Experimental Farm	A. Ardley	3	12	12 do	475 00
Ottawa Letter Carrier's Service	Ottawa Electric Street Ry. Co.			6 do (to Sept. 30, '93.)	300 00
do do	do			6 do from do	450 00
Ottawa and Ottawa East	A. Pettipiece	1½	6	12 do	69 00
Ottawa and Post Office Department	E. Batterton	½ & 1/10	18	12 do (to June 30, '94.)	467 60
do do	T. Graves	1/10	8	do (to June 30, '94.)	446 04
Ottawa Post Office and Ry. Stations	P. McKenna	1	as req.	4 do (to Oct. 31, '93.)	1,314 72
do do	Ottawa Electric Street Ry. Co.	1 & 3/4	as req.	5 do from do	1,666 66
Ottawa and Steamboat Wharf	P. McKenna	12	12	Special trips	57 50
Ottawa and Ramsay's Corners	R. Ramsay	7½	3	6 mos. (to Sept. 30, '93.)	87 50
do do	J. Alexander	7½	3	6 do from do	76 50
Ottawa and Richmond	H. Reilly	20	6	12 do	725 00
Otter Lake and Shawville	C. R. Morrison	24	3	12 do	275 00
Otter Lake and Thornby	J. Hill	7	2	12 do	87 00
Oxford Station and Railway Station	W. Black	½	3	12 do	32 00
Pakenham and Panmure	G. McClinton	20 r. t.	6	12 do	315 00
Pakenham and Railway Station	D. Shaw	½	18	12 do	194 40
Parkman and Portage du Fort	A. S. Smart	5	1	12 do	35 00
Pembroke and Railway Station	M. Belaire	½	24	12 do	414 88
Pembroke and Ryan's Mills	C. Ryan	11	1	1 do 18 dys. (to May 18, 1893)	8 31
Pembroke and Stafford	D. Childerhose	16	3	12 do	200 00
Pendleton and Railway Station	H. Roy	17	6	12 do	500 00
Perretton and Government Road Crossing	L. Matheson	4½	6	12 do	124 52
Perth and Playfair	G. C. Mills	14	6	3 do (to June 30, '93.)	100 00
do do	B. E. Playfair	14	6	6 do (to Dec. 31, '93.)	200 00
do do	E. Keays	14	6	3 do from do	100 00
Perth and Railway Station	J. Allan	½	32	12 do	300 24
Perth and Stanleyville	P. McParland	9½	4	12 do	170 00
Perth and Tennyson	A. Robertson	10	1	12 do	70 00
Petawawa and Railway Station	S. Devine	1½	3	12 do	90 00
Point Alexander and Ry. Station	T. McAnulty	6	3	12 do	100 00
Pointe Gatineau and Quinnville	M. Gahagan	6½	1	12 do	50 00
Pointe Gatineau and Ry. Station	M. Foley	1½	12	12 do	114 00
Pointe Fortune and St. Eugene	X. Proulx	7½	6	12 do	200 00
Poland and Lavant Station	M. W. Paul	10	3	7 do (from Sept. 1, '93)	110 83
Portage du Fort and Railway Station	D. M. Rattray	7	18	12 do	312 00
Portage du Fort and Ross	D. McLaren	3	3	12 do	65 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Prescott and Ogdensburg, N. Y....	C. Plumb, sen..	2	18	12 months .....	578 25
Prescott and Railway Station.....	E. Leslie.....	3	3	do (to June 30, '93)..	35 10
do do	J. Hollingsworth	18	9	do from do ..	141 00
Prescott and Street Letter Boxes..	J. Dowsley.....	2	18	12 do .....	144 00
Quyon and Railway Station.....	W. Richardson..	1	12	12 do .....	100 00
Radford and Shawville.....	J. A. Armstrong	3	3	12 do .....	65 00
Rapides des Joachims and Mackie's Station.....	J. Dunlop .....	8	3	12 do .....	180 00
Rapides des Joachims and Rowanton	H. R. Downey..	20	3	12 do .....	350 00
Rapides des Joachims and Wharf..	do	120 yds.	6	Season, 1893.....	10 00
Renfrew and C.P. Railway Station..	D. Brownlee....	1	30	12 months .....	410 50
Renfrew and K. & P. Railway Station.	J. Rousselle...	1	12	12 do .....	72 00
Renfrew and Railway Station (O. A. & P. S.).....	D. Brownlee....	1	12	2 do (from Feb. 1, '94)	20 40
Richmond West and Stapledon....	T. E. Riley.....	3	3	12 do .....	80 00
Ripon and St. André Avellin....	A. Chéné.....	7	6	12 do .....	175 00
Rockingham and Rosenthal.....	M. Kapitoski...	6	1	9 do (from July 1, '93)	30 00
Rockingham and Strathtay.....	J. Gallagher, jun	13	1	8 do from Aug. 1, '93)	60 00
Rockingham and Wingle.....	J. Wingle.....	14	2	12 do .....	135 00
Rockland and Railway Station....	A. Campbell....	2	6	12 do .....	198 94
Rockliffe and Railway Station....	W. H. McIntyre	50 yds.	12	12 do .....	21 71
Russell and Bearbrook Railway Crossing	C. York.....	8	6	12 do .....	137 00
Russell and Osgoode Railway Station	P. Levia.....	21 1/2	6	12 do .....	480 00
St. Eugène and Vankleek Hill.....	X. Proulx.....	10	6	12 do .....	290 00
Sand Point and Railway Station....	J. R. McDonald.	1 1/8	12	12 do .....	109 55
Sandringham and Tayside.....	A. Fraser.....	1 1/4	3	1 do 14 days (to May 14, '93).	4 23
Shamrock and Whelan Lake.....	S. Whelan.....	7	2	12 do .....	70 00
Shawville and Railway Station....	W. C. McGuire..	1	12	12 do .....	75 00
Skye and Greenfield Railway Station	D. McMillan...	8	6	12 do .....	200 00
Smith's Falls and Railway Station	H. Carley.....	1/2	24	12 do .....	175 00
—Day service.....	do .....	1/2	24	12 do .....	225 00
Smith's Falls and Railway Station	do .....	1/2	24	12 do .....	225 00
—Night service.....	do .....	1/2	24	12 do .....	225 00
Snake River and Railway Station..	G. Douglas.....	4	3	12 do .....	109 99
South Casselman and Railway Station.....	A. Lalonde.....	1	6	6 do (to Sept. 30, '93).	20 00
do do	do .....	1	18	6 do from do ..	46 91
do do	do .....	1	12	12 do .....	100 00
South Finch and Railway Station..	D. G. McMillan.	1/2	12	12 do .....	60 00
South Indian and Railway Station..	J. K. Meredith..	15 1/2	6	6 do (to Sept. 30, '93).	200 00
South March and Railway Station..	P. Orchard.....	15 1/2	6	6 do from do ..	287 00
do do	do .....	15 1/2	6	12 do .....	80 00
Spencerville and Railway Station..	A. Carmichael..	1 1/2	6	12 do .....	21 91
Stittsville and Railway Station....	S. Mann.....	120 yds.	6	12 do .....	21 91
Summerstown and Summerstown Station.....	A. Cameron....	3	6	6 do (to Sept. 30, '93).	48 00
do do	H. Hagerty....	3	6	6 do from do ..	42 00
Summerstown Station and Railway Station.....	J. A. Cameron..	200 y. & 400 y.	12	12 do .....	50 08
The Brook and South Indian Railway Station.....	W. Brazeau....	10	6	12 do .....	175 00
Toyes Hill and Winchester Springs.	J. B. McQuigg..	3	3	12 do .....	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Valencay and Thurso Railway Station.....	L. Ouellette .....	14	3	12 months.....	150 00
Vankleek Hill and Railway Station.....	A. Mercier .....	$\frac{1}{2}$	24	12 do .....	125 20
Vars and Railway Crossing.....	R. Armstrong .....	$\frac{1}{2}$	6	12 do .....	20 00
Venosta and Railway Station.....	J. McCaffrey.....	$\frac{1}{2}$	6	10 do 3 days (from May 29, '93).....	21 86
Ventnor and Railway Station.....	W. Cook .....	$5\frac{1}{2}$	6	12 do .....	90 00
Vinton and Railway Station.....	W. Gilchrist.....	1	7	12 do .....	108 75
Wakefield and Railway Station.....	D. McPhail.....	$\frac{1}{2}$	12	12 do (and arrears).....	38 33
Wales and Railway Station.....	W. Alguire.....	$\frac{1}{8}$	12	3 do (to June 30, '93).....	20 00
do do.....	W. J. Ransom.....	$\frac{1}{8}$	12	9 do from do .....	60 00
Waller and Harney's Crossing.....	P. Harney .....	$1\frac{1}{2}$	2	12 do .....	33 75
Wemyss and Railway Station.....	G. Korry .....	$\frac{1}{2}$	6	12 do .....	24 00
Wendover and Railway Station.....	H. St. Pierre.....	3	6	12 do .....	170 00
Winchester and Osgoode Railway Station.....	A. Campbell.....	$24\frac{1}{2}$ & 22	3 & 3	12 do .....	660 00
Winchester and Railway Station.....	A. Kendrick.....	1	12	12 do .....	50 00
Wylie and Railway Station.....	J. Lyons.....	$2\frac{1}{2}$	3	12 do .....	77 50
				Total.....	\$68,088 86

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

## Postmaster General's Report.

### PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division made within the year ended June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Afton Road and Mount Stewart	D. Gillon	3	2	2 months (from Feb. 1, '94)	6 66
Albany and Cape Traverse	W. Noonan			Special service	5 00
Albany and Railway Station	H. Terrell	10	12	12 months	31 28
Albany and Victoria	G. Francis	10	6	12 do	215 00
Alberton and Kildare	W. Clark	10	2	12 do	62 40
Alberton and Lot 6	W. Hardy	6	2	12 do	52 00
Alberton and Railway Station	R. Tuplin	10	12	12 do	62 60
Alma and Railway Station	J. Mountain	4	2	12 do	26 00
Appin Road and Bonshaw	J. McCaulder	4	2	12 do	41 00
Argyle Shore and Bonshaw	N. H. McNevin	3	2	12 do	25 00
Armada and Railway Station	H. A. McPhee	1	3	12 do	20 00
Auburn and Dromore West	J. Corrigan	1	2	2 do (from Feb. 1, '94)	2 60
Auburn and Pownal	W. J. Carver	10	2	9 do (to Dec. 31, '93)	85 35
do do	B. Jenkins	10	2	3 do from do	20 00
Augustine Cove and Lansdowne Hotel	D. Howatt	3	3	12 do	77 00
Baldwin's Road and Perth Station	J. A. Moar	1	2	12 do	20 80
Bangor and Morell Station	J. McGregor	4	2	12 do	50 00
Bay Fortune and Souris East	J. Leslie	10	3	12 do	113 88
Beach Point and Montague Bridge	J. Kennedy	22	3	3 do (to June 30, '93)	86 50
do do	J. J. McDonald	22	6	9 do from do	405 00
Bear River and Clear Springs	A. Gillis	8	3	12 do	104 00
Bear River and Railway Station	D. Costello	4	3	12 do	20 28
Bedeque and Lansdowne Hotel	S. W. Newsom	8	3	12 do	105 00
Bedeque and Sea Cow Head	W. A. Noonan	4	2	12 do	46 80
Bedeque and Summerside	P. McLeod	9	6	12 do	255 00
Belfast and Charlottetown	E. Henry	24	2	9 do (to Dec. 31, '93)	547 50
do do	do	24	6	3 do from do	188 20
Belfast and Garfield	A. A. Martin	3	2	12 do	30 00
Belfast and High Bank	M. Martin	22	3	12 do	400 00
Belfast and Point Prim	do	6	2	12 do	50 48
Bloomfield and Railway Station	J. W. Smith	2	3	12 do	44 00
Bloomfield Station and Railway Station	F. Peters	1	6	12 do	25 00
Blooming Point and Tracadie Cross	J. McDonald	4	2	12 do	52 00
Bonshaw and Nine Mile Creek	N. H. McNevin	14	2	3 do (to June 30, '93)	20 12
do do	do	15	2	9 do from do	71 61
Bradalbans and New London	M. Reid	12	6	12 do	358 00
Bradalbans and Railway Station	M. Matheson	3	12	12 do	71 82
Bradalbans and South Granville	do	3	2	12 do	36 00
Brockton and Lot 4	J. McCarthy	3	2	12 do	27 00
Brooklyn and Glen Martin	F. A. McPherson	2	2	12 do	21 00
Caledonia and Iris	A. Beaton	3	2	6 do (to Sept. 30, '93)	16 00
do do	C. McLaughlin	3	2	6 do from do	18 50
Caledonia and Orwell	N. M. Gillis	10	3	12 do	127 00
Caledonia and Rona	J. McQueen	4	2	12 do	27 00
Cape Egmont and Fifteen Point	L. D. Gallant	5	2	12 do	52 00
Cape Traverse and Charlottetown	J. A. Strang			Special trips	30 00
Cape Traverse Boat House and Railway Terminus	do	1	1	as req. do	90 52

DETAIL of all payments of 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 Traverse and Summerside..	J. A. Strang....	15	as req.	3 months (to June 30, '93)	13 60
do do	N. Clark.....	15	as req.	3 do (from Jan. 1, '94)	102 40
Cape Wolfe and Lot 4.....	J. J. Fish.....	6	2	12 do	65 00
Cardigan Bridge and Coraville..	J. Sigsworth....	6	2	12 do	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAuley....	4	2	12 do	41 60
Cardigan Bridge and Launching..	D. Foley.....	26	3	12 do	131 00
Cardigan Bridge and Lot 56.....	J. J. Campbell..	15	3	12 do	165 00
Cardigan Bridge and Railway Station.....	F. D. McCormack	7	12	12 do	34 48
Cavendish and Hunter's River..	W. Jewell.....	32 $\frac{1}{2}$	3	12 do	226 00
Charlottetown and Marshfield..	W. Miller.....	4 $\frac{1}{2}$	6	12 do	50 00
Charlottetown and Railway Station	P. Stewart.....	4	as req.	12 do	316 93
Charlottetown and Rocky Point..	D. Miller.....	2 $\frac{1}{2}$	2	12 do	50 00
Charlottetown and Royalty Junction.....	W. F. Robins..			Special service	2 00
Charlottetown and Street Letter Boxes.....	J. Dalziel.....	2 $\frac{1}{2}$	18	11 months (to Feb. 28, '94)	73 33
do do	do	2 $\frac{1}{2}$	18	1 do from do	8 23
Charlottetown and Victoria.....	J. Ferguson....	21 $\frac{1}{2}$	3	12 do	280 00
Cherry Grove and New Harmony..	J. McDonald....	2	2	12 do	26 00
Cherry Valley and China Point..	D. McGillivray.	3 $\frac{1}{2}$	2	3 do (to June 30, '93).	10 00
Cherry Valley and Gallas Point..	do	7	2	9 do (from July 1, '93)	39 75
China Point and Gallas Point....	W. Young.....	2	2	3 do (to June 30, '93).	7 50
Clermont and Kensington.....	A. Campbell....	3	2	3 do (to June 30, '93).	8 50
do do	J. MacMillan..	3	3	9 do from do	33 75
Clinton and New London.....	G. McKay.....	2 $\frac{1}{2}$	2	12 do	30 00
Clyde Station and Railway Station.	E. Crabbe.....	1 $\frac{1}{2}$	3	12 do	14 00
Coleman and Railway Station....	A. McKinnon..	1 $\frac{1}{2}$	6	12 do	30 00
Commercial Road and Peter's Road	J. M. Johnston.	2 $\frac{1}{2}$	2	12 do	30 00
Covehead Road and Grand Tracadie	C. Reardon....	5	2	12 do	70 00
Crapaud and Upper Westmoreland.	R. McVitie....	2 $\frac{1}{2}$	3	12 do	35 00
Darlington and Kelly's Cross....	C. McKenna....	11	3	12 do	108 48
Darlington and Princetown Road..	D. L. McLeod..	3	2	12 do	23 00
Darlington and Railway Station..	do	3	6	3 do (to June 30, '93).	11 25
do do	do	3	12	9 do from do	66 00
Darlington and Rose Valley.....	do	8	3	12 do	132 00
Darnley and Kensington.....	T. W. Larkins..	15	3	12 do	140 00
DeBlois Station and Ry. Station..	C. Perry.....	2 $\frac{1}{2}$	3	12 do	20 00
Dromore and Railway Station....	J. McCabe....	2	2	9 do (to Dec. 31, '93).	30 42
do do	T. O. McCabe..	2	2	3 do from do	10 14
Dundas and Mount Hope.....	J. Dockendroff.	6 $\frac{1}{2}$	2	12 do	55 00
Dunedin and New Haven.....	D. McPhail....	1 $\frac{1}{2}$	3	12 do	16 25
East Baltic and Red Point.....	D. McEachern..	4	2	3 do (to June 30, '93).	7 50
do do	do	4	3	9 do from do	37 50
East Point and Souris East.....	J. Kennedy....	15	3	12 do	225 00
Ebenezer and Wheatley River....	A. McCallum..	2 $\frac{1}{2}$	2	12 do	28 00
Elliot's Mills and Railway Station	R. Elliott.....	1 $\frac{1}{2}$	3	12 do	15 60
Elliotvale and Peake's Station....	J. Edmonds....	3 $\frac{1}{2}$	2	12 do	27 00
Elmira and South Lake.....	F. J. McKinnon.	2	2	3 do	30 00
Elmsdale and Railway Station....	J. Adams.....	7 $\frac{1}{2}$	6	12 do	22 00
Emerald and Grahams Road.....	J. Harding....	7	3	12 do	90 00
Emerald and Railway Station....	F. P. Murphy..	1 $\frac{1}{2}$	12	12 do	86 24
Emerald and Shamrock.....	P. Duffy.....	2 $\frac{1}{2}$	2	12 do	24 00
Emerald and West Newton.....	W. Clark.....	4	2	12 do	65 00
Farmington and Head of St. Peters Bay.....	S. Walsh.....	5	2	12 do	40 00
Farmington and Mansfield.....	P. Gorman....	4 $\frac{1}{2}$	2	12 do	29 84

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fifteen Point and Miscouche.....	T. McNeill.....	9	2	9 mos. (to Dec. 31, '93).	52 50
Fifteen Point and Wellington Station.....	A. Gallant.....	5	3	3 do (from Jan. 1, '94)	15 60
Fitzgerald Station and Lot 14.....	P. Cameron.....	5	3	12 do .....	59 72
Fitzgerald Station and Ry. Station.....	do .....	6	12	do .....	26 24
Flat River and Selkirk Road.....	F. Dougherty.....	6½	2	12 do .....	41 60
Forest Hill and Head of St. Peters Bay.....	R. Matheson.....	6	2	12 do .....	68 00
Fortune Cove and O'Leary Station.....	T. E. Hogan.....	7	1	3 do (to June 30, '93).	8 12
do do .....	J. L. Maxfield.....	7	2	6 do (to Dec. 31, '93).	24 24
do do .....	do .....	7	3	3 do from do ..	18 37
Fredericton and Railway Station.....	J. Weeks.....	7	3	12 do .....	20 00
Freetown and Lower Freetown.....	T. Taylor.....	2½	3	12 do .....	56 00
Freetown and Railway Station.....	R. B. Auld.....	3	6	6 do (to Sept. 30, '93).	25 00
do do .....	do .....	3	12	6 do from do ..	37 50
French Village and Mount Stewart.....	C. McIntyre.....	5	2	6 do (to Sept. 30, '93).	32 00
do do .....	do .....	7	2	6 do from do ..	40 32
Georgetown and Murray Harbour North.....	J. Phillips.....	30	3	12 do .....	238 00
Georgetown and Railway Station.....	R. R. Jenkins.....	1	12	do .....	154 20
Georgetown and Steamer Wharf.....	do .....	1	6	do (from Oct. 1, '93)	11 80
Glencorrodale and Priest Pond.....	J. McPhee.....	3½	2	12 do .....	36 00
Glenfinnan and Tarantime.....	A. Gallant.....	2½	2	1 do (from Mar. 1, '94)	1 25
Glengarry and Railway Station.....	M. Halloran.....	5½	2	12 do .....	37 00
Glen William and Murray River.....	M. McDonald.....	3½	2	12 do .....	28 00
Gowan Brae and Souris East.....	J. Mallard.....	3	2	12 do .....	30 00
Greenwich and Head of St. Peters Bay.....	A. B. Hyndman.....	3½	2	8 do (to Nov. 30, '93).	26 66
do do .....	do .....	5½	2	4 do from do ..	26 66
Harrington and Winsloe Road.....	P. Cooke.....	1½	2	12 do .....	40 00
Head of Hillsborough and Mount Stewart.....	D. D. Coffin.....	4½	2	12 do .....	52 00
Head of St. Peter's Bay and Monticello.....	A. D. Cummings.....	8½	2	12 do .....	60 00
Head of St. Peter's Bay and Railway Station.....	A. McAulay.....	1	12	12 do .....	120 00
Heatherdale and Whim Road Cross.....	A. MacDonald.....	1½	3	12 do .....	39 00
Higgin's Road and Wellington Station.....	D. McNeill.....	13	3	12 do .....	120 00
Hopefield and Murray River.....	A. McPhee.....	4	2	3 do (to June 30, '93).	10 00
do do .....	A. McGregor.....	4	2	9 do from do ..	28 50
Hunter's River and North Rustico.....	R. Stevenson.....	16	6	12 do .....	310 00
Hunter's River and Railway Station.....	P. McGrath.....	7	12	12 do .....	76 24
Inverness and Railway Station.....	P. J. Kilbride.....	2½	2	12 do .....	50 96
Johnston's River and Southport.....	W. J. Brazel.....	12½	2	12 do .....	70 00
Kensington and Princetown.....	J. Glover.....	7	3	12 do .....	125 00
Kensington and Railway Station.....	G. Glover.....	7	12	12 do .....	85 00
Kensington and Sea View.....	F. W. Larkins.....	17	3	12 do .....	145 00
Kildare and Tignish.....	A. Crabbe.....	.....	.....	Special service.....	2 00
Kildare Capes and Tignish.....	S. DesRoches.....	4	2	12 months.....	38 00
Kildare Station and Railway Station.....	N. J. Perry.....	5	6	12 do .....	15 60
Kildare Station and Woodville.....	E. McGrath.....	3	2	3 do (from Mar. 1, '94)	4 50
Kinkora and Middleton.....	J. L. McDonald.....	2	3	12 do .....	52 00
Kinkora and Railway Station.....	J. Farmer.....	1	12	6 do (to Sept. 30, '93).	21 84
do do .....	do .....	1	12	6 do from do ..	31 30

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.
Kinross and Lyndale	A. Lamont	3	1	12 months	24 00
Kinross and Orwell	R. Wood	1	3	12 do	35 00
Lansdowne Hotel and Railway Station	J. A. Strang	$\frac{1}{16}$	6	12 do	93 90
Little Tignish and Tignish	J. J. Buote	4	2	12 do	40 00
Little York and Railway Station	T. H. Lawson	$\frac{1}{16}$	12	12 do	40 00
Little York and Union Road	P. Cooke	24	3	12 do	162 00
Locke Road and Mill River	M. Howard	4 $\frac{1}{2}$	2	12 do	52 00
Lot 4 and Minnegash	J. Doyle	5	2	12 do	70 00
Lot 4 and Railway Station	H. Chappell	4	6	12 do	103 28
Lot 10 and Railway Station	H. Ritchie	1 $\frac{1}{2}$	2	12 do	26 00
Lot 11 and Railway Station	M. J. Kilbride	5 $\frac{1}{2}$	3	12 do	50 28
Lot 12 and Railway Station	W. Hayes, sen.	2	12	12 do	112 68
Lot 35 and Railway Station	P. Lawler	1 $\frac{1}{2}$	2	12 do	40 00
Lot 40 and Railway Station	A. H. McEwen	1	6	12 do	56 32
Lot 56 and Sailor's Hope	F. McDonald	7	2 & 3	12 do	85 08
Milburn and Morell Station	T. Mullen	9	3	12 do	72 00
Mill Cove and Railway Station	J. Hughes	2	2	12 do	19 00
Mill River and Railway Station	F. Peters	$\frac{1}{2}$	2	12 do	15 00
Mill View and Vernon River	J. Murphy	2 $\frac{1}{2}$	6	12 do	85 00
Milton Station and North Milton	W. McNeill	2	2 & 3	12 do	33 58
Milton Station and Railway Station	do	$\frac{1}{2}$	3 & 6	12 do	36 24
Miscouche and Muddy Creek	T. McNeill	5	2	3 do (from Jan. 1, '94)	9 72
Miscouche and Railway Station	J. H. DesRoches	$\frac{1}{2}$	12	12 do	34 00
Miscouche and S. W. Lot 16	T. McNeill	9 $\frac{1}{2}$	2	12 do	76 00
Montague Bridge and Railway Station	F. D. McCormack	5 $\frac{1}{2}$	6	12 do	219 48
Montague Bridge and Valleyfield	A. J. McLeod	5	3	12 do	69 40
Montague Bridge and Victoria Cross	J. Dewar	3	3	12 do	49 00
Montague Cross and Murray Harbour Road	J. MacLean	2 $\frac{1}{2}$	3	12 do	25 00
Morell Rear and Morell Station	R. D. Sterns	4 $\frac{1}{2}$	2	12 do	40 00
Morell Station and Railway Station	M. Coffin	$\frac{1}{16}$	12	12 do	20 00
Mount Herbert and Southport	H. Smallwood	6 $\frac{1}{2}$	2	12 do	54 00
Mount Pleasant and Railway Station	F. Callaghan	3 $\frac{1}{2}$	2	12 do	40 56
Mount Stewart and Railway Station	H. McEachern	$\frac{1}{2}$	12	12 do	35 00
Murray Harbour South and White Sands	D. Bell	3	2	12 do	39 00
New Acadia and Railway Station	J. Pino	$\frac{1}{2}$	2	12 do	15 00
New Annan and Railway Station	W. B. Bowness	$\frac{1}{2}$	6	12 do	62 40
New Annan and Sunnyside	J. A. McDonald			Special service	3 00
New Annan and Wilmot Valley	W. B. Bowness	3 $\frac{1}{2}$	2	12 months	52 00
New Haven and Riverdale	D. McFadyen	3 $\frac{1}{2}$	2	6 do (to Sept. 30, '93)	18 00
do do	M. McLeod	3 $\frac{1}{2}$	2	6 do from do	17 16
Newton Cross and Orwell	J. Morrissey	2 $\frac{1}{2}$	2	12 do	20 00
New Wiltshire and Railway Station	C. Easter	3 $\frac{1}{2}$	6	12 do	17 00
New Zealand and Railway Station	J. Cantwell	$\frac{1}{2}$	3	12 do	27 36
Northam and Railway Station	W. R. Folland	$\frac{1}{16}$	6	9 do (to Dec. 31, '93)	22 50
do do	J. E. Yeo	$\frac{1}{16}$	6	3 do from do	7 50
Northam and Victoria West	N. McLennan	5	2	12 do	36 00
North Lake and Souris East	W. McLaren	24	3	12 do	226 00
North River and South Wiltshire	J. McDougall	4	3	12 do	50 00
O'Leary Station and Ry. Station	R. Ellis	$\frac{1}{16}$	6	12 do	17 41
O'Leary Station and West Cape	J. Dennis	9	2	12 do	77 48
Orwell and Orwell Cove	N. McGillis	2	3	12 do	43 00



## Postmaster General's Report.

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.
Palmer Road and Railway Station.	W. Kinch . . . . .	3	2	12 months . . . . .	35 00
Palmer Road and Waterford. . . . .	A. McDonald . . . . .	4	2	12 do . . . . .	19 00
Peake's Station and Railway Station	J. F. McDonald	6	9	do (to Dec 31, '93).	28 50
do do . . . . .	A. McDonald . . . . .	6	3	do from do . . . . .	9 50
Peake's Station and Ruskin . . . . .	H. R. Mooney . . . . .	6	2	12 do . . . . .	64 00
Peake's Station and St. Patrick's Road . . . . .	A. McDonald . . . . .	3½	2	12 do . . . . .	36 00
Pisquid and Railway Station . . . . .	J. A. McDonald . . . . .	1½	2	12 do . . . . .	36 00
Pisquid and Webster's Corner . . . . .	C. McAree . . . . .	6	3	12 do . . . . .	49 92
Pisquid Road and Vernon River . . . . .	E. O'Keeffe . . . . .	2	2	12 do . . . . .	46 00
Pinsville and Railway Station . . . . .	A. Wedge . . . . .	3	2	12 do . . . . .	35 00
Port Hill and Railway Station . . . . .	H. B. S. Birch . . . . .	4	12	12 do . . . . .	112 68
Pownal and Village Green . . . . .	M. Jardine . . . . .	3	2	12 do . . . . .	22 48
St. Andrew's and Railway Station . . . . .	J. McDonald . . . . .	1	3	12 do . . . . .	25 00
St. Eleanors and Summerside . . . . .	T. Lyle . . . . .	2½	6	12 do . . . . .	68 00
Ste. Mary's Road and Ste. Mary's Road East . . . . .	T. Daley . . . . .	2½	2	12 do . . . . .	25 00
St. Teresa and Railway Station . . . . .	A. Bradley . . . . .	1	3	12 do . . . . .	39 00
Scotchfort and Railway Station . . . . .	J. McDonald . . . . .	1	2	12 do . . . . .	16 00
Sea Cow Pond and Tignish . . . . .	J. M. Nelligan . . . . .	1½	2	12 do . . . . .	44 00
Skinner's Pond and Tignish . . . . .	P. Aylward . . . . .	10½	2	12 do . . . . .	58 00
Souris East and Railway Station . . . . .	A. McCormack . . . . .	2	12	12 do and extra trips . . . . .	71 38
Suffolk Station and Railway Station . . . . .	J. O. Ferguson . . . . .	1	2	12 do . . . . .	20 80
Summerside and Railway Station . . . . .	R. Glover . . . . .	3	6	do (to Sept. 30, '93).	77 49
do do . . . . .	J. McKay . . . . .	3	6	do from do . . . . .	67 14
Summerside and Street Letter Boxes . . . . .	R. Glover . . . . .	18	6	do (to Sept. 30, '93).	16 00
do do . . . . .	J. McKay . . . . .	18	6	do from do . . . . .	16 00
Summerville and Vernon River . . . . .	E. Fraser . . . . .	4½	3	12 do . . . . .	52 00
Ten-Mile House and Railway Station . . . . .	J. Fitzpatrick . . . . .	1½	2	12 do . . . . .	40 00
Tignish and Railway Station . . . . .	H. Gaudet . . . . .	1½	12	12 do . . . . .	44 00
Tracadie Cross and Railway Station . . . . .	A. Johnson . . . . .	1	3	12 do . . . . .	30 00
Traveller's Rest and Railway Station . . . . .	T. Townsend . . . . .	1	3	12 do . . . . .	39 00
Wellington and Wellington Station . . . . .	P. Ayers . . . . .	1½	2	12 do . . . . .	23 00
Wellington Station and Railway Station . . . . .	E. F. Arseneault . . . . .	1½	12	12 do . . . . .	25 00
West Devon and Railway Station . . . . .	J. A. Morshead . . . . .	1½	6	12 do . . . . .	10 00
Western Road and Railway Station . . . . .	P. Reid . . . . .	1½	2	12 do . . . . .	25 00
West Point and Railway Station . . . . .	P. McPhee . . . . .	14	2	12 do . . . . .	112 00
West St. Peters and Railway Station . . . . .	J. McDonald . . . . .	2½	2	12 do . . . . .	40 00
Winsloe Station and Ry. Station . . . . .	J. Burrows . . . . .	1½	3	12 do . . . . .	18 00
Wood Islands and Wood Islands North . . . . .	J. H. McMillan . . . . .	2½	3	12 do . . . . .	39 00
	Total . . . . .				\$14,850 53

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the Year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Adderley and St. Pierre Baptiste	P. A. Drolet	3	3	6 months (to Sept. 30, '93)	30 00
do do	J. Fortier	3	3	6 do from do	28 00
Ajstock and Robertson Station	R. Bolduc	9	2	6 do (to Sept. 30, '93)	52 50
do do	H. Bolduc	9	2	6 do from do	80 00
Agnes and Nadeau's Crossing	P. Roy	4½	1	3 do (to June 30, '93)	6 25
do do	do	4½	1	9 do from do	26 25
Agnes and Three Lakes	H. W. Albro	10	1	12 do	44 00
Albanel and Normandin	A. Laprise	7	2	12 do	60 00
Allard Settlement and Nouvelle	J. Keays, jun.	3	1	12 do	20 00
Allen's Mills and Railway Station	D. Vir	1½	as req.	12 do	30 00
Amqui and Railway Station	T. Ross	1 acre.	12	12 do	60 00
Ancienne Lorette and Champigny	N. Alain	2	6	6 do (to Sept. 30, '93)	30 00
do do	do	2	6	6 do from do	50 00
Arnagh and St. Raphaël	T. Roy	15	3	7 do (to Oct. 31, '93)	75 84
do do	do	15	6	5 do from do	108 32
Armstrong and St. Théophile	D. Richard	2½	2	1 do (from Mar. 1, '94)	2 91
Aubert Gallion and St. George	M. G. Pozer	¾	6	12 do	35 00
Beauce	A. Gallant	7	6	12 do	155 00
Avignon and Matapedia	A. Gallant	7	6	12 do	155 00
Bagotville and Grande Baie	J. Savard	3	as req.	Part of season 1893	11 25
do do	E. Gobeil	3	as req.	Balance of season	51 75
Bagotville and Wharf	M. Pouliot	3	as req.	Season 1893	44 00
Baie de la Trinité and Cariboo Island	I. T. Comeau	7½	2	do	15 00
Baillargeon and Craig's Road Station	B. Huot	3	3	12 months	60 00
Baker Brook and Temiscouata Railway Station	D. Daigle	4	14	3 do (to Aug. 31, '93)	17 50
Baker Brook Station and Temiscouata Railway Station	A. Maclean	4	14	7 do from do	29 16
Barchois de Malbaie and Wharf	T. S. Vardon	4		Termination of contract	14 30
Barrière St. Valier and St. Sauveur de Québec	E. Emond	1	12	12 months	40 00
Beaubien and Cap St. Ignace Station	N. Dugal	4	12	12 do	20 00
Beauce Junction and Jersey Mills	R. Groleau	26½	6	12 do	792 00
Beauce Junction and Railway Station	V. Bilodeau	1	12	12 do	25 00
Beauce Junction and Saints Anges	G. Gagnon	8	13	12 do	84 00
Beaudet and Railway Station	F. Petitclerc	½	3	2 do 11 dys. (to June 11, '93)	2 37
do do	do	½	6	3 do 19 dys. (to Sept. 30th, '93)	7 24
do do	do	½	3	3 do (to Dec. 31, '93)	3 00
Beaudoin and St. Ferdinand	L. Coté	5	2	10 do (from June 1, '93)	66 66
Beaupré and St. Féréol	F. Michel	7	3	12 do	100 00
Belair and Railway Station	A. Couture	1	6	12 do	50 00
Bennett and Maple Grove	J. Bennett	3	3	12 do	60 00
Bergerville and Quebec	J. Drolet	3	6	12 do	90 00
Bersimis and Moicis	R. H. Montgomery		232	6 Seasons 1893-94	1,160 00
Bersimis and Sault au Cochon	E. Miller	26	2	12 months	600 00
Berthier and Railway Station	V. Guilmet	2½	12	3 do (to June 30, '93)	19 50
do do	do	2½	12	9 do from do	105 00
Bic and Railway Station	J. R. Colclough	10	as req.	12 do	36 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bic and St. Valérien de Rimouski	J. Moisan	3½	6	12 months	100 00
Black Cape and Query	A. Query	4½	3	12 do	60 00
Black Lake and Railway Station	A. Blondeau	100 yds.	12	12 do	20 00
Black Lake and New Ireland	J. McLean	10	3	1 do (to April 30, '93)	10 00
do do	D. Lemay	10	3	11 do from do	110 00
Black Lake and Reed's Mines	C. Paradis	2	3	3 do (to June 30, '93)	13 75
do do	do	2	6	9 do from do	82 50
Blanchet and St. Lambert	J. Paquet	12 acres.	12	12 do	35 00
Bonaventure and Percé	G. Aubert	3	3	12 do	115 00
Bourg Louis and Railway Station	P. Russell	3	6	12 do	75 00
Broughton Station and East Broughton	L. Beaudoin	5½	6	3 do (to June 30, '93)	37 50
do do	do	5½	6	9 do from do	150 00
Broughton Station and Railway Station	J. McGee	50 yds.	12	12 do	24 00
Broughton Station and West Broughton	M. Rousseau	6½	6	6 do (to Sept. 30, '93)	70 00
do do	E. Bolduc	6½	6	6 do from do	57 50
Buckland and St. Lazare	F. Labonté	15	6	12 do	340 00
Buckland and St. Magloire	P. Tanguay	18	3	12 do	177 00
Cacouna and Railway Station	J. B. Beaulieu	5	12	12 do	250 00
do do (Express)	T. Living	2½	12	Season 1893	40 31
Campbellton and Paspébiac	A. Cyr	88	6	12 mos. and extra service.	4,848 00
Cape Cove and Wharf	F. Cass	½	as req.	Termination of contract	13 00
Cap à L'Aigle and Murray Bay	P. Savard	3	14	Season 1893	89 00
Cap Rouge and Quebec	J. Drolet	9	6	12 months	199 00
Cap St. Ignace and Railway Station	J. Bossinette	½	12	12 do	80 00
Cap St. Ignace and Ste. Apolline de Patton	P. Fournier	21	1	12 do	80 00
Cap Santé and Les Écureuils	O. Gauvreau	4½	6	12 do	218 00
Cap Santé and Portneuf	E. Marcotte	5	6	12 do	150 00
Casault and Railway Station	J. Ouellet	2	3	12 do	40 00
Causapscal and Railway Station	R. A. Blais	250 yds.	12	6 do (to Sept. 30, '93)	25 00
do do	O. Charette	250 yds.	12	6 do from do	14 96
Cedar Hall and Railway Station	J. Smith	¼	6	12 do (and arrears)	106 50
Chambord and Métabéchuau	C. Gagnon	9	6	3 do 10 days (to July 10, '93)	117 11
do do	do	9	6	1 do 28 days (to Oct. 27, '93)	69 69
Chambord and Railway Station	J. Bilodeau	1	6 & 12	6 do (to Sept. 30, '93, and extra trips)	64 13
do do	do	1	6	6 do from do	38 74
Chambord and Chicoutimi	do	51		Special trips	12 00
Champigny and Railway Station	H. Robitaille	1	12	12 months	100 00
Channay and Piopolis	H. Ryan	9	1	6 do (to Sept. 30, '93)	25 00
do do	O. Martel	9	1	6 do from do	25 00
Charlesbourg and Charlesbourg West	E. Lefebvre	2½	2	3 do (to June 30, '93, and termination of contract)	16 66
Charlesbourg and Quebec	do	5	2	12 do	125 00
Charlesbourg West and Railway Station	F. Jobin	250 yds.	12	7 do 28 days (from Aug. 4, '93)	19 76
Chaudière Basin and Etchemin	A. Couture	3	6	3 do (from Jan. 1, '94)	20 00
Chaudière Curve and Railway Station	E. Fontaine	30 yds.	12	12 do	40 00
Chaudière Mills and Railway Station	G. Breakey	3½	6	12 do	99 92
Chaudière Station and Railway Station	A. McTeer, jr.	300 yds.	6	12 do	35 00
Chemin Taché and St. François-Xavier de Viger	J. B. Morin	6	2	12 do	58 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Chicoutimi and Grande Baie.....	M. Tremblay.....	13	6	12 months.....	280 00
Chicoutimi and Hebertville.....	J. B. Simard.....	40	6	3 do 11 days (to July 11, '93).....	277 17
do do.....	E. Ouellet.....	40	6	1 do 25 days (to Oct. 26, '93).....	188 00
do do.....	A. Guimond.....			Special trip.....	4 00
Chicoutimi and Jonquières.....	E. T. Nesbitt.....			do.....	2 50
Chicoutimi and Laterrière.....	L. Maltais.....	10	6	12 months.....	325 00
Chicoutimi and Railway Station.....	A. Guimond.....	½	6	6 do 25 days (from July 11, '93).....	56 80
Chicoutimi and Rivière du Moulin.....	P. Grenou.....	1½	1	9 do (from July 1, '93).....	11 70
Chicoutimi and St. Cyriac.....	D. April.....	48		Special trip.....	4 00
Chicoutimi and Tremblay.....	C. Jean.....	2	6	12 months.....	120 00
Chicoutimi and Wharf.....	A. Guimond.....	½	3	Season 1893.....	65 25
Clairvaux and St. Cassien des Caps.....	J. Guay.....	6	3	12 months.....	60 00
Clapham and Inverness.....	J. Forbes.....	13½	3	12 do.....	156 00
Coleraine Station and Railway Station.....	J. Roberge.....	67 yds.	12	12 do.....	40 00
Craig's Road Station and Railway Station.....	N. Fournier.....	10 yds.	12	12 do.....	24 00
Cranbourne and Cudlaff.....	W. Wilson.....	5	6	6 do (to Sept. 30, '93).....	45 00
do do.....		5	6	6 do from do.....	65 00
Cranbourne and Frampton.....	V. Lacroix.....	8	6	12 do.....	210 00
Cross Point and Ste. Anne de Restigouche.....	J. Olscamp.....	2	6	3 do (to June 30, '93).....	25 00
do do.....	do.....	2	6	9 do from do.....	82 50
Cross Point and Sellarville.....	W. Adams.....	10½	2	12 do.....	85 00
Cumberland Mills and River Gilbert.....	T. J. Taylor.....	8	1	12 do.....	50 00
Dablon and Railway Station.....	G. Larouche.....	½	6	12 do.....	45 00
Delisle and St. Joseph d'Alma.....	F. Gagné.....	8	2	12 do.....	92 48
Delisle and Taillon.....	A. Larouche.....	12	1	9 do (from July 1, '93).....	39 00
Dequen and Railway Station.....	O. Couture.....	2	3	12 do.....	50 00
Deschambault and Railway Station.....	D. Perrault.....	2½	12	12 do.....	99 00
Deschambault Station and Railway Station.....	N. Mercier.....	75 ft.	12	12 do.....	10 00
Deschambault Station and St. Gilbert.....	H. Paquin.....	34	30	11 do (from May 1, '93).....	27 50
Douglstown and Douglas West.....	O. Walsh.....	2½	1	3 do (from Jan. 1, '94).....	10 00
Douglstown and Wharf.....	C. Kennedy.....	1	as req.	Termination of contract.....	13 00
East Magdala and Lyster.....	A. Rousseau.....	4	1	12 months.....	26 00
Egg Island and Pointe aux Anglais.....	L. Langlais.....	4	2	Season 1893.....	6 00
Elgin Road and Railway Station.....	F. Bélanger.....	1	3	12 months.....	40 00
Escuminac and Fleurant.....	J. Doherty.....	8	1	12 do.....	48 00
Esquimaux Point and Moisie.....	C. Dupuis.....	121		Season 1893-94.....	475 00
Esquimaux Point and Nastashquan.....	P. Preverreau.....	100		do.....	200 00
Etchemin and Lévis.....	F. Joncas.....	6	12	12 months.....	400 00
Etchemin and St. Jean Chrysostôme.....	A. Pichet.....	3	6	12 do.....	112 00
Etchemin and St. Nicholas.....	M. Carrier.....	9	6	3 do (to June 30, '93).....	93 75
do do.....	N. Hébert.....	9	6	9 do from do.....	251 25
Etchemin and South Quebec.....	P. E. Bourassa.....	4	6	12 do.....	100 00
Father Point and Railway Station.....	J. Heppel.....	2	12	9 do (to Dec. 31, '93).....	89 25
do do.....	do.....	2	12	3 do from do.....	50 00
Fleurian and Ste. Luce Station.....	A. Caron.....	18	3	12 do.....	148 00
Fontenelle and Gaspé Basin.....	J. Stanley.....	8	1	12 do.....	36 00
Fortin and Matane.....	N. Fortin.....	6	1	12 do.....	40 00
Fox River and Grande Grève.....	E. Tapp.....	20	3	12 do.....	235 00
Fox River and Petite Madeleine.....	J. B. Jalbert.....	51	2	12 do.....	625 61
Frampton and Ste. Hénédine.....	J. Audet.....	18	6	12 do.....	250 00
Frampton and Springbrook.....	J. Clark.....	4	3	12 do.....	60 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fréchette and St. Nicholas	A. Fortier	5	3	12 months	78 00
Gaspé Basin and Gaspé Basin South	J. H. Eden	4½	3	12 do	75 00
Gaspé Basin and Grande Grève	T. J. Miller	15	3	4 do 16 days (to Aug. 16, '93)	85 14
do do	do	15	4	3 do 9 days (to Nov. 24, '93)	72 99
do do	do	15	3	4 do 6 days (from Nov. 24, '93)	77 81
do do	do			Season 1893.	9 50
Gaspé Basin and Paspébiac	W. P. Ramier	103	6	12 months (less fine)	6,715 00
Gaspé Basin and Wharf	J. F. Davis	4	as req.	Termination of contract	13 00
Grande Baie and L'Anse St. Jean	R. Gagnon	54	2	12 months	230 00
Grande Baie and St. Urbain	A. Fortin	63	3	9 do (broken period)	533 00
Grande Caspédia and New Richmond	W. Robertson	4½	2	12 do	80 00
Grandes Coudées and Jersey Mills	E. J. Cahill	14	3	12 do	180 00
Grand Metis and Metis Point	W. E. Page	6	6	Season 1893.	60 00
Grand Metis and Railway Station	do	3	12	6 mos. (to Sept. 30, '93).	100 00
do do	C. N. Page	3	12	6 do from do	100 00
Grand Pabos and St. Adelaïde de Pabos	T. Soucy	4	as req.	Termination of contract	13 00
Grand River and Wharf	T. A. Beaudin	4	do	do do	14 00
Grondines and Railway Station	L. Côté	3½	12	12 months	240 00
Hamilton Cove and Portneuf Mills	W. Gibsons	4	2	7 do from (Sept. 1, '93)	75 83
Hébertville and Métabéhouan	E. Girard	12	6	5 do 5 days (to Oct. 26, '93; broken period)	167 44
Hébertville and Railway Station	do	3½	12	6 do 24 days (from July 11, '93; broken period)	132 00
Hébertville and St. Joseph d'Alma	F. Gagné	12	6	3 do 8 days (to July 8, '93; termination of contract	116 63
do do	X. Letourneau	9	6	1 do 26 days (to Oct. 26, '93)	67 20
Hedleyville and St. Roch de Québec	J. Deblois	¾	12	6 do (to Sept. 30, '93)	31 30
do do	H. Talbot	¾	12	6 do from do	27 50
Inverness and Kinnear's Mills	W. Cox	9½	3	12 do	116 00
Inverness and Leeds	H. McCutcheon	12	6	12 do	448 00
Inverness and New Ireland	J. Neagle	17	3	12 do	170 00
Inverness and Reedsdale	W. Cox	4	3	10 days (to April 10, '93).	1 50
Inverness and Ste. Julie Station	P. Lapointe	11	7	12 months	290 00
Isle aux Coudres and St. Paul's Bay	J. Dufour	9	2	12 do	200 00
Isle aux Grues and Montmagny	N. Lebel	6	2	12 do	250 00
Isle Verte and Notre-Dame de l'Isle Verte	P. J. Fraser	6	1	3 do (to June 30, '93).	20 00
do do	E. Fraser	6	1	9 do from do	60 00
Isle Verte and Railway Station	L. A. Bertram	1	12	12 do	80 00
Isle Verte and St. Paul de Croix	A. Boucher	10	2	12 do	104 00
Ivry and Notre-Dame du Lac	J. L. Gagné	1½	6	12 do	100 00
Jersey Mills and Marlow	E. J. Cahill	13	6	12 do	400 00
Jonquières and Railway Station	O. Gagné	6 acres	12	6 do 27 days (from July 10, '93; broken period)	33 15
Jonquières and St. Cyrac	H. Gaudreau	10	1	8 do (broken period)	31 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kamouraska and Railway Station.	J. B. Pelletier	5	24	12 months	375 00
Kinnear's Mills and Robertson Station	E. Stevenson	11	11	12 do	239 00
Kiskissink and Railway Station.	J. Bernier	4	6 & 3	12 do	20 00
La Beauce and Railway Station.	J. B. Grégoire	3	12	12 do	50 00
La Beauce and St. Elzéar de Beauce	F. Guay	3	6	12 do	92 00
Lac au Sable and Railway Station	J. B. Darveau	100 ft.	12	12 do	30 00
Lachevrière and Railway Station.	V. Portelance	6 acres	6	12 do	18 00
Lac Edouard and Railway Station.	D. F. Johnston	15 yds.	6	6 do (to Sept. 30, '93).	8 01
do do	R. Rowley	do	6	6 do from do	7 80
Lac St. Joseph and Railway Station	L. Piché	4 acres	12	12 do	25 00
La Décharge and Tremblay	J. Sheehy	21	1	12 do	103 00
Lake Beauport and Quebec.	P. Brown	13	2	12 do (extra service).	171 60
Lake Etchemin and Langevin	L. Mercier	12	6	12 do	290 00
Lake Etchemin and Ste. Rose de Watford	E. Bougie	12	1	12 do	50 00
Lake Etchemin and Standon	F. Gosselin	12	6	12 do	270 00
Lamartine and Railway Station.	P. Cloutier	24	3	12 do	50 00
Lambton and Railway Station	C. Fortier	14	6	12 do	350 00
Lambton and St. Samuel de Gayhurst	J. Roy	16	6	12 do	399 00
Landvilla and Railway Station	C. Lavallée	2	6	12 do	56 00
L'Anse à Gilles and Railway Station	P. F. Giasson	2	6	6 do (to Sept. 30, '93).	50 00
do do	Z. Giasson and G. Michaud	2	6	6 do from do	50 00
L'Anse au Fou and Tremblay	L. Grenon	8	4	12 do	158 20
L'Anse St. Jean and St. Etienne de Saguenay	L. H. Gagnon	21	2	7 do (from April 1, '93; broken period)	150 00
La Petite Rivière, St. François Xavier and St. Cassien des Caps	P. Boucher	7	6	12 do	220 00
Lauzon and Lévis.	J. B. Carrier	2	12	12 do	95 00
Lauzon and St. Joseph de Lévis.	E. Ruël	14	12	12 do	140 00
Lauzon and St. Joseph de Lévis Street Letter Box	J. B. Carrier	3	18	12 do	15 00
Laval and Quebec.	T. Keough	17	2	12 do	100 00
Leeds and Wilson's Mills.	H. McCutcheon.	2	6	12 do	100 00
Leeds Village and Lemesurier	J. Hutchison	5	3	12 do	68 00
Les Eboulements and Les Eboulements Wharf	J. Dufour	3	3	Season 1893.	38 50
Les Eboulements and St. Hilarion	G. Perron	8	6	12 months	145 00
Les Eboulements and Wharf.	N. Degagnée	5	As req	2 trips.	1 50
do do	G. Gagnon	5	do	Season 1893.	165 20
Les Escoumains and Sault au Cochon.	J. Boissonneault	35	3	12 months	675 00
Les Escoumains and Tadousac.	F. Brisson	27	4	12 do	580 00
Lessard and St. Elzéar de Beauce	I. Racine	3	6	12 do	25 00
Les Saules and Quebec.	J. Tardif	6	6	12 do	140 00
Lévis and Notre-Dame de Lévis.	M. Gagnon	4	13 & 19	12 do	210 00
Lévis and Quebec.	W. Moore	1	18 & 12	12 do	350 00
Lévis and Quebec	L. P. Thibault			Special trip.	0 80
do do	E. Guay			do	4 00
do do	W. Thibault			Special trips	6 00
Lévis and Railway Station (G. T. R.)	C. Lafamme	4	6	12 months	15 00
Lévis and Railway Station (I. C. R.)	A. Lafamme	4	24	12 do	90 25
Lévis and Railway Station.	F. Bégin	4	12	12 do	45 00
Lévis and St. Michel	E. Poiré	15	6	12 do	300 00
Lévis and Street Letter Boxes.	M. Gagnon	44	18	12 do	370 52
Linière and Metgermette.	J. Morin	134	3	12 do	137 00
L'Islet and Railway Station.	B. Morin	24	12	12 do	125 00
Little Métis and Railway Station.	J. Macnider	6	6	17 days (to Aug. 31, '93).	11 25
Lorette and Railway Station.	J. B. Linteau	4	12	12 months	42 00

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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.
Lourdes and Somerset	J. B. G. Nadeau	8	50	12 months	50 00
Lourdes du Blanc Sablon and Natashquan	N. Blois	271	1	Season 1893-94	350 00
Lower Ireland and Thetford Mines	G. R. Henderson	12	1	12 months	52 00
Malhiot and Ste. Sophie de Mégantic	A. Malhoit	24	3	12 do	40 00
Maple Grove and Richardville	J. Lynaugh	7	3	12 do	95 00
Maple Grove and Wolfestown	R. Boulanger	6½	2	9 do (to Dec. 31, '93)	56 25
do do	M. Bilodeau	6½	2	3 do from do	16 25
Maria and Maria East	J. Bejold	5	3	12 do	75 00
Maria and New Richmond	A. Cyr	32	1	Special service	7 50
Marlow and United States Boundary Line	A. A. Wilson	14½	3	12 months	149 00
Matane and Railway Station	G. Levigne	32	6	12 do	650 00
Matane and Ste. Anne des Monts	E. Lepage	57	3	12 do	674 00
Matapedia and Railway Station	E. Doiron	200 yds.	12	6 do (to Sept. 30, '93)	22 50
do do	do	200 yds.	12	6 do from do	49 92
Matapedia and Runnymede	J. Lawlor	12	1	12 do	70 00
Mercier and Notre-Dame du Rosaire	O. Pruneau	6	3	12 do	80 00
Métabéchuouan and Railway Station	C. Gagnon	10 acres.	12	6 do 22 dys. (from July 11, '93)	44 00
Métabéchuouan and St. Gédéon	T. Duchaine	8	6	4 do 10 days (to July 10, '93)	83 15
do do	J. Gauthier	8	6	1 do 22 days (to Oct. 21, '93) and extra trip	43 88
do do	T. Duchaine	8	6	4 days (to Oct. 26, '93)	3 26
Métabéchuouan and St. Hilaire du Lac St. Jean	P. Boivien	13½	1	9 mos. (from July 1, '93)	55 50
Miguasha and St. Jean L'Évangéliste	A. Labillois	5	1	12 do	25 00
Mistassini and Ticonabé	J. Trudel	18	1	12 do	70 00
Mont Carmel and Railway Station	R. Lavoie	3	6	12 do	97 48
Montmagny and Railway Station	A. Gamache	1	12	12 do	72 00
do do	C. Larcher	1	12	12 do	100 00
Montmorency Falls and Montmorency Village	J. Mathieu	8	6	12 do	25 00
Montmorency Falls and Quebec	L. Tessier	8	6	12 do	280 00
Morigeau and St. François de Montmagny Railway Station	O. Tremblay	2	6	12 do	40 00
Mouth of St. Francis and Upper St. Francis	R. Connors	4	3	12 do	75 00
Murray Bay and St. Agnes	T. Lapointe	9	3	12 do	69 50
Murray Bay and St. Paul's Bay	A. Bouchard	30	6	12 do	1,170 00
Murray Bay and St. Siméon	L. Lavoie and J. Couturier	20	4 & 3	6 do (to Sept. 30, '93)	136 00
do do	J. Couturier	20	4 & 3	6 do from do	134 00
Murray Bay and Wharf	G. Boulliane	3	As req	Season 1893	226 00
Newbois and Scott Junction	C. Genest	9	6	12 months	300 00
New Carlisle and Wharf	T. Coldwell	3	As req	Termination of contract	13 00
Newport and Wharf	J. Jessop, sen.	1	do	do	13 00
Newport Point and Wharf	do	1	do	do	13 00
New Richmond and Lazy Bogan	R. Brash	45	17	trips	110 50
New Richmond and Wharf	J. Robertson	3	2	Termination of contract	9 75
Normandin and St. Félicien	L. Carbonneau	20	3	12 months	175 00
Notre-Dame de Lévis and Villemay	M. Gagnon	1	6	12 do	60 00
Notre-Dame de Rimouski and Railway Station	A. Parent	½	12	12 do	75 00
Notre-Dame des Anges and Railway Station	J. Chateauvert	1	12	12 do	55 00
Notre-Dame du Portage and Railway Station	J. B. Thibault	7	6	12 do	124 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
O'Donnell Siding and O'Donnell Siding Railway Station.....	P. Girard.....	$\frac{1}{4}$ & $\frac{3}{4}$	3	12 months.....	25 00
Old Lake Road and Railway Station.....	P. Caron.....	$\frac{1}{4}$ & $\frac{3}{4}$	12 & 6	12 do.....	100 00
Paspébiac and Wharf.....	B. Loisel.....	$\frac{3}{4}$	as req.	Termination of contract..	19 50
Perce and Wharf.....	T. E. Flynn.....	$\frac{3}{4}$	as req.	do do.....	13 00
Perthuis and Railway Station.....	E. L. Sewell.....	200 yds.	12	12 months.....	25 00
Petite Madeleine and Ste. Anne des Monts.....	A. J. Sasseville.....	56	2	12 do.....	575 26
Pointe aux Orignaux and Rivière Ouelle.....	J. B. Hudon.....	2 $\frac{1}{2}$	12 & 6	12 do.....	58 32
Pointe aux Trembles and Quebec.....	A. Angers.....	22	6	12 do.....	494 00
Pointe Bleue and Roberval.....	L. E. Otis, jun.....	5	3	12 do.....	85 00
Point St. Peter and Wharf.....	P. Bond.....	$\frac{1}{4}$	as req.	Termination of contract..	10 40
Pointe Séche and St. Pascal.....	A. Desjardins.....	11	3	9 mos. (to Dec. 31, '93)	90 00
Port Rouge and Railway Station.....	J. Denis.....	$\frac{3}{4}$	as req.	12 do.....	92 00
Port Daniel Centre and Wharf.....	J. Lawrence.....	3	as req.	Termination of contract and extra trips.....	48 00
Portneuf and Railway Station.....	E. Marcotte.....	1	12	12 months.....	100 00
Price and St. Octave.....	P. Bourgoin.....	3	6	12 do.....	75 00
Quai de Rimouski and Rimouski.....	C. Gasse.....	2	6	9 do (to Dec. 31, '93)..	60 00
do do.....	do.....	2	6	3 do from do.....	25 00
Quebec P. O. and Immigration Letter Box.....	E. Corneil.....	$\frac{3}{4}$	as req.	Season 1893.....	20 00
Quebec and Railway Station.....	G. Hough.....	$\frac{1}{4}$ & $\frac{1}{2}$	12 & 18	3 mos. (to June 30, '93).	285 20
do do &c.....	do.....	$\frac{1}{4}$	as req.	9 do from do.....	2,100 00
Quebec and St. Jean and St. François, I.O.....	A. Maranda.....	27	6	12 do.....	780 00
Quebec and St. John's Suburbs Street Letter Box.....	M. Gingras.....	3 $\frac{1}{4}$	30	12 do.....	374 48
Quebec and St. Sauveur de Québec.....	F. Gignac.....	1 $\frac{1}{4}$	31	12 do.....	398 00
Quebec and St. Tite des Caps.....	F. Cloutier.....	33	6	6 do (to Sept. 30, '93).	500 00
do do.....	J. Giguère.....	33	6	6 do from do.....	469 00
Quebec and Spencer Cove.....	A. Cullen.....	5	12	6 do (to Sept. 30, '93).	110 00
do do.....	do.....	5	12	6 do from do.....	125 00
Quebec and Stoneham.....	J. Corrigan.....	17	2	12 do.....	145 00
Quebec and Street Letter Boxes.....	C. Gagné.....	1	30	12 do.....	180 00
Quebec and Wharf.....	G. Hough.....	$\frac{1}{2}$	as req.	3 do (to June 30th, '93, extra trips)....	406 12
do do.....	J. Chamberland.....	$\frac{1}{2}$	2	do do.....	40 50
Rimouski and Railway Station.....	L. Lavie.....	$\frac{1}{2}$	24	12 do and extra trips..	174 50
Rimouski and Ste. Blandine.....	J. Ross.....	9	2	12 do.....	54 48
Risborough and St. Samuel de Gayhurst.....	E. Dallaire.....	8	1	12 do.....	30 00
River Gilbert and River Gilbert Gold Mines.....	J. Quirion.....	3 $\frac{1}{2}$	6	12 do.....	140 00
Rivière à L'Ours and La Fourche des Chemins.....	J. B. Gaudin.....	4	1	9 do (to Dec. 31, '93)..	30 00
do do.....	N. Gaudin.....	4	1	3 do from do.....	15 00
Rivière à Pierre and Railway Station.....	J. S. Murphy.....	$\frac{1}{4}$	12	12 do.....	20 00
Rivière au Doré and St. Felicien.....	P. Bélanger.....	12	1	12 do.....	65 00
Rivière aux Pins and St. Gabriel Railway Station.....	M. Hayes.....	6 $\frac{1}{2}$	2	12 do.....	72 00
Rivière du Loup and Railway Station.....	M. L. Marchand.....	1 $\frac{1}{2}$	49	12 do and extra trip..	784 74
Rivière du Loup and Wharf.....	A. Bérubé.....	3	12	Season 1893.....	96 00
Rivière du Loup and Wharf.....	L. T. Pinze.....	3	as req.	do.....	74 20
Rivière du Loup and Street Letter Box.....	M. L. Marchand.....	1 $\frac{1}{2}$	25	8 mos. and 13 days (from July 19, '93).....	91 60



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Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rivière Ouelle and Railway Station	N. Anctil	5	12	12 months	200 00
Rivière Ste. Marguerite and Tadoussac	A. Fortin	21	1	12 do	94 00
Rivière Trois Pistoles and Railway Station	A. Rioux	4	12	12 do	60 00
Robertson Station and Railway Station	A. Talbot	1 acre.	12	12 do	40 00
Robertson Station and Sacre-Coeur de Marie	J. Vallière jun.	6	6	12 do	186 00
Roberval and Railway Station	J. Potvin	4	6 & 12	9 do (to Dec. 31, '93)..	34 62
do do	do	4	6	3 do from do	13 75
Roberval and St. Prime	J. Tradit	10	3 & 6	6 do (to Sept 30, '93)..	128 34
do do	do	10	3	6 do from do	80 00
Ste. Adelaide de Pabos and Wharf	R. Duguay	3	as req.	Termination of contract..	13 00
St. Alban and Railway Station	R. Rivard	7	6	12 months	119 00
St. Alexandre and Railway Station	R. Fortin	400 yds.	12	12 do	50 00
St. Alexandre and St. Eleuthère	do	24	1	12 do	100 00
St. Anaclet and Railway Station	L. St. Pierre	23	12	12 do	92 00
St. André and Railway Station	E. Michaud	4½	8	3 do (to June 30, '93).	50 00
do do	do	5	12	9 do from do	225 00
Ste. Angèle de Rimouski and Ste. Flavie Station	A. Beaulieu	8	6	12 do	160 00
Ste. Anne de la Pocatière and Railway Station	J. O. Ouellet	1	12	12 do	229 86
Ste. Anne de la Pocatière and St. Onézime	G. Ouellet	6	3	12 do	117 00
St. Anselme and Railway Station	F. Lamontagne.	1	12	12 do	80 00
St. Anselme and Ste. Claire	do	7	6	12 do	175 00
St. Arsène and Viger	O. Gagnon	6	6	3 do (to June 30, '93).	37 50
do do	A. Dionne	6	6	9 do from do	101 25
St. Aubert and Railway Station	C. Dubé	14	12	3 do (to June 30, '93).	25 00
do do	do	13	12	9 do from do	97 50
St. Aubert and St. Pamphile	P. St. Pierre	31	2	12 do	160 00
do do	do	31	1	12 do	105 00
St. Bazile and Railway Station	F. Pâquet	23	6	12 do	80 00
St. Bazile Station and Railway Station	C. A. Délage	2 acres.	6	12 do	12 00
St. Benoit Labre and St. Honoré	B. Tanguay	9	3	5 do (to Aug. 31, '93).	41 66
St. Benoit Labre and St. George	G. Busque	8	3	7 do from do	35 00
St. Bruno and St. Pascal	P. Côté	7	1	12 do	50 00
St. Casimir and Railway Station	L. Martin	43	12	12 do	216 00
St. Casimir and St. Ubalde	J. Soulard	11	6	12 do	270 00
Ste. Catherine and Railway Station	P. Julien	1	6	12 do	70 00
St. Charles and Railway Station	E. Bilodeau	1	6	12 do	25 00
Ste. Claire and St. Malachie	P. Turgeon	10	6	12 do	268 00
St. Clément and St. Cyprien	J. Dionne	5	2	12 do	40 00
St. Clément and St. Eloi	J. Roy	12	3	3 do (to June 30, '93).	31 25
do do	C. Boucher	12	3	9 do from do	103 50
St. Cyrille and Railway Station	J. B. Cloutier	7½	3	12 do	150 00
St. Cyrille and St. Marcel	T. Touchette	15	1	12 do	75 00
St. Damase de Rimouski and Railway Station	A. Langlois	7	3	12 do	80 00
St. David de Lévis and Hadlow Cove	J. Hallé	1	6	12 do	50 00
St. Denis and Railway Station	F. Thibault	4	12	12 do	124 25
St. Edmund and Stoneham	J. Corrigan	5	2	12 do	50 00
St. Eloi and Railway Station	P. Langelier	3	6	12 do	100 00
St. Etienne du Saguenay and Tadoussac	J. Murray	10	2	12 do	294 00
St. Evariste de Forsyth and Railway Station	P. A. Veilleux	26	6	12 do	524 72
St. Evariste de Forsyth and St. Hilaire de Dorset	A. Bégin	8½	1	12 do	45 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Evariste de Forsyth and St. Honoré	S. Nadeau	7	6	12 months	149 00
St. Fabien and Railway Station	E. Jean	1	12	do	47 00
Ste. Famille and St. Pierre, I.O.	A. Maranda	8	3	do	120 00
St. Félicien and St. Prime	P. Rousseau	9	3 & 6	6 do (to Sept. 30, '93).	80 21
do do	do	9	3	6 do from do	50 00
St. Félicien and Ticonabé	O. Perreault	5	3	6 do (to Oct. 31, '93).	45 00
Ste. Flavie and Railway Station	P. Chouinard	3	12	do	400 00
St. François and Trois-Pistoles	F. Morin	7½	3	9 do (from July 1, '93)	67 50
St. François de Montmagny and Railway Station	E. C. Bentet	1½	12	do	100 00
St. François-Xavier de Viger and Viger	J. Martin	6	3	12 do and extra trip	104 00
St. Frédéric and Railway Station	J. Gagne	2	6	do	88 00
St. Frédéric and St. Séverin de Beauvillage	F. X. Plante	6	3	do	160 00
St. Gabriel Station and Railway Station	K. Landrigan	10 acres.	6	do	16 00
St. Gédéon and Railway Station	T. Duchaine	1	12	7 do 26 dys (from July 10, '93; broken period)	108 60
St. George East and St. Prosper de Dorchester	M. Gagnon	12½	2	do	80 00
St. Germain de Kamouraska Ste. Hélène, de Kamouraska and Pointe Seche	J. Moreau	6 & 4	6	3 do (from Jan. 1, '94)	50 00
St. Gervais and Railway Station	F. Roy	5½	6	12 do	100 00
St. Gervais and St. Lazare	J. Bélanger	6	6	12 do	179 00
St. Gervais and St. Nérée	J. Goulet	9	3	do	100 00
St. Hélène and Railway Station	H. Beaulieu	½	12	do	20 00
Ste. Hénédine and Railway Station	J. Mercier	½	12	6 do (to Sept. 30, '93).	25 00
do do	do	½	12	6 do from do	30 00
St. Henri and Railway Station	T. Couet	½	12	do	70 00
St. Henri and St. Isidore	M. Fortin	10	6	do	200 00
St. Henri and St. Lambert	Z. Buteau	10	6	do	200 00
St. Henri Station and Railway Station	G. Deners	½	12	3 do (to June 30, '93).	18 75
do do	do	½	12	9 do from do	75 00
St. Jean de Dieu and Trois-Pistoles	M. M. D'Auteuil	17	3	3 do (to June 30, '93).	47 00
do do	do	13	3	9 do from do	108 00
St. Jean Port Joli and Railway Station	G. Poitras	1½	12	do	160 00
St. Joseph d'Alma and Railway Station	X. Letourneau	9	6	9 do 19 dys. (from July 10, '93; broken period)	136 80
Ste. Louise and Railway Station	A. Gagnon	1½	12	do	49 00
Ste. Luce and Railway Station	H. Morisset	2	12	do	116 00
St. Malachie and Standon	J. Fortin	13	6	do	348 00
St. Mathieu and St. Simon	F. Parent	3	6	do	158 00
St. Modeste and St. Modeste Railway Station	D. Chouinard	4½	6	do	115 00
St. Moise and Railway Station	J. Smith	2½	6	9 do (to Dec. 31, '93).	67 50
do do	J. Plourde	2½	6	3 do from do	22 50
St. Moise Station and Railway Station	J. Vaillancourt	1	12	do	24 00
St. Pacôme and Railway Station	F. Michaud	1½	12	do	125 00
St. Patrick and Railway Station	T. C. Picard	4	13	Season 1893.	129 75
St. Paul du Buton and St. Pierre de Montmagny	E. Proulx	17	3	12 months	275 00
St. Paul's Bay and St. Tite des Caps	T. Dufour	26	6	12 do	760 00
St. Paul's Bay and St. Urbain	T. Tremblay	9	6	do	150 00
St. Paul's Bay and Wharf	C. Bouchard	3	as req.	Season 1893.	238 00
St. Philippe de Néry and Wharf	F. Deschène	¾	12	12 months	40 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Pierre de Montmagny and Railway Station	N. Samson	2	12	12 months	100 00
St. Raphaël and Railway Station	P. Gauthier	6	6	12 do	150 00
St. Raymond and Railway Station	J. Beuprè	1 $\frac{1}{2}$	12	12 do	88 80
St. Roch de Québec and Stadacona	F. Cliche	1 $\frac{1}{2}$	3	12 do	50 00
St. Sauveur de Québec and St. Sauveur Street Letter Box	F. Gignac	2	30	12 do	195 00
St. Siméon and Tadousac	F. Bouliane	22	4 & 3	6 do (to Sept. 30, '93).	230 00
do do	do	22	4 & 3	6 do from do	250 00
St. Simon and Railway Station	J. B. Martin	1	48	12 do	48 00
St. Sophie de Mégantic and Maple Grove	E. Gosselin	10 & 13	6 & 3	12 do	350 00
St. Valier and Railway Station	J. Corriveau	3	6	12 do	100 00
Sayabec and Railway Station	H. Boulay	1	12	12 do	30 00
Scott Junction and Railway Station	G. Garon	1	12	12 do	50 00
Sillery Cove and Spencer Cove	M. A. McCormick	1 $\frac{1}{2}$	6	12 do	50 00
Somerset and Railway Station	P. Chamberland	1	6	12 do	50 00
Somerset and Street Letter Box	H. Jutras	1	6	12 do	15 00
South Quebec and Railway Station	J. Ritchie	200 yds.	36	12 do	150 00
Stoneham and Tewkesbury	X. Deschamps	7 $\frac{1}{2}$	2	12 do	50 00
Tadouac and Wharf	P. Marquis	1	as req.	Season 1893.	51 90
do do	F. Bouliane	1	as req.	Special service	10 50
Thetford Mines and Railway Station	L. Larochelle	150 yds.	12	9 mos. (to Dec. 31, '93).	22 54
do do	O. Bouthillette	150 yds.	12	3 do from do	7 48
Tring Station and Railway Station	E. Vallée	1	12	12 do	41 25
Trois-Pistoles and Railway Station	T. P. Pelletier	1	12	6 do (to Sept. 30, '93).	40 00
do do	do	1	24	6 do from do	36 80
Trois-Saumons and Railway Station	B. Gaumond	2	6	12 do	68 00
Valcartier and Railway Station	J. McBain	6	6	12 do	185 00
Village des Aulnais and Railway Station	L. O. Francœur	5	12	12 do	180 00
Special Service in connection with Steamer "Admiral"	P. Kelly			Season 1893.	684 00
Total					\$67,717 03

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

SHERBROOKE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, made within the Year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercorn and Railway Station	M. S. Jeune		12	12 months	75 00
Adamsville and Railway Station	D. Larivée		12	do	74 00
Agnes and Railway Station	J. S. Wilson	32	12	do	36 00
Agnes and St. Cecile de Whitton	A. Aubé	9	3	do	96 00
Aird, Clarenceville and Miranda	M. J. Burwort	6 & 4	3	do	96 00
Angeline and St. Alphonse de Granby	E. E. Forgues	4	6	do	150 00
Ascot Corner and Railway Station	A. Stacey		12	do	50 00
Ascot Corner and Westbury	J. P. Woodrow	3	4	9 do (to Dec. 31, '93)	37 50
do do	F. Lohrop	4	4	3 do from do	12 50
Ayer's Flat and Kingscroft	C. E. Carter	6	3	do	111 00
Ayer's Flat and Railway Station	H. G. Ayer		12	7 do (to Oct. 31, '93)	23 33
do do	do		12	6 do from do	25 00
Baldwin's Mills and Corliss	W. K. Baldwin	3	6	do	90 00
Bedford and Pierceton	J. Briggs	8½	6	do	250 00
Beebe Plain and Railway Station	C. H. McClintock		12	do	75 00
Beranger and Dunham	S. Cook	4	2	do	50 00
Birchton and Railway Station	R. Bridgette	10	12	do	50 00
Birchton and Sand Hill	C. F. Carswell	4	3	do	54 00
Bishop's Crossing and East Dudswell	H. R. Bishop	3	2	do	43 00
Bolton Centre, Knowlton and Knowlton Landing	J. E. Mooney	9	6	do	700 00
Bolton Forest and Eastman	D. E. Phelps	2	3	do	50 00
Boscobel and Roxton Falls	J. Hackwell	8	1	do	45 00
Boynton and Fairfax	V. W. Eaton	4½	3	do	80 00
Boynton and Railway Station	A. W. Brown		12	do (to Jan. 31, '94)	41 67
do do	A. R. Hills		12	2 do from do	10 00
Brigham and Farnham Centre	P. E. O'Connor	2	6	do	98 50
Brigham and Railway Station	J. Harrison, jun.		12	do	48 00
Brome and Railway Station	E. S. Chapman		12	3 do (to June 30, '93)	15 00
do do	C. L. Wilson		12	9 do from do	37 44
Brompton and Brompton Falls	H. Addison	4	3	do	80 00
Brookbury and Robinson	R. Rowe	5	2	do	48 00
Bulwer and Railway Station	A. Sanborn	30 yds.	12	do	20 00
Canterbury and Scottstown	R. Groom	4	2	do	42 00
Capelton and Eustis	J. Blue	14	12	9 do (to Dec. 31, '93)	39 00
do do		14	12	3 do from do	19 50
Capelton and Railway Station	S. L. Spafford	100 rods.	12	do	80 00
Castlebar and Danville	J. Jarvis	5	6	do	175 00
Channell and Millington	C. L. Channell	3½	3	9 do (to Dec. 31, '93)	45 00
do do		3½	3	3 do from do	25 00
Charrington and East Clifton	H. E. Cairns	4½	2	do	40 00
Chartierville and La Patrie	A. Blanchette	9	3	do	105 00
Cherry River and Magog	G. S. Buzzell	4	3	do	60 00
Clarenceville and Lacolle Railway Station	M. J. Burwort	4	6	do	240 00
Clarenceville and Wolfe Ridge	do	4	3	do	40 00
Coaticook and Canaan, Vt.	T. J. B. Trihey	19	2	do	200 00
Coaticook and Ladd's Mills	I. M. Ladd	2½	3	7 do (from Sept. 1, '93)	29 17
Coaticook and North Coaticook	J. Meade	1½	12	do	100 00
Coaticook and Perryboro	C. Perry	8	3	do	120 00
Coaticook and Rock Island	H. A. Channell	20	6	do	450 00
Coaticook and St. Edwidge	G. Boulay	10	6	do	300 00
Coleraine Station and Sanborn	P. Devlin	14	3	3 do (to June 30, '93)	43 50

## Postmaster General's Report.

DETAILS of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						\$ cts.
Coleraine Station and Wolfestown..	A. Bilodeau.....	9	3	3	mos. (to June 30, '93).	22 25
do do	P. Roberge.....	9	6	9	do from do	141 75
Compton and Martinville.....	F. Pierce.....	6	6	12	do	180 00
Compton and Railway Station.....	S. Todd.....	1½	6	12	do	15 00
Cookshire and Flanders.....	H. LeBourveau..	4½	2	12	do	60 00
Cookshire and Railway Station(C.P.)	do	4	24	12	do	104 00
Cookshire, Railway Station and Island Brook.....	J. Miller.....	10	6	12	do	225 00
Cookshire and Railway Station (Maine Central).....	S. J. Osgood.....	½	12	12	do	52 00
Corris and Railway Station.....	D. Humphrey.....	100 ft.	12	3	do 18 dys. (to July 18, '93)	7 47
do do	J. U. Messier.....	100 ft.	12	8	do 13 dys. from do	17 53
Cowanville and Railway Station..	J. E. O'Halloran..	½	12	12	do	72 00
Crossburg and Robinson.....	Wm. Ross.....	3	2	12	do	30 00
Danville and Railway Station.....	O. Inglis.....	½	5	12	do	38 00
Danville and St. Camille.....	U. Nault.....	17	3	12	do	245 00
Danville and St. George de Windsor	R. Pinard.....	10	6	8	do (to Nov. 30, '93).	200 00
do do	do	11½	6	4	do from do	116 67
Danville and South Ham.....	L. A. Turcotte.....	24	3	12	do	370 00
Dell and Scotstown.....	M. J. McDonald.....	5½	1	12	do	50 00
Dennison's Mills and Richmond Station.	J. R. Dennison.....	8	2	12	do	125 00
Derby Line(Vermont), Rock Island and Stanstead.....	H. A. Channell.....	1 & 1½	6 & 18	12	do	180 00
Derby Line and Stanstead Ry. Stn.)						
Dillonton and Eastman.....	F. P. Dufresne.....	3	6	12	do	126 00
D'Israeli and Railway Station.....	J. E. Rheault.....	120 yds.	12	12	do	32 00
D'Israeli and St. Fortunat.....	G. Gosselin.....	13	6	9	do (from July 1, '93)	210 00
Dixville and Railway Station.....	B. R. Baldwin.....	½	12	12	do	60 00
Dudswell Centre and Railway Station	C. H. Evans.....	2½	12	12	do	200 00
Dunbro, Scottsmore and Sweetsburg Railway Station	G. L. Scott.....	2½ & 1½	3 & 6	12	do	140 00
Dunham and East Dunham.....	J. G. Wales.....	3½	6	12	do	132 00
Dunham and Stanbridge Station.) Stanbridge East do	M. A. Hungerford.....	13 & 7	6 & 6	12	do	493 00
East Angus and Linda.....	D. B. Hall.....	1½	3	12	do	50 00
East Angus and Railway Station.....	J. F. Wilson.....	100 yds.	12	12	do	26 00
East Angus and South Dudswell.....	E. F. Orr.....	6½	3	12	do	87 00
East Clifton and Railway Station.....	H. E. Cairns.....	2½	6	12	do	94 00
East Farnham and Railway Station.....	C. H. Mansfield.....	1	12	12	do	150 00
East Hereford and Railway Station.....	J. Auberton.....	½	12	12	do	48 00
Eastman and Railway Station(C.P.)	S. Daignault.....	1½	12	12	do	90 00
Eastman Railway Station and St. Etienne de Bolton.....	L. Decelles.....	5	6	12	do	130 00
Eaton and Railway Station.....	M. Lebourveau.....	½	12	12	do	100 00
Echo Vale Railway Station and Pipopolis.....	H. Ryan.....	8½	6	6	do (to Sept. 30, '93).	147 50
do do	O. Martel.....	8½	6	6	do from do	125 00
Echo Vale and Railway Station.....	J. P. Jones.....	33 yds.	12	12	do	18 00
Egypte and St. Ephrem d'Upton.....	E. Chaput.....	8½	6	12	do	165 00
Farnboro' and West Shefford.....	J. Enright.....	2½	3	12	do	52 00
Farndon and Railway Station.....	S. Paquette.....	14 yds.	12	8	do (to Nov. 30, '93).	16 66
do do	G. Kennedy.....	250 ft.	12	4	do from do	12 00
Farnham and Railway Stations (C.P.) and (C.V.).....	L. E. S. Choquette.....	½	24	12	do	130 00
Farnham and Stanbury.....	M. J. Beattie.....	8	2	6	do (to Sept. 30, '93).	50 00
do do	do	8	3	6	do from do	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fontenoy and Melbourne.....	S. Frazer.....	6	2	12 months.....	48 00
Foster and Railway Station.....	E. C. Inglis.....	$\frac{1}{2}$	24	12 do.....	40 00
Frelighsburg and North Pinnacle.....	G. C. Chadburn.....	$6\frac{1}{2}$	3	12 do.....	89 48
Frelighsburg and St. Armand Railway Station.....	A. Shelters.....	10	6	12 do.....	337 00
Frelighsburg and Sweetsburg.....	C. A. Norden.....	$13\frac{1}{2}$	12	12 do.....	370 00
Frost Village and Waterloo.....	J. M. Parker, jr.....	$2\frac{1}{2}$	6	12 do.....	96 00
Fulford and Railway Station.....	F. N. Corriveau.....	$1\frac{1}{2}$	12	12 do.....	50 00
Fulford and West Brome.....	C. A. Hunt.....	13	3	12 do.....	155 72
Galson and Gould.....	R. Morrison.....	$5\frac{1}{2}$	2	12 do.....	42 00
Garthby Station and Railway Station.....	T. Jacques.....	210 yds.	12	12 do.....	73 74
Georgeville and Knowlton Landing.....	D. A. Bullock.....	3	3	12 do.....	78 50
Georgeville and Magog.....	C. A. Rexford.....	10	6	12 do.....	260 00
Georgeville and Magoon's Point.....	W. H. Brevoort.....	$5\frac{1}{2}$	2	12 do.....	52 00
Georgeville and Stanstead Junction.....	H. N. Bigelow.....	13	6	12 do.....	335 00
Glen Iver and Sherbrooke.....	C. Béchard.....	$7\frac{1}{2}$	2	12 do.....	76 00
Gould and North Hill.....	N. McDonald.....	$4\frac{1}{2}$	2	12 do.....	42 00
Gould and Red Mountain.....	C. Smith.....	5	2	12 do.....	40 00
Gould and Scottstown.....	A. Morrison.....	$7\frac{1}{2}$	6	12 do.....	333 00
Gould Station and Railway Station.....	M. Morrison.....	$1\frac{1}{2}$	12	9 do (to Dec. 31, '93).....	30 00
do do.....	do.....	$\frac{1}{4}$	12	3 do from do.....	5 00
Grandboro' and Granby.....	G. Vettie.....	$6\frac{1}{2}$ r. t.	3	12 do.....	96 00
Granby and Railway Station.....	S. Page.....		12	12 do.....	75 00
Granby and Ste. Cécile de Milton.....	N. St. Jacques.....	$9\frac{1}{2}$	6	12 do.....	280 00
Granby and Shefford Mountain.....	G. W. Williams.....	6 $\frac{1}{2}$	3	12 do.....	97 00
Greenshields and Richmond Station.....	R. E. Dyson.....	11	3	12 do.....	150 00
Hall's Station and Railway Station.....	E. Bean.....	30 rods.	12	12 do.....	24 00
Hardwood Flat and Robinson.....	W. R. Todd.....	$3\frac{1}{2}$	2	12 do.....	26 00
Hatley and Massawippi Railway Station.....	F. W. Maloney.....	$3\frac{1}{2}$	12	12 do.....	200 00
Iron Hill and West Shefford.....	W. Moffatt.....	$6\frac{1}{2}$	6	12 do.....	190 00
Island Brook and New Mexico.....	E. Dawson.....	$4\frac{1}{2}$	3	12 do.....	58 48
Johnville and Railway Station.....	R. A. Smith.....	76 yds.	12	12 do.....	36 00
Katevale and North Hatley.....	P. Gingras.....	$4\frac{1}{2}$	3	12 do.....	85 00
Keith and Robinson.....	J. McLennan.....	$8\frac{1}{2}$	3	12 do.....	96 00
Knowlton and Railway Station.....	A. E. Kimball.....	$\frac{1}{2}$	24	1 do 15 days (to May 15, 1893).....	12 50
do do.....	do.....	$\frac{1}{2}$	30	3 do 7 days (to Aug. 22, 1893).....	33 62
do do.....	do.....	$\frac{1}{2}$	24	7 do 9 dys. (from Aug. 23, 1893).....	60 59
Knowlton and Sutton Junction.....	C. A. Stone.....	7	12	3 do (from Jan. 1, '94).....	117 00
Knowlton and West Bolton.....	H. Chamberlin.....	3	3	12 do.....	45 00
Lake Aylmer and Lake Weedon.....	U. St. Cyr.....	12	6	9 do (to Dec. 31, '93).....	104 82
do do.....	do.....	12	6	3 do from do.....	62 50
Lake Megantic and Railway Station.....	J. N. Thibodeau.....	275 yds.	12	12 do.....	36 00
Lake Weedon and Railway Station.....	J. B. Beaupré.....	60 yds.	12	12 do.....	75 00
Lambton and Stornoway.....	E. Bélanger.....	9	6	12 do.....	300 00
La Patrie, Notre Dame des Bois and Valracine.....	J. St. James.....	9 & 6	6 & 3	12 do.....	260 00
La Patrie and Scottstown.....	A. L. Gendreau.....	9	6	12 do.....	196 00
La Patrie and West Ditton.....	Wm. Smith.....	$3\frac{1}{2}$	1	12 do.....	12 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lawrenceville and North Stukely	C. Colin	4	3	12 months	100 00
Lawrenceville and West Ely	J. Bousquet	6	3	6 do (from Oct. 1, '93)	50 00
Lennoxville and Milby	A. Aldrich	5	6	12 do	160 00
Lennoxville and Railway Stations (B. & M. and C.P.)	E. W. Abbott	$\frac{1}{16}$	24	12 do	120 00
Lennoxville Transfers (C. P. & G. T.)	do	70 yds.	12	12 do	25 00
Lennoxville and Spring Road	I. Parnell	4	2	12 do	52 00
Lime Ridge and Railway Station (Maine Central)	J. H. Barker	$\frac{1}{2}$	12	12 do	40 00
Lineboro' and Railway Station	J. Wood	$\frac{1}{2}$	12	7 do (to Oct. 31, '93)	15 17
do do	A. A. Kilborn	$\frac{1}{2}$	12	5 do from do	16 66
Lorne and Railway Station	E. D. Adams	200 yds.	12	12 do	40 00
McLeod's Crossing and Ry. Station	J. Gillies	200 yds.	6	1 do (from Mar. 1, '94)	1 67
Magog and Railway Station	L. N. Allard	$\frac{1}{2}$	12	3 do (to June 30, '93)	25 00
do do	J. A. Bessette	$\frac{1}{2}$	12	9 do from do	71 25
Main Post Road and Peter's Mines	M. Belanger	$4\frac{1}{2}$	2	12 do	60 00
Malmaison and Notre Dame de Stanbridge	I. Hebert	3	6	9 do (to Dec. 31, '93)	90 00
do do	M. Cartier	3	6	3 do from do	30 00
Malvina and Railway Station	M. Roy	$\frac{1}{2}$	6	12 do	48 00
Mansonville and Railway Station	W. B. Manson	$2\frac{1}{2}$	6	3 do (to June 30, '93)	31 25
do do	B. C. George	$2\frac{1}{2}$	6	9 do from do	56 25
Mansonville and Vale Perkins	J. M. Alex.	$5\frac{1}{2}$	3	12 do	60 00
Mansonville Railway Station and West Potton	S. L. Elkins	3	3	9 do (to Dec. 31, '93)	45 00
do do	A. Leach	3	3	3 do from do	12 00
Maple Leaf and Sawyerville	J. W. Planche	$4\frac{1}{2}$	6	12 do	150 00
Marbleton Railway Station and Lime Ridge	O. W. Côte	$3\frac{1}{2}$ & 1	12 & 6	12 do	170 00
Marbleton Railway Station and St. Adolphe de Dudswell	do	5	6	12 do	50 00
Melbourne and New Rockland	W. Broderick, jr.	$7\frac{1}{2}$	6	12 do	300 00
Melbourne and Richmond Railway Station	J. Largie	$1\frac{1}{2}$	12	12 do	200 00
Melbourne and Upper Melbourne	N. Coburn	$\frac{1}{2}$	13	12 do	100 00
Melbourne and Waterloo	S. Jamieson	33	3	12 do	500 00
Milan and Railway Station	J. D. Morrison	$1\frac{1}{2}$	12	12 do	24 00
Milan and Whitwick	J. R. McDonald	3	2	12 do	36 00
Milletta and Railway Stations	Mrs. M. A. Murray	143 yds.	6	12 do	10 00
Minton and North Hatley	A. E. Fish	$2\frac{1}{2}$	3	12 do	52 00
Moore's Station and Ry. Station	P. C. Moore	$\frac{1}{2}$	12	12 do	24 00
North Hatley and Railway Station	H. G. Bassett	$2\frac{1}{2}$	12	12 do	70 00
North Sutton and West Brome	O. Sweet	2	3	12 do	50 00
Paquette and Railway Station	P. E. Paquette	$1\frac{1}{2}$	6	12 do	90 00
Philipsburg and St. Armand Station	F. Cadorette	2	12	12 do	195 00
Robinson and Railway Station	L. Pope	$\frac{1}{2}$	12	12 do	70 00
Rock Forest and Railway Station	S. Simpson	$\frac{1}{2}$	6	12 do	32 00
Rock Forest and Suffield	E. E. Bean	3	3	12 do	76 00
Roxton East and Roxton Falls	E. Dalphé	5	2	12 do	60 00
Roxton Falls and Railway Station	J. Wood	$\frac{1}{2}$	12	12 do	32 00
Roxton Pond and South Boxton	L. Nadeau	$3\frac{1}{2}$	6	6 do (to Sept. 30, '93)	43 50
do do	F. Bachan	$3\frac{1}{2}$	6	6 do from do	39 50

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Adrian and Wotton.....	N. Dubois .....	10	3	12 months .....	120 00
St. Camille and Sherbrooke .....	O. Geoffroy .....	26	1	12 do .....	65 00
St. Fortunat and Wolfestown .....	L. Gosselin.....	5	3	3 do (to June 30, '93).....	20 00
St. François Xavier de Brompton and Windsor Mills .....	J. Levesque.....	4	6	6 do 16dys. (to Oct. 16, '93).....	97 82
do do .....	J. P. Robert .....	4	6	5 do 15 days (from Oct. 17, '93) .....	82 18
St. Joachim de Shefford and Warden .....	J. Bachand.....	7	6	12 do .....	200 00
St. Malo and Railway Station.....	C. Breault.....	3½	6	12 do .....	100 00
St. Sébastien and Venice.....	T. Hunton.....	3½	2	12 do .....	50 00
Savage's Mills and Railway Station .....	H. T. Tamlin.....	3½	6	9 do (to Dec. 31, '93).....	36 00
do do .....	do .....	3½	6	3 do from do .....	15 00
Sawerville and Railway Station .....	R. Cairns .....	4	12	12 do .....	50 00
Scottstown and Railway Station .....	R. B. Scott.....	4	12	12 do .....	40 00
Sherbrooke and Railway Station (Canadian Pacific) .....	C. H. Foss.....	3	12 & 24	12 do .....	225 00
Sherbrooke and Railway Station (M. V. & Q. C.) .....	do .....	4	24	12 do .....	125 00
Sherbrooke and Stoke Centre .....	M. Biron.....	9½	3	12 do .....	156 00
Sherbrooke, Street Letter Boxes and East Sherbrooke.....	D. W. Armstrong .....		19	1 do (to April 30, '93).....	27 08
do do .....	do .....		19	11 do from do .....	336 42
Smith's Mills and Railway Station .....	W. T. Knight.....	4	12	9 do (to Dec. 31, '93).....	12 00
do do .....	J. H. Merrill.....	4	12	3 do from do .....	12 48
South Durham and Valcourt.....	E. J. Duffy.....	16	3	12 do .....	187 20
South Han and Marbleton Railway Station .....	L. P. A. Darche .....	12	6	12 do .....	273 00
South Roxton and Railway Station .....	L. Paré .....	180 ft.	12	3 do (from Jan. 1, '94) .....	2 50
South Stukely and Railway Station .....	W. R. Johnson.....	½	6	12 do .....	60 00
Spring Hill and Railway Station.....	M. McLean.....	250 yds.	12	12 do .....	35 00
Spring Hill and Stornoway .....	A. Nicholson.....	9	6	12 do .....	280 00
Stanstead Junction and Railway Station .....	C. H. Gordon.....	60 yds.	12	12 do .....	30 00
Stornoway and Tolsta .....	A. Morrison.....	4	2	12 do .....	55 00
Sutton and Railway Station.....	R. A. Shepard .....	10	12	5 do (to Aug 31, '93).....	20 00
do do .....	L. D. Jeune .....	10	12	7 do from do .....	28 00
Sutton Junction and Railway Station .....	A. W. Westover .....	30 rods	12	12 do .....	45 00
Sweetsburg and Railway Station .....	G. T. Bachelder .....	3	12	12 do .....	64 00
Titus Station and Railway Station .....	R. Titus .....	½	12	12 do .....	36 00
Trahan's Mills and Weedon Railway Station .....	A. Tanguay.....	1½	12	12 do .....	75 00
Warden and Railway Station.....	L. E. Richardson .....	46 rods	12	12 do .....	60 00
Waterloo, Shefford and Canadian Pacific Railway Station .....	P. Murphy.....	3	24	1 do 15 days (to May 15, '93) .....	18 12
do do .....	do .....	3	36	3 do 7 days (to Aug. 22, '93) .....	58 51
do do .....	do .....	3	24	7 do 9 days (from Aug. 23, '93) .....	87 87
Weedon Centre and Railway Station .....	L. Giguère.....	2	12	9 do (to Dec. 31, '93).....	82 50
do do .....	L. Bernier.....	2	12	3 do from do .....	31 25
West Brome and Railway Station .....	N. Scott .....	4	12	9 do (to Dec. 31, '93).....	37 50
do do .....	C. E. Pettes .....	4	12	3 do from do .....	15 00
West Shefford and Railway Station (C. P.) .....	J. Harris .....	4	12	12 do .....	30 00
				Total .....	\$22,207 57

W. H. SMITHSON,  
Accountant.

WILLIAM WHITE,  
Deputy Postmaster General.



# Postmaster General's Report.

## STRATFORD POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,  
made within the year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham	L. Elvidge	11	3	12 months	93 60
Aberdeen and Railway Station	G. Christie	3 <sup>1</sup> / <sub>2</sub>	6	12 do	70 00
Acton and Crewson's Corners	W. Anderson	3 <sup>1</sup> / <sub>2</sub>	2	4 do (from Dec. 1, '93)	17 33
Allan Park and Hampden	H. Byers	5	2	12 do	75 75
Allan Park and Lamplash	E. Earls	5	3	12 do	99 00
Allenford and French Bay	H. Shannon	8 <sup>1</sup> / <sub>2</sub>	2	12 do	120 00
Allenford and Owen Sound	J. D. Stoddart	13 <sup>1</sup> / <sub>2</sub>	6	12 do	300 00
Allenford and Railway Station	John Dean	1 <sup>1</sup> / <sub>2</sub>	18	10 do 18 days (to Feb. 18, '94)	159 32
do do	do	1 <sup>1</sup> / <sub>2</sub>	15	1 do 10 days (from Feb. 19, '94)	17 07
Allenford and Southampton	W. Gilbert	11	6	12 do	275 00
Alma and Railway Station	G. B. Wray	1 <sup>1</sup> / <sub>2</sub>	12	12 do	110 00
Alma and Winfield	J. Hattin	8	3	12 do	124 00
Alsfeldt and Railway Station	H. Ziegler	1 <sup>1</sup> / <sub>2</sub>	6	12 do	100 00
Amaranth Station and Railway Station	J. Lacon	1 <sup>1</sup> / <sub>2</sub>	6	12 do	40 00
Amberley and Lurgan	J. W. Gamble	4 <sup>1</sup> / <sub>2</sub>	3	12 do	80 00
Arkwright and Mount Hope	W. F. Sithes	3 <sup>1</sup> / <sub>2</sub>	2	12 do	65 00
Armow and Kincardine	F. Robertson	11	3	12 do	167 00
Arnott and Railway Station	W. G. Murray	1 <sup>1</sup> / <sub>2</sub>	12	12 do	60 00
Arthur and Fergus	W. E. Draper	12	6	12 do	190 00
Arthur and Metz	W. D. Crites	6	2	12 do	100 00
Arthur and Monck	W. Hamilton	13	2	12 do	204 00
Arthur and Mount View	W. Jackson	8	1	12 do	40 00
Arthur and Railway Station	J. Buschlen	1	24	12 do (less fines)	122 50
Ashley and Rockford Station	G. Follis	1 <sup>1</sup> / <sub>2</sub>	3	12 do	50 00
Atwood and Mitchell	A. Morrison	18	6	12 do	425 00
Atwood and Railway Station	D. Gordon	1 <sup>1</sup> / <sub>2</sub>	12	12 do	89 00
Auburn and Blyth and St. Augustine	M. A. Moore	6 & 8	6 & 3	12 do	380 72
Ayr and Railway Station	C. D. Green	1 <sup>1</sup> / <sub>2</sub>	24	12 do	200 00
Ayton and Railway Station	A. O. Farrell	1 <sup>1</sup> / <sub>2</sub>	18	12 do	140 00
Baden and Wellesley	C. Harefeld	9	6	12 do	350 00
Badenoch and Mildmay	A. Kleist	4 <sup>1</sup> / <sub>2</sub>	2	12 do	50 00
Balaclava and Owen Sound	T. P. Johnstone	15 <sup>1</sup> / <sub>2</sub>	3	12 do	218 00
Ballinfad and Georgetown	J. W. McKee	6	6	12 do	250 00
Bamberg and St. Agatha	A. Starr	5 <sup>1</sup> / <sub>2</sub>	2	12 do	72 00
Bayfield and Seaforth	W. J. Clark	15	6	12 do	315 00
Beechwood and Seaforth	G. K. Holland	6 <sup>1</sup> / <sub>2</sub>	2	12 do	115 00
Belfast and Lanes	J. Mullin	4	3	12 do	100 00
Belfast and St. Helen's	do	2 <sup>1</sup> / <sub>2</sub>	6	12 do	150 00
Belgrave and Marnoch	P. Porterfield	3 <sup>1</sup> / <sub>2</sub>	3	12 do	60 00
Belgrave and Railway Station	S. Tufts	1 <sup>1</sup> / <sub>2</sub>	12	12 do	132 00
Belgrave and Sunshine	J. Watson	3 <sup>1</sup> / <sub>2</sub>	2	12 do	70 00
Belmore and Wroxeter	A. Orr	6 <sup>1</sup> / <sub>2</sub>	6	3 do (to June 30, '93)	43 50
do do	R. Crittenden	6	6	9 do from do	120 00
Belwood and Craigsholme	J. Hanna	2	3	12 do	60 00
Belwood and Dracon	do	7 <sup>1</sup> / <sub>2</sub>	2	9 do 19 days (to Jan. 19, '94)	56 95
do do	do	9 <sup>1</sup> / <sub>2</sub>	2	2 do 12 days (from Jan. 20, '94)	16 34
Belwood and Railway Station	do	1 <sup>1</sup> / <sub>2</sub>	12	12 do	65 00
Benmiller and Goderich	J. Miller	6	3	12 do	150 00
Berkeley and Glascott	R. English	6	2	12 do	84 00
Berkeley and Lily Oak	R. Avison	7 <sup>1</sup> / <sub>2</sub>	2	2 do (to May 31, '93)	14 66

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Berkeley and Railway Station	H. Baker	16 1/2	12	12 months	80 00
Berlin and Crosshill	T. Playford	6	6	12 do	360 00
Berlin and Railway Station	E. B. Shantz	24	10	do (to Jan. 31, '94)	62 50
do do	W. Turner	24	2	do from do	12 24
Berlin and Street Letter Boxes	H. Bachmann	13 1/2	18	12 do	200 00
Berlin and West Montrose	E. Hilliard	14 1/2	6	12 do	480 00
Binkham and Erin	W. Wausbrough	4 1/2	2	12 do	70 00
Black's Corners and Laurel	J. Graham	4	2	12 do	80 00
Blair and Preston	J. Haller	3	6	2 do 10 days (from Jan. 22, '94)	19 17
Blair and Railway Station	J. H. Renshaw	7 1/2	12	12 do	40 00
Bluevale and Railway Station	J. Gardner	12	12	12 do	139 00
Blyth and Railway Station	W. Bell	24	12	do	175 00
Bognor and Woodford	W. Mellafont	6	3	12 do	97 00
Bornholm and Brodhagen	G. Leonhardt	4	3	12 do	110 00
Bosworth and Riverbank	J. G. Hollis	3	2	12 do	50 00
Bowling Green and Campania	J. Davis	4 1/2	2	2 do (from Feb. 1, '94)	6 66
Bowling Green and Laurel Railway Station	R. Banks	5	6	12 do	159 00
Breslau and Weissenburg	A. Hoch	8	6	12 do	220 00
Brisbane and Coningsby	J. W. Burt, sen.	4	2	12 do	40 00
Briton and Railway Station	M. A. Alexander	1/2	6	12 do	60 00
Brookholm and Owen Sound	W. Johnston	2 1/2	3	12 do	45 00
Brookholm and Shouldice	T. Skinner	7 1/2	2	12 do	85 00
Brotherston and Kurtzville	W. Brothers	2 1/2	2	3 do (from Jan. 1, '94)	11 25
Brotherston and Newbridge	W. Chapman	2	2	12 do	41 72
Brucefield and Railway Station	W. Dixon	1/2	24	12 do	98 00
Brunner and Railway Station	J. Attridge	1/2	6	6 do (to Sept. 30, '93)	15 00
do do	W. Zimmerman	1/2	6	4 do (to Jan. 31, '94)	14 96
do do	W. Peters	1/2	6	2 do from do	7 27
Brussels and Cranbrook	V. Gramm	5	6	12 do	160 00
Brussels and Railway Station	R. & S. Beattie	1/2	12	12 do	150 00
Burgoyne and Dumblane	I. McNeill	5	3	4 do (to July 31, '93)	30 00
Calderwood and Alsfeldt Railway Station	A. Calder	3	3	12 do	80 00
Camilla and Whittington	J. Howard, sen.	4 1/2	3	12 do	95 00
Cape Croker and Colpo's Bay	L. Spragge	15	2	12 do	130 00
Cargill and Railway Station	C. W. Keeling	1/2	18 & 15	10 do 18 days (to Feb. 18, '94)	110 76
do do	do	1/2	15	1 do 10 days (from Feb. 19, '94)	11 86
Carlingford and St. Paul's Station	R. J. Porteous	14 1/2	6	12 do	319 00
Carlsruhe and Railway Crossing	G. Bruder	1 1/2	12	12 do	135 00
Carmunnock and Monkton	A. Campbell	4	2	12 do	60 00
Chatsworth and Chesley	W. E. Dobie	24	3	12 do	393 00
Chatsworth and Durham	W. Caldwell	20	6	12 do	435 00
Chatsworth and Railway Station	D. Rae	1/2	24	12 do	187 80
Chatsworth and Walter's Falls	D. Brown	12 1/2	3	12 do	159 00
Cheptowe and Dunkeld Station	J. T. Lacey	2 1/2	6	6 do (to Sept. 30, '93)	57 50
do do	do	2 1/2	6	6 do from do	50 00
Chesley and Railway Station	M. J. Trelford	18	18	12 do	110 00
Cheviot and Riversdale	A. McLean, jun.	3	2	12 do	65 00
Clavering and Railway Station	A. Bennett	1/2	12	12 do (less fine)	59 00
Clifford and Huntingfield	J. Gordon	7	2	12 do	75 00
Clifford and Lakelet	C. Horton	6	6	12 do	143 00
Clifford and Railway Station	K. McL. Walton	1/2	12	12 do	100 00
Clinton and Railway Station	J. Beattie	4 1/2	48	12 do	300 00
Clinton and Summerhill	G. M. Kilty	4 1/2	2	12 do	65 00
Colpo's Bay and Warton	L. Hyatt	3	6	12 do	115 00
Conroy and St. Paul's Station	J. Grady	2 1/2	2	12 do	60 00
Corwhin and Nassagaweya	C. Campbell	2	6	12 do	96 00
Cotswold and Elora	M. Blackwell	23	6	12 do	449 00
Cranbrook and Moncrieff	J. McIntosh, sen.	4	1	12 do	25 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Crawford and Elmwood.....	G. T. Shewell...	9	3	12 months.....	115 00
Crewe and Dunganon.....	M. Shackleton..	5	2	12 do .....	52 00
Crieff and Puslinch.....	J. McDonald....	3	6	3 do (to June 30, '93)..	25 00
do do .....	do .....	3	3	9 do from do ..	56 25
Dashwood and Exeter.....	J. A. Wambold..	8½	6	12 do .....	289 00
Deemerton and Mildway.....	J. Diemert.....	2½	6	12 do .....	90 00
Derby Mills and Owen Sound Road	J. T. Hall.....	3	3	9 do (from July 1, '93)	22 50
Derby Mills and Tara.....	J. G. Hall.....	3½	1	3 do (to June 30, '93)..	8 75
Derrynane and Kenilworth.....	J. Hayes.....	5½	2	12 do .....	39 00
Desboro' and Dobbinton.....	W. J. Thompson..	8½	3	12 do .....	120 00
Dobbinton and Railway Station...	W. J. Thompson..	10	12	12 do .....	88 00
Dobbinton and Williscroft.....	B. Talbot.....	6½	3	12 do .....	120 00
Donegal and Atwood Railway Station	A. Buchanan .....	4½	6	12 do .....	135 00
Doon and Railway Station.....	J. H. Thompson..	10	12	12 do .....	40 00
Dorking and Newton.....	G. Lontz.....	13	6	12 do .....	295 00
Drayton and Hollen.....	J. H. Gordon....	5	6	9 do (to Dec. 31, '93)..	108 00
do do .....	W. Potter.....	5	6	3 do from do ..	36 00
Drayton and Railway Station.....	J. H. Gordon....	½	24	12 do .....	144 00
Drew and Railway Station.....	W. Cardwell....	2	6	12 do .....	78 00
Dromore and Greenside.....	R. Legate.....	2½	2	12 do .....	40 00
Dromore and Holstein.....	G. Sackett.....	9	6	12 do .....	214 48
Drysdale and Kippen.....	W. J. Howard... .	10	3	12 do .....	121 00
Dublin and Farquhar.....	R. Gardiner....	11	6	12 do .....	198 00
Dublin and Railway Station.....	M. Wallace.....	½	24	12 do .....	62 60
Dumblane and Paisley.....	I. McNeill.....	5½	3	8 do (from Aug. 1, '93)	60 00
Dunkeld and Railway Station.....	J. H. Zettel....	6	6	12 do .....	90 00
Durham and Flesherston Station...	G. McFarlane ..	14½	6	9 do (to Dec. 31, '93; less fine).....	269 60
do do .....	J. Marling.....	14½	6	3 do from do ..	87 25
Durham and Railway Station.....	H. I. Middaugh..	8	12	12 do .....	60 00
Durham and Walkerton.....	R. Pace.....	16½	6	12 do .....	299 00
Dyer's Bay and Lion's Head.....	J. McNair.....	16	2	8 do (to Nov. 30, '93)..	176 67
do do .....	J. Channon....	16	2	4 do from do ..	88 33
Eden Grove and Pinkerton Rail- way Station.....	J. S. Chittick..	½	6	12 do .....	25 00
Eden Mills and Guelph.....	R. Middleton....	16	6	12 do .....	236 00
Egerton and Mount Forest.....	J. Devine.....	16½	3	12 do .....	225 00
Elmira and Glen Allan.....	W. Steenson....	10 & 12	6	12 do .....	269 00
Elmira and Railway Station.....	H. Steiernagel..	½	12	16 days (to April 16, '93)..	2 19
do do .....	do .....	½	18	11 months 14 days (from April 17, '93)..	71 70
Elmwood and Malcolm.....	C. Winterburn..	2½	3	12 do .....	45 00
Elmwood and Railway Station.....	F. Haller.....	½	18	10 do 18 days (to Feb. 18, '94).....	62 03
do do .....	do .....	½	15	1 do 10 days (from Feb. 19, '94)..	6 64
Elora and Inverhaugh.....	H. Dobberthein..	½	2	11 do (from May 1, '93)	51 33
Elora and Pentland.....	D. D. Frey.....	5	1	10 do (from June 1, '93)	33 33
Elora and Railway Station (C.V.)..	T. T. Biggar....	½	12	12 do .....	75 00
Elora and Railway Station (W.G. & B.).....	M. Salvidge....	1	36	12 do .....	137 48
Elora and Salem.....	E. Wissler.....	1	6	12 do .....	40 00
Erin and Guelph.....	W. L. T. Moore..	20	6	12 do .....	450 00
Erin and Railway Station.....	R. Wood.....	1	12	12 do .....	50 00
Eskdale and Tiverton.....	D. McKenzie....	5½	3	12 do .....	65 00
Ethel and Railway Station.....	W. Spence.....	8	18	12 do .....	199 04
Exeter and St. Mary's.....	D. Spicer.....	24½	6	3 do (to June 30, '93)..	181 00
do do .....	B. Spicer.....	20 & 24	6	9 do from do ..	522 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fairview and Stratford.....	W. Bell.....	9	3	12 months.....	156 00
Farewell and Kenilworth.....	W. Bailey.....	6	6	12 do.....	134 00
Farewell and Wagram.....	C. Bailey.....	3	2	12 do.....	25 00
Farquhar and Lumley.....	J. Pollen.....	4½	2	12 do.....	65 00
Fergus and Living Springs.....	W. Marshall.....	6	2	12 do.....	75 00
Fergus and Ponsonby.....	C. C. Dawson.....	7	3	12 do.....	150 00
Fergus and Railway Station (C. V.)	J. C. Morrow.....	¾	12	12 do.....	100 00
Fergus and Railway Station (W. G. & B.)	do.....	¾	36	12 do.....	125 00
Flesherton and Railway Station.....	W. P. Crossley.....	1½	24	12 do.....	175 00
Flesherton and Vandeleur.....	W. Hutchison.....	6½	3	12 do.....	125 00
Fordwich and Newbridge.....	W. Chapman.....	4½ & 8	2 & 6	12 do.....	124 76
Fordwich and Railway Station.....	R. Mahood.....	½	12	12 do.....	112 00
Fordyce and Whitechurch.....	J. Phillips.....	4	3	12 do.....	75 00
Freeborn and Peffer's Crossing.....	H. Freeborn.....	60 rods.	6	12 do.....	30 00
Fulton's Mills and Railway Siding	G. Fulton.....	¼	6	12 do.....	25 00
Fyfield and Teeswater.....	A. Gibson.....	5	2	12 do.....	60 00
Galt and Blair.....	Barlow & Keachie.....	5	.....	Special trip.....	1 00
Galt and Glen Morris.....	T. Scott.....	7	6	6 months (to Sept. 30, '93)	120 00
Galt and Railway Station (C. V.).....	G. Hancock.....	¾	24	12 do.....	200 00
Galt and Railway Station (G. T.).....	Barlow & Keachie.....	¾	6	12 do.....	25 00
Galt and Railway Station (W. G. & B.)	do.....	¾	12	12 do.....	100 00
Garry Owen and Owen Sound.....	J. T. Godfrey.....	10	3	12 do.....	189 00
Glammis and Pinkerton Station.....	W. H. Chambers.....	9	6	12 do.....	229 48
Glammis and Willow Creek.....	G. Kidd.....	4½	2	6 do (to Sept. 30, '93).	22 50
do do.....	J. Ferris.....	4½	2	6 do from do.....	17 44
Glen Annan and Railway Station.....	A. Anderson.....	¾	12	12 do.....	48 00
Glen Eden and Mount Forest.....	C. Hunt.....	5	6	12 do.....	150 00
Glen Farrow and Wingham.....	W. Mackerstie.....	6	2	12 do.....	75 00
Goderich and Kintail.....	M. Whitty.....	16½	6	6 do (to Sept. 30, '93).	225 00
do do.....	W. Potts.....	16½	6	6 do from do.....	222 50
Goderich and Lucknow.....	J. Mullin.....	23	6	12 do (less fine).....	395 50
Goderich and Railway Station.....	do.....	1	24	12 do.....	200 32
Goldstone and Railway Station.....	J. Sanderson.....	1½	6	12 do.....	100 16
Gorrie and Railway Station.....	H. Perkins.....	1½	12	12 do.....	160 00
Gowanstown and Kurtzville.....	A. Schade.....	5	3	12 do.....	99 96
Gowanstown and Railway Station.....	H. Markle.....	½	6	12 do.....	58 00
Gowanstown and Wallace.....	H. Markle.....	3½	6	12 do.....	100 00
Gowrie and Munro.....	J. O. Coles.....	2½	3	12 do.....	48 00
Grand Valley and Monticello.....	H. Hills.....	11½ & 12½	2	12 do.....	124 72
Grand Valley and Peepabun.....	G. Dickson.....	3½	2	12 do.....	40 00
Grand Valley and Railway Station.....	Kribbs & Tweedy.....	1	24	12 do.....	78 00
Granton and Metropolitan.....	J. W. Dunnan.....	5	2	3 do (from Jan. 1, '94)	17 50
Granton and Prospect Hill.....	do.....	5	2	12 do.....	55 00
Gresham and Paisley.....	Trelford & Flack.....	22	2	12 do.....	163 00
Grimston and Marmion.....	R. Keays.....	2½	3	12 do.....	40 00
Guelph and Shiloh.....	T. Hamilton.....	15½	2	3 do (to June 30, '93).	48 50
do do.....	C. Sanderson.....	15½	3	9 do from do.....	175 50
Guelph and Street Letter Boxes.....	J. D. Johnstone.....	5	3	12 do.....	250 00
Hanover and Railway Station.....	R. Pace.....	½	18	12 do.....	99 76
Harlock and Seaforth.....	T. Neilans.....	13	3	12 do.....	280 00
Harriston and Railway Station (G. T.)	C. H. Ward.....	¼	36	3 do 21 days (to July 21, '93).....	51 30
do do.....	P. Lavin.....	¼	36	5 do 15 days (to Jan. 5, '94).....	78 30
do do.....	C. H. Ward.....	¼	36	2 do 26 days (from Jan. 6, '94).....	39 42
Harriston and Railway Station, (T. G. & B.)	do.....	¼	12	3 do 21 days (to July 21, '93).....	17 10
do do.....	P. Lavin.....	¼	12	5 do 15 days (to Jan. 5, '94).....	26 10

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Harriston and Railway Station, (T. G. & B) .....	C. H. Ward .....	1	12	2 mos. 26 days (from Jan 6, '94) .....	13 14
Haysville and New Hamburg .....	W. A. Cook .....	3½	6	12 do .....	133 00
Henfryn and Railway Station .....	J. H. Thomson .....	6	12	do .....	40 00
Hensall and Railway Station .....	J. Sutherland .....	12	12	do .....	100 16
Hensall and Rodgerville .....	H. Doan .....	6	12	do .....	200 00
Hensall, Zurich and Railway Station .....	T. Murdoch .....	12	12	do .....	320 00
Hepworth and Railway Station .....	S. Yeo .....	18	12	do .....	150 00
Hereward and Belwood Railway Station .....	J. Hanna .....	4½	6	3 do (to June 30, '93) ..	32 50
do do .....	G. Brown .....	4½	6	9 do from do ..	96 00
Hillsburg and Railway Station .....	J. Carmichael .....	7	2	12 do .....	80 00
Hoath Head and Owen Sound .....	G. Currie .....	2	12	do .....	110 00
Holland Centre and Lily Oak .....	R. Avison .....	7½	2	10 do (from June 1, '93) ..	73 33
Holland Centre and Railway Station .....	J. S. Price .....	24	12	do (less fines) .....	137 00
Holmesville and Porter's Hill .....	W. Mulholland .....	4	3	12 do .....	75 00
Holmesville and Railway Station .....	J. L. Courtice .....	12	12	do .....	50 00
Holstein and Murdoch .....	G. Pollock .....	4	3	12 do .....	74 72
Holstein and Nenagh .....	T. Stephenson .....	8½	6	12 do .....	234 00
Holstein and Railway Station .....	A. Doupe .....	12	12	do .....	48 00
Inverhuron and Tiverton .....	D. McKenzie .....	3	3	12 do .....	56 25
Invermay and Railway Station .....	A. Neelands .....	12	12	do .....	156 50
Johnson's Mills and Zurich .....	D. Spencer .....	4	2	12 do .....	49 00
Kemble and Wolesey .....	E. Hurlbut .....	5	1	12 do .....	34 00
Kenilworth and Petherton .....	M. Enright .....	3	6	12 do .....	125 00
Kenilworth and Railway Station .....	C. J. Gordon .....	12	12	do .....	80 00
Kenneyville and Mitchell Road .....	J. Kenney .....	2½	2	12 do .....	80 00
Killean and Leslie Station .....	J. A. Wilkinson .....	6	9	do (to Dec. 31, '93) ..	67 50
do do .....	D. Ferguson .....	6	3	do from do .....	22 50
Kincardine and Kintail .....	Baynes & Macintyre .....	17	6	12 do .....	497 48
Kincardine and Port Elgin .....	J. Gentles .....	24	6	12 do .....	617 00
Kincardine and Railway Station .....	J. Hockin .....	1	30	do and extra trip ..	301 72
Kincardine and Royal Oak .....	J. Mills .....	6½	2	12 do .....	52 00
Kincardine and Walkerton .....	N. Bushell .....	28	6	12 do .....	698 00
Kingarf and Kinloss .....	B. Moulton .....	4	2	12 do .....	60 00
Kinghurst and Mooresburg .....	J. A. King .....	5½	2	12 do .....	65 00
Kinkora and Sebringville .....	J. Fletcher .....	12	3	12 do .....	160 00
Kinloss and Lucknow .....	J. Brownscombe .....	10	6	12 do .....	190 00
Kinlough and Westford .....	A. W. Haldenby .....	3½	2	12 do .....	55 00
Kippen and Railway Station .....	R. Mellis .....	12	12	do .....	100 16
Kossuth and Preston .....	H. Sohr .....	5½	2	12 do .....	70 48
Lake Charles and Oxenden .....	J. Davidson .....	5	1	12 do .....	40 00
Langside and Lucknow .....	Thompson & Lyons .....	6½	2	12 do .....	90 00
Lebanon and Moorefield .....	J. Sinclair .....	8	3	12 do .....	100 00
Lindenwood and Presque Isle .....	G. Shaw .....	5	1	12 do .....	40 00
Linwood and St. Jacobs .....	P. Toole .....	12	6	6 do (to Sept. 30, '93) ..	182 50
do do .....	F. A. Baker .....	12	6	6 do from do .....	162 50
Lion's Head and Spry .....	C. Williams .....	7	1	12 do .....	50 00
Lion's Head and Warton .....	do .....	22	3	12 do .....	400 00
Lisbon and Wellesley .....	C. Hebel .....	2	2	12 do .....	60 00
Lisburn and Ripley .....	D. Teskey .....	24	2	12 do .....	25 00
Listowel and Molesworth .....	S. Loughheed .....	11	6	12 do .....	297 48
Listowel and Railway Station (G. B. and L. E.) .....	J. Hacking .....	1½	12	3 do (to June 30, '93) ..	15 00
Listowel and Railway Stations (W. G. B. and G. B. & L. E.) .....	J. Shank .....	1	12 & 24	12 do .....	203 25

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lochalsh and Ripley.....	J. McRitchie....	8½	3	12 months.....	175 00
Londesborough and Railway Station	J. Bell.....	12	12	do.....	156 50
Lucknow and Railway Station.....	F. W. McDonald	30	12	do.....	313 00
Macton and Yatton.....	J. Martin.....	5½	3	12 do.....	69 00
Mar and Red Bay.....	J. McFarland....	7	2	12 do.....	77 00
Marden and Railway Station.....	J. Burns.....	6	12	do.....	78 00
Markdale and Railway Station.....	J. E. Marsh.....	24	12	do.....	87 00
Markdale and Traverston.....	T. H. Edwards....	8 & 9½	2 & 3	12 do.....	127 00
Marsville and Hillsburg.....	J. Hanna.....	7½	6	12 do.....	325 00
Meaford and Owen Sound.....	T. P. Cunninghamham	20	12	do.....	400 00
Melgund and Minto Flag Station.....	J. J. Bracken....	2	2	do.....	45 00
Merritt and Varney.....	J. G. Wilson.....	5	2	do.....	80 00
Mildmay and Railway Station.....	G. Herringer.....	1	18	10 do 18 dys. (to Feb. 18, '94)	127 48
do do do.....	do.....	1	15	1 do 10 dys. from do	14 76
Milverton and Railway Station.....	W. H. Dorland....	1	12	23 dys. (to April 23, '93)	7 88
do do do.....	do.....	1	24	11 mos. 7 dys. from do	187 36
Mimosa and Orton.....	I. Cawthra.....	4½	3	9 do (broken period)	60 00
Mitchell and Railway Station.....	W. W. Hicks.....	24	12	do.....	150 24
Mitchell and Russeldale.....	W. Taylor.....	8	6	do.....	250 00
Moltke and Neustadt.....	K. Lanz.....	2½	3	do.....	75 00
Moorefield and Railway Station.....	R. Shera.....	24	12	do.....	120 00
Moorefield and Treacastle.....	do.....	3	6	do.....	104 00
Morningdale Mills and Millbank Station.	J. Lintick.....	5	12	do.....	275 00
Mossborough and Railway Station.....	J. I. Hobson.....	12	12	do.....	60 00
Mount Forest and Railway Station.....	J. H. Coyne.....	1 & 2	36	do.....	164 32
Musselburg and Poole.....	W. Burgman.....	6	6	do.....	50 00
Neustadt and Railway Station.....	L. Himmier.....	18	12	do.....	100 00
Newton and Railway Station.....	P. Zoeger.....	12	11	do 8 dys. (from Apr. 24, '93)	42 15
Nithburg and Stratford.....	J. Yost.....	16	6	do.....	520 00
North Bruce and Queen Hill.....	D. McKinnon....	2½	3	do.....	92 00
North Keppel and Owen Sound.....	W. Johnston.....	21	3	do.....	275 00
Olivet and Rothsay.....	J. Tremain.....	4	2	do.....	60 00
Orangeville and Railway Station.....	J. Haddock.....	42	12	do.....	199 00
Orangeville and Vanatter.....	W. Dedrick.....	5	2	do.....	88 00
Orton and Railway Station.....	W. Mooney.....	12	12	do.....	50 00
Owen Sound and Railway Station.....	W. Bridget.....	1	24	do.....	245 00
Owen Sound and Shallow Lake.....	C. Barfoot, jun..	9½	3	do.....	150 00
Owen Sound and Street Letter Boxes	W. Bridget.....	2½	18	9 do (to Dec. 31, '93)	111 00
do do do.....	J. D. Simpson....	2½	18	3 do from do	35 50
Owen Sound and Tara.....	J. Hamilton, jun	20½	6	3 do (to June 30, '93)	152 50
do do do.....	J. Morden.....	16 & 9½	6	9 do from do	300 00
Oxenden and Wiarthon.....	J. Crandon.....	3	6	do.....	120 00
Paisley and Railway Station.....	Trelford & Flack	1	24	9 do (to Dec. 31, '93)	98 55
do do do.....	J. Trelford.....	1	21	3 do from do	30 87
Paisley and Vesta.....	F. Purdy.....	17	6	1 do 9 dys. (to May 9, '93)	28 85
do do do.....	do.....	17½	6	10 do 22dys. (from May 10, '93)	251 87
Palmerston and Railway Station.....	J. Taggart.....	1	48	do.....	183 00
Parkhead and Railway Station.....	F. Pattison.....	12	12	do.....	75 00
Petersburg and Roseville.....	F. Kramel.....	10 & 14	6 & 3	do.....	425 00
Petersburg and St. Agatha.....	J. Kaiser.....	2	6	do.....	145 00
Pinkerton and Railway Station.....	A. E. Knox.....	2	6	do (less fine).....	84 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Pomona and Priceville	D. Black	5	2	12 months	95 00
Port Elgin and Railway Station	F. Bowes	16 $\frac{1}{4}$	24 & 18	12 do	92 18
Port Elgin and Tara	J. Monkman	16	6	6 do (to Sept. 30, '93).	160 00
do do	A. Trelford	16	6	6 do from do	197 50
Preston and Blair	C. NispeL	2	1	Special trip	1 00
Preston and Strasburg	P. S. Laurason	6	1	do	1 50
Priceville and Flesherton Station	G. McFarlane	4	6	6 mos. (to Sept. 30, '93).	60 00
do do	A. & J. Whittaker	4	6	3 do (to Dec. 31, '93)..	39 00
do do	J. Warling	4	6	3 do from do	35 00
Purple Grove and Ripley	J. N. Logan	5	1	12 do	45 00
Puslinch and Railway Station	H. W. Ironside	$\frac{1}{2}$	12	12 do	40 00
Ripley and Railway Station	J. McInnes	$\frac{1}{2}$	12	12 do	84 00
St. Jacob's and Railway Station	H. Schlitt	$\frac{1}{2}$	12	12 do	50 00
St. Paul's Station and Railway Station	A. Thom	$\frac{1}{16}$	12	12 do	62 60
Sauble Falls and Wiarton	L. Hyatt	12	2	12 do	130 00
Seaforth and Railway Station	S. Dickson	$\frac{1}{4}$	24	12 do	187 80
Seaforth and Wroxeter	Musgrove and Edgar	15 $\frac{1}{2}$ & 10	6	12 do	500 00
Sebringville and Railway Station	J. R. Paton	$\frac{1}{2}$	12	12 do	90 00
Solway and Walkerton	J. McCallum	6 $\frac{1}{2}$	3	12 do	97 00
Southampton and Railway Station	T. Lee	$\frac{1}{2}$	24	10 do 18 days (to Feb. 18, '94)..	141 78
do do	do	$\frac{1}{2}$	18	1 do 10 dys. (from Feb. 19, '94)..	13 67
Stokes' Bay and Tobermory	D. Butchart	26	1	6 do (to Sept. 30, '93).	96 00
do do	A. Currie	26	1	6 do from do	100 00
Stokes' Bay and Wiarton	H. Crandon	31 $\frac{1}{2}$	3	12 do	495 00
Strasburg and German Mills Railway Siding	T. M. Bartholomew	10	6	12 do	140 00
Stratford and Railway Station	W. T. Cook	$\frac{1}{2}$	48	23 days (to April 23, '93).	17 37
do do	do	$\frac{1}{4}$	60	11 mos. 7 dys. (from April 24, '93)..	318 51
Stratford and Street Letter Boxes	T. Stoney		12	do (to June 30 '94)..	441 24
Tara and Railway Station	J. Hamilton	$\frac{1}{2}$	18	12 do	156 44
Teeswater and Railway Station	J. Olheiser	$\frac{1}{2}$	12	12 do	150 00
Teeswater and Walkerton	L. Zettel	16	6	3 do (to June 30, '93).	114 90
do do	R. Harrison	16	6	9 do from do	371 25
Topping and Railway Station	H. Miller	6	6	12 do	225 00
Varney and Railway Station	C. Gadd	$\frac{1}{2}$	12	12 do	64 00
Waldemar and Railway Station	D. Jenkins	$\frac{1}{2}$	12	12 do	85 00
Walkerton and Railway Station	A. McLean	1 $\frac{1}{2}$	24 & 18	12 do	304 00
Waterloo and Berlin Ry. Station	F. Sass	2	30	12 do	350 00
Waterloo and Elmira Ry. Station	do	$\frac{1}{2}$	18	12 do	92 00
Whitechurch and Railway Station	H. D. Henderson	$\frac{1}{2}$	12	12 do	80 00
Wiarton and Railway Station	L. Hyatt	$\frac{1}{2}$	24	10 do 18 days (to Feb. 18, '94)..	181 65
do do	do	$\frac{1}{2}$	21	1 do 10 dys. (from Feb. 19, '94)..	17 51
Wingham and Railway Station (C.P)	Beattie, Bros.	$\frac{1}{2}$	12	12 do (less fine)..	103 88
Wingham and Railway Station (G.T)	D. Campbell	$\frac{1}{2}$	24	12 do	200 32
Wroxeter and Railway Station	A. Paulin	1 $\frac{1}{4}$	12	12 do	100 16
Total					\$46,653 43

W. H. SMITHSON,  
*Accountant.*

WILLIAM WHITE,  
*Deputy Postmaster General.*

## THREE RIVERS POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, made within the Year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Armstrong and Sorel .....	S. Valois .....	9	12	9 mos. (from July 1, '93)	70 41
Arthabaskville and North Ham. ....	J. Côté .....	21	6	12 do .....	396 00
Arthabaskville and Railway Station .....	T. Perrault .....	2½	12	12 do .....	88 00
Arthabaskville and Victoriaville ..	P. Lavigne .....	2½	6	12 do .....	79 00
Aston Station and Railway Station ..	A. Ouellette .....	2 acres.	6	12 do .....	20 00
Aston Station and St. Sylvere .....	J. Taillon .....	5½	3	12 do .....	80 00
Aston Station and St. Léonard .....	T. Fréchette .....	9	3	3 do (to June 30, '93).	40 00
Aston Station and St. Wenceslas ..	do .....	3	6	3 do (to June 30, '93).	10 00
do do .....	do .....	3	12	9 do from do ..	75 00
Batiscan and Railway Station .....	T. Laguerre .....	1¼	12	12 do .....	100 00
Batiscan and St. Pierre les Becquets	F. Maguy, jun. ....	3	12s 6w	12 do .....	210 00
Beaurivage and Parkhurst .....	J. Machell .....	3	6	12 do .....	56 00
Bécancour and St. Gertrude .....	A. Roy .....	10½	6	12 do .....	244 00
Bécancour and St. Grégoire .....	N. Vigneault .....	9	6	12 do .....	197 17
Berthier and Isle Dupas .....	O. Lemire .....	2½	3	3 do (to June 30, '93).	13 75
do do .....	do .....	2½	6	9 do from do ..	82 50
Berthier and Sorel .....	S. Valois .....	5	14s 7w	12 do .....	444 00
Berthier and Railway Station .....	F. Plante .....	2½	13	2 do 4 days (to June 4, '93)	29 02
do do .....	do .....	2½	19	3 do 6 days (to Sept. 10, '93)	64 28
do do .....	do .....	2½	13	6 do 20 days (from Sept. 11, '93)..	90 07
Berthier Junction and St. Félix de Valois .....	S. Tessier .....	13	6	12 do .....	480 00
Blandford and Stanfold .....	T. Leblanc .....	9	4	12 do .....	124 50
Boulogne and St. Eugène .....	G. Tanguay .....	4½	3	8 do (to Nov. 30, '93).	50 00
do do .....	do .....	4½	6	4 do from do ..	37 02
Bulstrode Station and Railway Station .....	A. Côté .....	3 rods.	12	6 do (from Oct. 1, '93)	6 00
Cap Magdeleine and Three Rivers ..	O. Toupin .....	5	6	12 do .....	180 00
Carmel and Drummondville .....	F. Dionne .....	9	6	3 do (to June 30, '93).	50 00
Carmel and Railway Station .....	K. Dalton .....	10 acres	12	9 do (from July 1, '93)	23 46
Champlain and Railway Station .....	N. Abel .....	2	12	12 do .....	90 00
Chantelle and Rawdon .....	M. Crépeault .....	17	3	12 do .....	200 00
Charlemagne and L'Assomption .....	J. Belhumeur .....	9	6	12 do .....	250 00
Chatillon and St. Zépherin .....	E. Beliveau .....	5½	3	12 do .....	99 00
Chaumont and St. Agapit .....	E. T. Paquet .....	3	3	12 do .....	40 00
Cocococache and La Tuque .....	T. A. Reynolds .....	48	1	12 do .....	100 00
Craig's Road Station and St. Sylvester East .....	M. Vaillancourt .....	24	6	9 do (to Dec. 31, '93).	369 00
do do .....	do .....	24	6	3 do from do ..	175 00
Danby and Railway Station .....	W. Duff .....	50 yds.	12	12 do .....	12 00
D'Auteuil and Kingsley Falls .....	J. D. Morin .....	6½	2	3 do (to June 30, '93).	15 00
D'Auteuil and Warwick .....	do .....	7	3	9 do (from July 1, '93)	75 00
Drummondville and Melbourne .....	P. Duguay .....	24	6	12 do .....	500 00
Drummondville and Railway Station (C. P. R.) .....	J. F. Picotin .....	½	12	9 do (to Dec. 31, '93)	36 00
do do .....	do .....	½	12	3 do from do ..	18 78



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Drummondville and Railway Station	J. F. Picotin	$\frac{3}{4}$	12	9 mos. (from July 1, '93)	32 85
Duncan Station and Railway Station	P. Paul	2 acres.	6	4 do (from Dec. 1, '93)	3 34
East Arthabaska and Larochelle	T. Noël	4	3	12 do	74 50
East Arthabaska and Ste. Hélène de Chester	E. Juneau	9 $\frac{1}{2}$	6	12 do	200 00
East Arthabaska and Stanfold	B. Poisson	5 $\frac{1}{2}$	6	3 do (to June 30, '93)	31 25
do do	J. Gouin	5	6	9 do from do	88 86
Forestdale, Maddington Falls and Railway Station	A. Trudel	5 & 4 $\frac{1}{2}$	6 & 12	3 do (from Jan. 1, '94)	67 50
Fortierville and St. Jean des Chailons	J. B. Fortier	11	3	3 do (to June 30, '93)	32 50
do do	do	9	6	9 do from do	112 50
French Village and Richmond Station	G. Houle	15	6	9 do (to Dec. 31, '93)	225 00
do do	L. Martin	15	6	3 do from do	81 25
Gentilly and Leclercville	N. Beauchene	25	6	3 do (to June 30, '93)	142 50
Gentilly and Three Rivers	do	16	6	3 do (to June 30, '93)	98 00
Grand Mère and Lac à la Tortue	R. Pincombe	2 $\frac{1}{2}$	6	3 do (to June 30, '93)	15 00
do do	J. Forman	2 $\frac{1}{2}$	6	9 do from do	45 00
Grand Mère and Ste. Flore	J. Deziel	4	6	12 do	136 00
Grandes Piles and La Tuque	P. Chandonnet	72	ftn'y 12	do	237 00
Grandes Piles and St. Tite Junction	H. Thérien	3	6	1 do 11 days (to Oct. 11, '93)	18 50
Grand St. Esprit and Ste. Monique	J. A. Pinard	2 $\frac{3}{4}$	3	3 do (to June 30, '93)	25 00
do do	H. Beaudry	2 $\frac{3}{4}$	12	9 do from do	97 50
Hunterstown and Louiseville	H. Durand	17	6	12 do	299 00
Joliette and Railway Station	J. Mirault	8	12	2 do 4 days (to June 4, '93)	97 14
do do	do	8	18	3 do 6 days (to Sept. 10, '93)	198 70
do do	do	8	12	6 do 20 days (from Sept. 11, '93)	301 56
Joliette and St. Liguori	A. Lajeunesse	9	6	12 do	210 00
Joliette and Ste. Mélanie	C. Etu	14	6	12 do	285 00
Joliette and St. Paul d'Industrie	A. Perreault	4	6	12 do	120 00
Kildare and St. Alphonse	G. E. Trudeau	12	3	12 do	156 00
Kingsey and Main Road	J. C. Evans	$\frac{1}{2}$	6	1 do 15 days (to Dec. 31, '93)	9 77
Kingsey Falls and Lorne	M. Morin	4	12	12 do	230 00
Kingsey Falls and Robson	H. Gagnon	7	2	12 do	60 00
La Baie and Nicolet	T. Vigneau	9	6	12 do	249 00
La Baie and St. Zéphirin	do	8	6	12 do	220 00
La Baie and Yamaska	do	20	6	6 do 15 days (to Oct. 15, '93)	331 08
do do	do	20	6	5 do 16 days (from Oct. 16, '93)	309 98
Lac à la Tortue and Railway Station	J. Buisson	8	12	12 do	25 00
Lac Bellemare and Shawenegan	C. Gélinas	9	1	12 do	60 00
Lachenaie and Terrebonne	C. Pauze	4 $\frac{1}{2}$	6	3 do (to June 30, '93)	30 75
do do	O. Villeneuve	4 $\frac{1}{2}$	6	9 do (from do)	120 00
Lachevrotière and Lotbinière	C. Noël	5 $\frac{1}{4}$	6	12 do	275 00
Lanoraie and Railway Station	N. Delisle	6	6	12 do	89 49

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
L'Assomption and St. Sulpice.....	P. H. Royal.....	5	6	12 months.....	175 00
Laurentides and Railway Station...	D. Tourangeau.....	‡	12	12 do.....	70 00
Laurentides and St. Calixte de Killenny.....	P. Chartrand.....	10	3	12 do.....	140 00
Lavaltrie and Railway Station.....	D. Giguère.....	8	6	6 do (to Sept. 30, '93).....	60 00
do do.....	P. Grenier.....	8	6	6 do (from do.....)	125 00
L'Epiphanie and Railway Station.....	E. Leblanc.....	‡	12	2 do 4 days (to June, 4, '93).....	21 42
do do.....	do.....	‡	18	3 do 6 days (to Sept. 10, '93).....	45 40
do do.....	do.....	‡	12	6 do 20 days (from Sept. 11, '93).....	66 52
Leclercville and Ste. Croix.....	L. Langlois.....	18	6	3 do (to June 30, '93).....	150 00
L'Epiphanie and St. Jacques.....	O. Paré.....	12½	6	12 do.....	250 00
L'Epiphanie and Ste. Julienne.....	J. P. Héту.....	18	6	12 do.....	500 00
Lotbinière and Rivière Boisclair.....	Wm. Beaudet.....	6	3	3 do (to June 30, '93).....	19 50
do do.....	R. Bernier.....	6	6	9 do from do.....	105 00
Lotbinière and Ste. Croix.....	M. Lemay.....	14	6	9 do (from July 1, '93).....	262 50
Lotbinière and St. Jean des Chaillons.....	E. Chaudonnet.....	10	6	9 do (from July 1, '93).....	205 50
Louiseville and Nancy.....	R. Caron.....	6	2	12 do.....	60 00
Louiseville and Railway Station.....	P. Lefebvre.....	‡	12	2 do 4 days (to June 4, '93).....	17 67
do do.....	do.....	‡	18	3 do 6 days (to Sept. 10, '93).....	37 09
do do.....	do.....	‡	12	6 do 20 days (from Sept. 11, '93).....	54 88
Louiseville and Ste. Ursule.....	A. Sevignie.....	5½	6	12 do.....	99 00
Maddington Falls and Railway Station.....	A. Trudel.....	4½	6	9 do (to Dec. 31, '93).....	71 25
Mascouche and Mascouche Rapids.....	J. Carmichael.....	3½	3	12 do.....	75 00
Mascouche and Railway Station.....	M. Larose.....	1½	12	9 do (to Dec. 31, '93).....	45 00
do do.....	T. Beauchamp.....	1½	12	3 do from do.....	15 00
Mastigoche and St. Gabriel de Brandon.....	J. O. Henault.....	9	1	12 do.....	36 00
Méhot's Mills and Ste. Agathe.....	L. L. Ratté.....	8	6	12 do.....	180 00
Méhot's Mills and St. Flavien.....	do.....	4	6	12 do.....	125 00
Mitchell and Ste. Brigitte des Saults.....	H. St. Pierre.....	4	6	9 do (from July 1, '93).....	75 00
Mitchell and Ste. Perpetue.....	T. Décoteau.....	4	6	9 do (from July 1, '93).....	75 00
Mitchell Station and Railway Station.....	W. P. Hamilton.....	‡	12	2 do (from Feb. 1, '94).....	4 13
New Armagh and St. Sylvester.....	J. Orr, jun.....	4½	2	3 do (to June 30, '93).....	12 50
do do.....	do.....	4½	2	9 do from do.....	33 00
Nicolet and St. Grégoire.....	J. Page.....	8	12	12 do.....	374 00
Nicolet and St. Monique.....	H. Beaudry.....	8	6	3 do (to June 30, '93).....	37 50
Nicolet and Railway Station.....	J. Courteau.....	‡	12	9 do (from July 1, '93).....	46 95
Notre Dame de la Mercie and St. Donat de Montcalm.....	C. Villeneuve.....	11½	2	12 do.....	120 00
Notre Dame de la Mercie and St. Emile de Montcalm.....	C. Page.....	9	2	12 do.....	130 00
Pierreville and Pierreville Mills.....	H. Comtois.....	4½	6	12 do.....	129 48
Pierreville and St. Elphège.....	J. Boivin.....	7	6	12 do.....	190 00
Pointe du Lac and Railway Station.....	A. Biron.....	‡	12	12 do.....	80 00
Pont de Maskinongé and Railway Station.....	A. Lafrenière.....	‡	12	12 do.....	50 00
Pont de Maskinongé and St. Justin.....	E. M. Chapdelaine.....	5	6	12 do.....	240 00
Proulxville and St. Tite.....	J. Rancourt.....	6	3	12 do.....	100 00

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Radnor Forges and Railway Station	J. J. Drummond	3	12	12 months	30 00
Rawdon and St. Liguori	H. Keoller	9	6	12 do	219 00
Rawdon and St. Théodore	J. D. Gaudet	14	3	9 do (from July 1, '93)	90 00
Repentigny and St. Paul l'Ermite	A. Perreault	2	6	12 do	80 00
Rivière Meckinac and St. Joseph de Meckinac	J. L. Doucette	8	ftn'ly	12 do	36 00
Rivière Noire and Railway Station	A. E. Beauchemin	17 yards	12	12 do	20 00
Rivière Noire and Ste. Rosaire	do	5	2	1 do (from Mar. 1, '94)	5 00
Rivière Noire and St. Valère de Bulstrode	do	4½	6	6 do (to Sept. 30, '93).	80 00
do do	do	4½	6	6 do from do	90 00
St. Adelphe and Ste. Thècle	H. Côté	9	2	12 do	79 00
St. Agapit and Railway Station	J. Paquet	16 acres.	12	12 do	75 00
St. Agathe and Ste. Agathe East	F. Donovan	4½	2	12 do	50 00
St. Aimé and Yamaska	J. Parenteau	6½	6	6 do (to Sept. 30, '93).	70 00
do do	P. Morriseau	6½	6	6 do from do	59 50
St. Alexis des Monts and St. Paulin	L. P. Plante	10	6	12 do	223 00
St. Alphonse and Ste. Beatrix	L. Page	4	3	12 do	55 00
St. Alphonse and St. Côme	A. Labine	12	2	12 do	112 00
St. Angèle de Laval and Railway Station	J. Coulombe	1	12	12 do	24 00
St. Anne de la Pérade and Railway Station	T. H. Laganière	1	12	4 do (to July 31, '93).	35 00
do do	N. E. Angers	2	12	8 do from do	70 00
St. Anne de la Pérade and St. Prosper	J. Courtois	7	6	12 do	125 00
St. Anne de Sorel and Sorel	E. Latraverse	3	6	12 do	75 00
St. Antoine and St. Apollinaire	F. X. Lafleur	5	3	12 do	58 00
St. Barnabé and St. Elie	A. Ménancon	9	6	12 do	195 00
St. Barnabé and Yamachiche	C. Gélinas	12	6	12 do	190 00
St. Barthélemi and Railway Station	J. B. Joinville	1½	12	12 do	69 00
St. Barthélemi and St. Edmond de Berthier	J. Valois	10½	1	12 do	75 00
St. Bonaventure and St. Guillaume	I. Tessier	7½	6	12 do	174 00
St. Bridgitte des Saults and St. Monique	H. St. Pierre	13	3	3 do (to June 30, '93).	50 00
St. Célestin and Railway Station	E. Arseneau	14	6	12 do	60 00
St. Clothilde and Victoriaville	P. Lavigne	18	6	12 do	214 00
St. Croix and St. Nicholas	N. Lambert	18	6	3 do (to June 30, '93).	126 25
do do	do	18	6	9 do from do	450 00
St. Cuthbert and Railway Station	I. Grandchamp	3	6	12 do	69 00
St. Cuthbert Station and Railway Station	J. Marchand	5 acres.	12	12 do	12 00
St. Cyrille de Wendover and Railway Station	C. Lavoie	3	12	9 do (from July 1, '93)	23 46
St. Damien de Brandon and St. Gabriel de Brandon	J. Belanger	6	4	12 do	170 00
St. David and St. Pie de Guire	I. Dauplaise, sr.	8	6	12 do	200 00
St. Didace and St. Gabriel de Brandon	E. Germain	6	6	12 do	140 00
St. Donat de Montcalm and Ste. Lucie de Doncaster	I. Mousseau, jr.	15	2	5 do (from Nov. 1, '93)	72 91
St. Emélie de L'Energie and St. Jean de Matha	A. Basinai	12	3	12 do	149 00
St. Emélie de L'Energie and St. Michel des Saints	do	33	2	12 do	400 00
St. Emile de Montcalm and St. Théodore	L. Giguère	8½	2	12 do	110 00
St. Eugène de Grantham and Railway Station (D.C.)	G. Tanguay	3½	6	14 days (to Dec. 14, '93).	3 80
do do	do	3½	12	3 months 17 days (from Dec. 15, '93).	51 83

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Eugène de Grantham and St. Guillaume Railway Station.....	J. Dupuis.....	8	12	3 mos. 17 days (from Dec. 15, '93).....	125 88
Ste. Eulalie and Railway Station...	G. Gaudet.....	4	6	12 months.....	98 00
St. Félix de Valois and St. Jean de Matha.....	E. Léssard.....	8	6	12 do.....	200 00
St. Gabriel de Brandon and St. Norbert.....	D. Provost.....	10½	6	12 do.....	285 00
Ste. Geneviève de Batiscan and Railway Station.....	O. Prenevost, jr.....	4	12	12 do.....	97 48
Ste. Geneviève de Batiscan and St. Stanislas.....	F. Despins.....	8	6	12 do.....	180 00
St. Germain de Grantham and Railway Station (D.C.).....	E. Paré.....	½	12	8 do 14 days (to Dec. 14, '93).....	42 22
do do.....	G. Laplante.....	1	12	3 do 17 dys. (from Dec. 15, '93).....	37 50
Ste. Gertrude and Ste. Marie de Blandford.....	U. A. F. Thibaudau.....	6	3	3 do (to June 30, '93).....	12 44
do do.....	J. Charette.....	6	3	6 do (to Dec. 31, '93).....	24 86
do do.....	J. Provencher.....	6	3	3 do from do.....	15 00
St. Guillaume and Railway Station.....	J. Peguis, jr.....	18	12	8 do 14 days (to Dec. 14, '93).....	66 86
St. Guillaume and Yamaska.....	N. E. Parenteau.....	13½	6	5 do 16 dys. (from Oct. 16, '93).....	206 65
St. Hugues and St. Marcel.....	J. B. Gauthier.....	7	6	12 do.....	144 00
St. Jacques and Ste. Marie Solomée.....	A. Mireault.....	4	2	12 do.....	50 00
St. Jean des Chaillons and Three Rivers.....	J. Beauchene.....	32	6	9 do (from July 1, '93).....	525 00
St. Joseph de Sorel and Sorel.....	A. Bouvier.....	14	6	12 do.....	48 00
St. Léonard and Railway Station.....	J. Piché.....	5 rods.	12	9 do (from July 1, '93).....	28 17
St. Narcisse and Three Rivers.....	F. Nobert.....	19	6	12 do.....	280 00
St. Norbert and Railway Station.....	S. Carpentier.....	9	6	12 do.....	290 00
St. Ours and St. Roch.....	J. B. Paquette.....	½	6	12 do.....	40 00
St. Pierre des Becquets and Ste. Sophie de Levrard.....	Z. Lacerte.....	12	6	12 do.....	200 00
St. Rémi de Tingwick and Warwick.....	W. Déglise.....	13	6	12 do.....	313 00
St. Robert and Railway Station.....	A. Plante.....	2	6	12 do.....	80 00
Ste. Thècle and Railway Station.....	F. Boutet.....	1	12	12 do.....	60 00
St. Tite and Railway Station.....	H. Ladouceur.....	½	12	3 do (to June 30, '93).....	9 00
do do.....	O. Trottier.....	¾	12	9 do from do.....	37 56
St. Tite Junction, St. Tite and St. Thècle.....	P. St. Arnaud.....			Special trips.....	1 50
St. Tite and St. Tite Junction.....	do.....			do.....	8 00
Shawenegan and Three Rivers.....	P. Lapolice.....	21	6	12 months.....	380 00
Sorel and St. Guillaume.....	B. Leclaire.....	25	6	7 do 15 days (to Oct. 15, '93).....	421 79
Sorel and St. Victoire.....	H. Paulhus.....	9	3	12 do.....	140 00
Sorel and Yamaska.....	B. Leclaire.....	13½	6	5 do 16 dys. (from Oct. 16, '93).....	218 13
Stanfold and Railway Station.....	F. E. Poitras.....	4	12	12 do.....	25 00
Three Rivers and Railway Station.....	J. P. Marineau.....	¾	37	2 do 4 days (to June 4, '93).....	51 53
do do.....	do.....	¾	43	3 do 6 days (to Sept. 10, '93).....	89 60
do do.....	do.....	¾	37	1 do 18 days (to Oct. 28, '93).....	37 63
do do.....	do.....	¾	34	5 do 3 dys. (from Oct. 29, '93).....	112 42
Three Rivers and Street Letter Boxes.....	do.....	2½	18	12 do.....	350 00
Three Rivers and Valmont.....	H. Sigman.....	15	3	7 do (to Oct. 31, '93).....	93 33
do do.....	do.....	15	6	5 do from do.....	133 33

## Postmaster General's Report.

DETAIL of all payments for Mail Transportation in Three Rivers Postal  
Division, &c.--*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Vincennes and Railway Station . . . . .	M. Dessureault..	3	6	12 months . . . . .	\$ cts. 150 00
Walker's Cutting and Railway Station . . . . .	S. Labrecque . . . . .	2 acres.	12	12 do . . . . .	24 00
Warwick East and Railway Station . . . . .	E. Martel . . . . .	3 acres.	6	12 do . . . . .	18 00
Wickham West and Railway Station . . . . .	F. Cormier . . . . .	5 acres.	12	12 do . . . . .	32 00
Yamachiche and Railway Station . . . . .	P. Pellerin . . . . .	$\frac{1}{2}$	12	12 do . . . . .	55 00
Total . . . . .					\$26,074 40

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

## TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
made within the Year ended 30th June, 1894.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abingdon and Canfield.....	W. Young.....	12	2	12 months.....	155 00
Abingdon and Winona.....	J. Gould.....	15½	3	12 do.....	229 00
Acton and Knatchbull.....	J. Martin.....	5	2	12 do.....	72 48
Acton and Speyside.....	do.....	5	2	12 do.....	72 48
Agincourt and Railway Station (C. P. Ry.) and (Midland).....	W. Lawton.....	7	12	3 do 9 dys. (to July 9, '93).....	34 30
do do.....	do.....	7	6	8 do 22 d. from do.....	45 33
Agincourt and Railway Station.....	do.....	7	6	12 do.....	30 00
Air Line Junction and Railway Station.....	M. Minnes.....	1	6	12 do.....	40 00
Alberton, Lynden and Trinity.....	W. Dunham.....	7½ & 10½	6 & 3	11 do 24 d. (from Apr. 7, '93).....	220 30
Aldershot and Waterdown.....	W. Pridham.....	3½	12	6 do (to Sept. 30, '93).....	60 00
do do.....	H. H. Green.....	3½	12	6 do from do.....	86 50
Algoma Mills and Railway Station.....	H. F. McQuire.....	3	12	12 do.....	125 20
Allanburg and Railway Station.....	R. Skinner.....	2	12	12 do.....	120 00
Alloa and Edmonton.....	R. Campbell.....	6	3	12 do.....	90 00
Alton and Railway Station.....	A. Menzies.....	1	12	12 do.....	112 68
Amigari and Railway Station.....	A. B. Hurrell.....	1	12	12 do.....	65 00
Ancaster and Hamilton.....	J. Phillips.....	7	12	3 do (to June 30, '93).....	59 50
do do.....	D. Jacob.....	7	12	9 do from do.....	159 00
Appleby and Railway Station.....	M. C. Prescott.....	7	6	12 do.....	82 00
Ash and Zimmerman Railway Station.....	J. Allan.....	1	6	9 do (to Dec. 31, '93).....	33 00
do do.....	W. H. Dorland.....	1	6	3 do from do.....	12 00
Ashgrove and Georgetown.....	R. C. Nixon.....	4	6	12 do.....	200 00
Attercliffe Station and Railway Station.....	J. Sundy.....	1	12	12 do.....	102 00
Aurora and Railway Station.....	H. E. Proctor.....	2	24	12 do.....	120 00
Aurora and Schomberg.....	W. Pinkerton.....	15	6	12 do.....	445 00
Aurora and White Rose.....	H. E. Proctor.....	12 r.t.	3	12 do.....	150 00
Ballantyne and Railway Station.....	R. Hill.....	1	12	12 do.....	60 00
Barclay and Railway Station.....	F. Stone.....	1	12	12 do.....	36 00
Barrie Island and Gore Bay.....	W. N. Runnalls.....	12	1	12 do.....	100 00
Bar River, Echo Bay and Railway Station.....	W. Findlay.....	8 & 1	1 & 6	12 do.....	150 00
Beamsville and Rosedene.....	C. McKay.....	11	6	12 do.....	355 00
Beaver Mines, Murillo and Silver Mountain.....	J. Stevenson.....	11½ & 25	2 & 1	2 do (from Feb. 1, '94).....	50 00
Bedford Park and Toronto.....	G. L. Weatherill.....	5½	6	12 do.....	291 00
Belfountain and Railway Station.....	C. F. Byam.....	1½	12	12 do.....	200 00
Bellingham and Ironbridge.....	D. Bell.....	11	1	12 do.....	60 00
Bendale and Woburn.....	W. L. Larway.....	2	6	12 do.....	80 00
Bethany and Railway Station.....	G. McCarthy.....	1	12	13 dys. (to Apr. 13, '93) and arrears.....	25 71
do do.....	T. Brownley.....	1	12	11 months 17 dys. (from Apr. 14, '93).....	86 79
Binbrook and Glandford Station.....	J. Henderson.....	5	6	3 do (to June 30, '93).....	42 50
do do.....	P. J. Fineau.....	5	6	9 do from do.....	123 75
Biscotasing and Railway Station.....	P. J. Fineau.....	300 ft.	12	12 do.....	15 65
Black Creek and Railway Station.....	I. H. Allen.....	1	12	12 do.....	62 60
Blackstock and Cadmus.....	T. W. Robertson.....	2	6	12 do.....	100 00
Blackstock and Purple Hill.....	W. Bartley.....	4	2	12 do.....	55 00
Blind River and Railway Station.....	C. R. Lawton.....	1	12	6 do (to Sept. 30, '93).....	31 40
do do.....	J. Hawkins.....	1	12	6 do from do.....	31 20

## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bolton, Castleberg and Mount Wolfe	S. J. Snell	6 & 5	6 & 3	12 months	260 00
Bolton and Railway Station	T. D. Elliott	$\frac{1}{2}$	24	12 do	60 00
Bowmanville and Caesars	D. E. Gifford	24 $\frac{1}{2}$	6	12 do	560 48
Bowmanville and Courtice	C. W. Lint	4 $\frac{1}{2}$	3	12 do	80 00
Bowmanville and Railway Station	W. G. Glover	1 $\frac{1}{2}$	6	12 do	35 00
Bowmanville and Tyrone	R. Hodge	7	6	12 do	150 00
Bracondale and Bloor Street Branch	E. Baggis	1 $\frac{1}{2}$	12	12 do	120 00
Brampton and Huttonville	J. Hyatt	4	6	12 do	110 00
Brampton and Hortonville	J. Norton	3	3	12 do	50 00
Brampton and Railway Station	A. J. Hood	3	12	12 do	135 00
Britainville and Long Bay	W. McCormick	5	1	12 do	26 25
Bronte and Railway Station	J. S. McDonald	1 $\frac{1}{2}$	12	12 do	125 20
Brookfield Station and Railway Station	M. Topp	$\frac{1}{2}$	6	12 do	50 00
Brooklin and Railway Station	R. D. Hay	$\frac{1}{2}$	12	3 do (to June 30, '93)	17 50
do do	do	$\frac{1}{2}$	12	9 do from do	70 20
Brougham and Markham	D. Haacke	23 $\frac{3}{4}$ r.t.	6	12 do (less fine)	359 00
Brougham and Whitby	J. Scott	12	6	12 do	380 83
Bruce Mines and Cloudslee	N. McEwan	5	1	9 do (to Dec. 31, '93)	30 00
do do	A. McEwan	5	1	3 do from do	9 75
Bruce Mines and MacLellan	G. Marks	22 $\frac{1}{2}$	2	1 do 3 days (to May 3, '93)	37 71
Bruce Mines and Marksville	do	7	2	Season, 1893-94	105 63
Bruce Mines and Railway Station	W. Fleming	2	12	12 months	313 00
Bruce Mines and Rydal Bank	W. R. Smyth	6	2	12 do	104 00
Brunswick and Railway Station	L. C. Patterson	1 $\frac{1}{2}$	6	9 do (to Dec. 31, '93)	45 00
do do	do	1 $\frac{1}{2}$	6	3 do from do	17 50
Burketon Station and Enfield	T. Thorn	4 $\frac{1}{2}$	6	6 do (from Oct. 1, '93)	42 50
Burlington and Port Nelson	W. Bamford	1 $\frac{1}{2}$	6	12 do	90 00
Burlington and Railway Station	do	$\frac{1}{2}$	6	12 do	90 00
Barnaby and Wainfleet Station	W. A. Kinnard	2	6	12 do	90 00
Cache Bay and Railway Station	J. Jessup	$\frac{1}{2}$	12	12 do	50 00
Caldwell and Caledon	N. Patterson	4 $\frac{1}{2}$	6	12 do	208 00
Caledon and Railway Station	do	$\frac{1}{2}$	18	12 do	105 00
Caledonia and Empire	W. Arrell	15	6	12 do	445 00
Campbellcroft and Railway Station	A. Smith	70 ft.	6	12 do	35 00
Campbellville and Railway Station	R. M. Brown	$\frac{1}{2}$	6	12 do	55 00
Canfield, Darling Road, Canboro and Warner	I. Swayze	6 & 2 $\frac{3}{4}$	6 & 3	12 do	197 16
Carlton West and Railway Station	J. Hayes	$\frac{1}{2}$	12	12 do	70 00
Carluke and Hamilton	W. J. Walker	13 $\frac{1}{4}$	6	12 do	320 00
Carrville and Sherwood	J. Coombs	2	6	1 do 21 days (to May 21, '93)	11 20
Carrville and Maple	do	3 $\frac{1}{2}$	6	10 do 10 days (from May 22, '93)	85 98
Cartier and Railway Station	C. Fry	$\frac{1}{2}$	12	12 do	10 00
Castlemore and Kleinburg Railway Station	J. Hugill, jun.	14 r. t.	6	12 do	250 00
Cataract and Railway Station	J. Howard	$\frac{1}{2}$	12	12 do	75 00
Cedar Dale and Railway Station	W. Coleman	$\frac{1}{2}$	25	12 do	125 00
Chapleau and Railway Station	H. L. Nicholson	$\frac{1}{2}$	12	12 do	75 00
Chelmsford and Railway Station	G. Bennett	1 $\frac{1}{2}$	12	9 do (to Dec. 31, '93)	37 50
do do	E. Irwin	1 $\frac{1}{2}$	12	3 do from do	12 50
Cheltenham, Campbell's Cross and Railway Station	S. J. Reaney	$\frac{1}{2}$ & 2 r. t.	12 & 6	12 do	299 00
Cherrywood and Whitevale	A. McPherson	3 $\frac{1}{2}$	3	12 do	100 00
Chippawa and Niagara Falls	D. Histrop	6	12	12 do	540 00
Churchill and Railway Station	J. A. Fogerty	$\frac{1}{2}$	6	12 do	80 00
Claremont and Railway Station	J. Thompson	$\frac{1}{2}$	12	12 do	112 68
Claremont and Stouffville	J. Yake, jun.	19 r. t.	6	12 do	270 00
Clarke and Kendal	M. Stanton	6 $\frac{1}{2}$	6	12 do	181 52
Clarke and Railway Station	J. Pethick	5 $\frac{1}{2}$	12	12 do	278 57
Clarkson and Railway Station	W. W. Clarkson	1 $\frac{1}{2}$	6	12 do	25 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clinton Street Branch and Spadina Avenue Branch (Toronto).....	P. L. Boswell...	2	7	2 mos. 3 days (to Jan. 7, '94).	15 93
Clyde and Railway Station.....	E. McNichol....	1½	6	12 do	100 00
Cockburn Island and Thessalon.....	W. J. Harper....	27	1	Part of season, 1893-94..	168 00
Coleman and Railway Station.....	T. Gibson.....	1	12	12 months	120 00
Collins Inlet and Killarney.....	D. De Lamorandière.....	18	1	12 do	153 00
Cook's Mills and Railway Station..	C. E. Smith....	1	12	12 do	125 20
Cooksville and Railway Station....	C. R. Colwell....	1	12	12 do	140 00
Copetown and Orkney.....	J. McCarthy ..	3	6	12 do	170 00
Copper Cliff and Sudbury.....	T. J. Byers and J. Pierce.....	5	6	12 do	170 00
Credit Forks and Railway Station.	G. G. Smith....	1	12	12 do	78 00
Crowland and Welland.....	J. McQueen....	4	3	12 do	109 00
Davenport and Fairbank.....	D. McComb ...	2½	6	12 do	95 20
Davenport and Railway Station....	W. Rowntree....	50 yds.	12	12 do	30 00
Davenport and Toronto Junction...	J. S. Kirkwood..	1	6	12 do	75 00
Deer Park and Yorkville.....	G. L. Weatherill	1½	6	6 do (to Sept. 30, '93).	37 50
do do	do	1½	6	6 do from do	50 00
Desert and Stobie Railway Station.	J. W. Alderson..	7	2	12 do	104 00
Don and Toronto.....	A. Hogg.....	8	6	9 do (to Dec. 31, '93).	270 00
do do	J. H. Smith....	8	6	3 do from do	90 00
Dovercourt and Davenport Railway Station.....	J. A. Hopkins..	1½	6	12 do	75 00
Downsview and Railway Station....	J. E. Clarke....	1	6	12 do	100 00
Drumquinn and Milton.....	J. McIntosh....	18 r. t.	6	12 do	300 00
Dunbarton and Liverpool Market.	B. Pizer.....	1	6	12 do	76 00
Dunbarton and Railway Station (Frenchman's Bay).....	do	3	6	6 do (to Sept. 30, '93).	28 84
do do	G. White.....	3	6	6 do from do	27 00
Dundas and Hamilton.....	J. Herriman....	5	6	3 do (to June 30, '93).	31 25
Dundas and Sheffield.....	J. Moore.....	14½	6	12 do	449 00
Dunville and Railway Station.....	M. Culleton....	1	24	12 do	133 32
Dunnville and Wellandport.....	L. Durham.....	12	6	12 do	350 00
Eagle River Station and Railway Station.....	C. J. Hickey ...	1	12	8 do (from Aug. 1, '93)	16 66
East Toronto and York Railway Station.....	J. P. Shaw.....	1	18	9 do (to Dec. 31, '93).	112 50
do do	do	1	24	3 do from do	50 00
Echo Bay and Sylvan Valley.....	S. R. Holdenby..	6½	1	6 do (from Oct. 1, '93)	26 00
Edgeley and Thornhill Railway Station.....	J. Burkholder..	2	6	12 do	122 00
Edmonton and Railway Station....	R. Quin.....	1	6	12 do	70 00
Elcho and Smithville.....	E. Evans.....	8½	2	9 do (to Dec. 31, '93).	55 11
do do	C. E. Neale....	8½	2	2 do (to Feb. 28, '94).	11 50
do do	do	8½	3	1 do from do	8 81
Elder's Mills and Railway Station.	D. Elder.....	1	6	8 do (to Nov. 30, '93).	40 00
do do	D. McGeachie..	1	6	4 do from do	20 00
Elia and Railway Station.....	S. T. Brooks....	1	6	12 do	75 00
Elizabethville and Port Hope....	J. F. Beatty....	32 r. t.	6	12 do	470 00
Elmbank and Malton.....	I. Sanders....	25 r. t.	6	12 do	367 00
Emery and Railway Station.....	J. Watson.....	1	6	12 do	60 00
Enfield and Oshawa.....	M. Vickery....	14	3	6 do (to Sept. 30, '93).	102 08
Fleetwood and Franklin.....	W. Stacy.....	2	6	12 do	80 00
Fonthill and North Pelham.....	J. A. McQueen..	10	3	9 do (to Dec. 31, '93).	165 00
do do	do	10	3	3 do from do	78 25
Fort Erie and Railway Stations....	H. C. Lewis....	1½	48	12 do	360 00



## Postmaster General's Report.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fort Frances and Rat Portage.....	R. Mosher. ....	160	fort-nightly weekly		
do do	do	160	do	3 mos. (to June 30, '93).	250 00
Fort William and Railway Station.....	J. Livingstone..	12	12	9 do from do	937 50
do do	M. Linklater ...	12	12	3 do (to June 30, '93).	61 25
do do	do	14	14	25 days (to July 25, '93).	19 02
do do	do	12	12	3 months 3 dys. (to Oct. 28, '93).	78 29
Fort William West and Railway Station.....	A. McLaren....	12	12	5 do 3 dys. from do	118 69
Franconia and Perry Railway Station.....	V. A. Clark....	7	6	12 do	120 00
do do	J. McIver.....	7	6	3 do (to June 30, '93).	34 25
Franklin and Railway Station.....	J. Hadden.....	100 ft.	12	9 do from do	97 50
Freelton and Mountsberg.....	G. Cartwright..	3½	3	12 do	73 75
Freeman and Railway Station.....	E. B. Freeman..	12	30	12 do	88 00
Galt and Sheffield.....	W. J. Moore....	6	6	2 do (from Feb. 1, '94)	125 20
Garden River and Railway Station.....	W. R. Cunningham	1	3	12 do	16 66
Garrison Road and Stevensville.....	J. D. Gilmour ..	10	2	12 do	78 50
Georgetown and Glen William.....	J. H. Orr.....	2	12	12 do	120 00
Georgetown and Railway Station.....	W. F. McCollum	½	18	12 do	200 00
Glamorgan and Millbrook.....	J. Hanna.....	6	2	9 do (to Dec. 31, '93).	140 40
do do	C. W. Hanna....	6	2	3 do from do	75 00
Glandford Station and Railway Station.....	H. Clark.....	½	6	12 do	25 00
Glen Major and Myrtle.....	W. R. Derby....	7	6	12 do	62 60
Goldenburg and Sowerby.....	J. Ralph.....	6	1	5 do (from Nov. 1, '93)	224 00
Goodwood and Railway Station.....	M. A. Chapman.	½	12	12 do	25 00
Gore Bay and Kagawong.....	W. H. Baxter ..	12	2	Part of seasons 1892-93, and 1893-94.	60 00
Gore Bay and Meldrum Bay.....	R. Porter.....	58	1	12 months	86 00
Gore Bay and Providence Bay.....	R. T. Hall.....	27½	1	12 do	325 00
Gore Bay and Spanish River Station.....	W. H. Baxter ..	24 & 33	3	Part of seasons 1892-93 and 1893-94	200 00
Gormley and Unionville.....	G. A. McDowell	25 r. t.	6	12 months	610 00
Goulais Bay, Point Mamainse and Sault Ste. Marie.....	T. H. Trethewey	45 & 60	1	Part of season 1893-94	360 00
Goulais Bay and Sault Ste. Marie.....	A. McAuley....	26	1	12 months	175 80
Grassy's Corners and Smithville Road.....	R. H. Walker ..	2	3	12 do	234 00
Greenbank and Blackwater Junction.....	E. Dusty.....	5½	6	12 do	54 60
Green Bay and Honora.....	W. Graham....	9	1	12 do	155 00
Green Bay and Shegundah.....	C. Skippen....	7	2	12 do	40 00
Green River and Railway Station.....	R. Stephenson..	1½	12	12 do	75 00
Grimsby and Smithville.....	J. H. McCollom.	8	12	12 do	94 00
Grimsby Park and Railway Station.....	N. Phelps.....	½	24	2 do 13 dys. (to Sept. 2, '93).	440 00
Guelph and Hamilton.....	J. Herriman....	31½	6	12 do	32 50
Hamilton and Lowville.....	T. Langton....	18½	6	12 do	1,000 00
Hamilton and Stony Creek.....	G. Gibbons....	7	12	12 do	392 00
Hamilton—Letter Carriers Service.....	Hamilton Street Railway Co....			6 do (to Sept. 30, '93).	348 00
do do	do			6 do from do	300 00
Hamilton and Street Letter Boxes.....	E. S. Waterman			12 do	450 00
Hamilton Beach and Railway Station.....	J. Hughes.....	1	12 & 3	12 do	819 00
Hampton and Solina.....	E. B. Cryderman	2½	3	6 do	45 00
do do	J. Williams....	2½	3	6 do (to Sept. 30, '93).	25 00
				from do	24 50

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.
Harrisburg and Troy .....	M. O'Riley .....	4	6	12 months .....	200 00
Harrisburg and Weir .....	D. J. Mannen .....	2½	3	12 do .....	50 00
Hayesland and Mill Grove .....	E. Young .....	3½	6	12 do .....	136 00
Heron Bay and Railway Station .....	J. A. Nicol .....	20 ft.	12	6 do (to Sept. 30, '93).	12 50
do do .....	do .....	20 ft.	12	6 do from do .....	37 50
Hewitt and Railway Station .....	J. B. Hewitt .....	2½	6	12 do .....	45 00
Humber and Weston .....	M. & J. Harris .....	8	6	12 do .....	300 00
Humber Bay and Railway Station .....	C. W. Hughes .....	150 yds.	24	12 do .....	80 00
Humberstone and Railway Station .....	V. Hopp .....	½	24	12 do .....	124 80
Ignace and Railway Station .....	J. Davies .....	½	12	12 do .....	80 00
Inglewood and Railway Station .....	J. M. Scott .....	½	12	12 do .....	52 00
International Bridge and Railway Station .....	G. Graham .....	½	24	12 do .....	150 00
Ironbridge and Thompson .....	R. Arnill .....	8	2	12 do .....	107 00
Islington and Railway Station .....	T. Musson .....	½	6	12 do .....	93 90
Jackfish Bay and Railway Station .....	S. A. Eakins .....	1½	12	12 do .....	130 00
Janetville and Pontypool .....	J. Chambers .....	29 r.t.	6	12 do .....	440 00
Jefferson and King Railway Station .....	G. Harper .....	10½	6	12 do .....	353 68
Jocelyn and Marksville .....	C. Young .....	12½	1	12 do .....	90 00
Jordan and Pelham Union .....	H. N. Cosby .....	4	2	3 do (to June 30, '93).	15 00
Jordan and Railway Station .....	A. S. Moyer .....	1½	12	3 do (to June 30, '93).	25 00
do do .....	do .....	1½	12	9 do from do .....	71 25
Jordan and Vineland .....	do .....	1½	6	1 do (from Mar. 1, '94)	6 25
Kaministiquia and Railway Station .....	F. W. Whitfield .....	½	12	2 do (to May 31, '93).	4 16
do do .....	J. E. Graham .....	½	12	10 do from do ..	20 83
Keewatin and Railway Station .....	J. A. Fletcher .....	½	12	12 do .....	293 70
Keleo and Christie's Siding .....	D. Smith .....	½	6	12 do .....	50 00
Kenabutch Station and Railway Station .....	F. M. Reynolds .....	50 yds.	3	6 do (from Oct. 1, '93)	10 00
Killarney, Little Current and Manitowaning .....	J. J. Taylor .....	25 & 24	2 & 3	Part of season 1892-93, and 93-94 .....	527 99
Kilmanagh and Mono Road Station .....	H. McTaggart .....	3	3	12 months .....	100 00
Kimbo and Adam's Corners .....	M. Newnham .....	1	2	3 do (to June 30, '93).	6 50
do do .....	W. Newnham .....	1	2	9 do from do ..	19 50
King Nobleton and Holly Park .....	W. Alcox .....	11 & 4½	6 & 3	12 do .....	350 00
King and Railway Station .....	J. Irwin .....	½	6	12 do .....	60 00
Kirkwall Rockton and Rockton and Valens .....	J. Brant .....	15 r.t. & 3	6 & 2	12 do .....	194 72
Kleinburg and Railway Station .....	J. Cairns .....	1½	12	12 do .....	150 00
L'Amaroux and Unionville .....	W. Weatherill .....	22 r.t.	6	12 do .....	310 00
Lambton Mills and Railway Station .....	J. Lynn .....	½	18	12 do .....	162 00
Langstaff and Thornhill .....	H. Horne .....	1½	6	12 do .....	80 00
Larchwood and Railway Station .....	L. O'Connor .....	50 ft.	6	6 do (from Oct. 1, '93)	10 00
Leaside Junction and Railway Station .....	J. H. Lea .....	300 yds.	12	6 do (from Oct. 1, '93)	6 00
Lemonville and Stouffville .....	A. Musselman .....	10 r.t.	6	12 do .....	190 00
Leakard and Newcastle .....	M. Jackson .....	10	6	12 do .....	300 00
Leakard and New Park .....	R. Miller .....	4	2	12 do .....	47 48
Lily Lake and Manitowaning .....	G. Morrow .....	7	1	12 do .....	70 00
Linton and Lloydtown .....	W. Rolling .....	3½	6	12 do .....	150 00
Lisgar and Trafalgar Railway Station .....	W. J. Marshall .....	1	6	12 do .....	85 00
Little Current and Massey Railway Station .....	W. Peters .....	26	3	Part of seasons 1892-93 and 1893-94 .....	544 00
Little Current and Sheguindah .....	W. J. Mills .....	8	2	Season 1893 .....	50 00

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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.
Lockton and Centreville Railway Station.....	S. Squier.....	1 $\frac{1}{2}$	6	12 months.....	85 00
Long Branch and Railway Station..	A. R. Buckles..	12	12	Season 1893.....	25 00
Lorne Park and Railway Station....	T. D. Perry....	12	12	do.....	12 00
Low Banks and Boulton Ditch Crossing.....	I. Michener....	7 $\frac{1}{2}$	6	12 months.....	80 00
Lowville and Milton.....	W. Griffith....	7	6	12 do.....	200 00
MacLellan and Port Findlay Wharf	M. MacLellan..	2 $\frac{1}{2}$	2	Season 1893.....	25 50
MacLellan and Richards' Landing..	J. M. Collins..	4	2	Part of season 1893-94...	31 50
MacLellan and Tarbutt Crossing, Railway Station.....	M. MacLellan..	4	2	8 months 4 days (from July 28, '93)...	67 66
Macville and Railway Station.....	A. Hope.....	1 $\frac{1}{2}$	6	12 do.....	55 00
Malton and Sandhill.....	S. Scales.....	12	6	12 do.....	321 00
Malvern and Scarboro' Junction...	R. Bell.....	22 r. t.	6	12 do.....	363 00
Manchester and Railway Station....	J. Tennyson....	1 $\frac{1}{2}$	12	3 do (to June 30, '93).....	23 75
do do.....	W. Stone.....	1 $\frac{1}{2}$	12	9 do from do.....	63 00
Manitowaning and Providence Bay..	J. Robinson....	40 $\frac{1}{2}$	2	6 do (to Sept. 30, '93).....	274 00
do do.....	J. Shields.....	40 $\frac{1}{2}$	2	6 do from do.....	219 50
Manitowaning and Wikwemikong..	J. B. Flammond, jun.....	6	2	12 do.....	120 00
Mansewood and Railway Station...	I. Wooding....	1 $\frac{1}{2}$	6	12 do.....	50 00
Manvers Station and Railway Station.....	H. McCullough..	1 $\frac{1}{2}$	6	3 do (to June 30, '93).....	9 75
do do.....	W. Porter.....	1 $\frac{1}{2}$	6	9 do from do.....	35 10
Maple and Purpleville.....	J. Rupert.....	14 r. t.	6	1 do 21 days (to May 21, '93).....	30 68
do do.....	do.....	11 $\frac{1}{2}$ r. t.	6	4 do 10 days (to Sept. 30, '93).....	71 77
Maple and Richmond Hill Railway Station.....	J. Hood.....	1 $\frac{1}{2}$	12	8 do (to Nov. 30, '93).....	90 66
do do.....	C. T. Ham.....	1 $\frac{1}{2}$	12	4 do from do.....	33 33
Maple and Vellore.....	J. Rupert.....	11 $\frac{1}{2}$ r. t.	6	3 do (to Dec. 31, '93).....	49 86
do do.....	W. H. Wilson..	11 $\frac{1}{2}$ r. t.	6	3 do from do.....	49 86
Markham and Railway Station.....	F. G. Percy.....	1 $\frac{1}{2}$	24	6 do (to Sept. 30, '93).....	78 24
do do.....	R. Welsh.....	1 $\frac{1}{2}$	24	6 do from do.....	78 24
Markatay and Railway Station.....	A. S. Lefebvre..	200 yds.	6	9 do (to Dec. 31, '93).....	18 75
do do.....	do.....	200 yds.	6	3 do from do.....	7 80
Marksville and Tenby Bay.....	J. Bott.....	13	1	12 do.....	60 00
Marshville and Railway Station...	W. McOuet.....	3 $\frac{1}{2}$	12	12 do.....	200 00
Massey Station and Railway Station..	D. G. McDonald..	20 rods.	12	3 do (to June 30, '93).....	15 60
do do.....	W. Bowers.....	20 rods.	12	9 do from do.....	47 00
Meadowvale and Railway Station...	C. W. Switzer..	1 $\frac{1}{2}$	12	12 do.....	135 00
Melville Cross and Railway Station..	H. Scott.....	1 $\frac{1}{2}$	6	9 do (to Dec. 31, '93).....	22 50
do do.....	do.....	1 $\frac{1}{2}$	6	3 do from do.....	10 00
Michipicoten River and Grassett Railway Station.....	W. Spence.....	55	ftly	3 do (to June 30, '93).....	72 00
do do.....	do.....	55	do	9 do from do.....	225 00
Millbrook and Mount Pleasant....	J. McLean.....	8	6	12 do.....	263 00
Millbrook and Railway Station.....	W. Vance.....	3	36	12 do.....	388 04
Millbrook and Street Letter Boxes.	W. Williams....	3	6	12 do.....	50 00
Milton and Railway Station (C.V.)..	J. McIntosh....	4	12	12 do.....	70 00
Milton and Railway Station (N. & N. W.).....	do.....	1 $\frac{1}{2}$	18	12 do.....	60 00
Missanville and Railway Station...	H. A. Fournier..	50 ft.	12	12 do.....	20 00
Mono Mills and Mono Road Station..	R. Arlow, jun..	9	6	12 do.....	343 00
Mono Road Station and Railway Station.....	J. Judge.....	1 $\frac{1}{2}$	12	6 do (to Sept. 30, '93).....	12 50
do do.....	do.....	1 $\frac{1}{2}$	12	6 do from do.....	18 00
Montrose and Port Robinson.....	A. Welstead....	5	3	12 do.....	110 00
Mount Albion and Rymal Railway Station.....	C. Stewart.....	2 $\frac{1}{2}$	6	12 do.....	110 00
Mount Dennis and Railway Station..	G. Marshall....	100 yds.	12	12 do.....	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mulgrave and Ridgeway .....	C. J. Bitner .....	4	3	12 months.....	78 00
Murillo and Railway Station .....	J. McLean .....	1/2	12	12 do .....	175 00
Murillo and Silver Mountain .....	J. Stephenson.....	25	3	10 do (to Jan. 31, '94) ..	416 66
Myrtle and Railway Station .....	W. R. Derby .....	1/2	12	12 do .....	60 00
Nassagaweya and Campbellville Railway Station .....	J. Easterbrook .....	5 1/2	6	12 do .....	200 00
Nelsonville and Railway Station .....	J. Boyce .....	6	6	9 do (to Dec. 31, '93)..	56 25
do do .....	A. Dever .....	6	3	do from do .....	25 00
Nepigon and Railway Station.....	J. Cowie .....	6	6	12 do .....	78 25
Netherby and Railway Station.....	E. T. Green .....	6	6	12 do .....	70 00
Newcastle and Orono .....	M. Jackson .....	5	6	12 do .....	155 00
Newmarket and Pine Orchard .....	T. Somerville .....	4 1/2	3	12 do .....	89 00
Newmarket and Railway Station ..	do .....	1	24	12 do .....	114 00
New Toronto and Railway Station ..	A. Fox .....	1	12	12 do .....	114 00
Niagara and Niagara Falls .....	W. J. Sheppard .....	15	6	12 do .....	525 00
Niagara and Railway Station .....	R. Warren .....	1/2	12	12 do .....	60 00
do do .....	do .....	1/2	12	Season 1893 .....	20 00
Niagara and St. Catharines .....	J. Abbott .....	12	6	3 mos. (to June 30, '93)..	112 00
do do .....	R. J. Allen .....	12	6	9 do from do .....	198 75
Niagara Falls and Railway Station ..	W. W. Woodruff .....	1/2	12	12 do .....	52 00
do do .....	do .....	1/2	6	Season 1893 .....	8 67
Niagara Falls and Suspension Bridge, N. Y. ....	do .....	1	6	12 months.....	84 00
Norman and Railway Station .....	J. B. Daires .....	1/2	12	12 do .....	266 43
Norval and Railway Station .....	T. Hewson .....	1 1/2	6	12 do .....	100 00
Oakville and Trafalgar .....	E. Hillmer .....	4	6	12 do .....	225 00
Oshawa and Raglan .....	J. S. Yeomans .....	9	6	3 do (to June 30, '93)..	61 25
do do .....	F. Coleman .....	9	6	3 do (to Sept. 30, '93)..	57 50
do do .....	do .....	23 r. t.	6	6 do from do .....	149 50
Oshawa and Railway Station .....	W. H. Thomas .....	1 1/2	6	12 do .....	40 00
Oshawa and Street Letter Boxes ..	do .....	1 1/2	12	12 do .....	65 00
Palermo and Bronte Railway Station	A. Coffee .....	3	12	12 do .....	250 00
Parkdale, Canadian Pacific Railway and Grand Trunk Railway .....	T. W. Todd .....	1/2	6	1 do 14 days (to May 14, '93) .....	12 08
Pearl River and Railway Station ..	K. Morrow .....	200 yds.	12	8 do (from Aug. 1, '93)	13 33
Pelham Union and Tintern .....	H. N. Cosby .....	3	3	9 do (from July 1, '93)	45 00
Peninsular Harbour and Railway Station .....	J. D. Mudge .....	1/2	6	12 do .....	75 00
Pine Grove and Woodbridge .....	J. G. Elliston .....	1 1/2	6	12 do .....	55 00
Point Mamainse and Sault Ste. Marie .....	T. H. Trehervey .....	60	1	4 do 30 days (to Dec. 31, '93) .....	124 20
Pontypool and Railway Station .....	T. Stanton .....	1/2	12	12 do .....	70 00
do do .....	do .....	1/2	12	Special trips .....	6 60
Poplar Dale and Rydal Bank .....	W. R. Smyth .....	13	1	9 months (to Dec. 31, '93)	78 00
do do .....	W. Coward .....	13	1	3 do from do .....	26 00
Port Arthur and Railway Station ..	F. S. Wiley .....	1/2	12	2 do (to May 31, '93) ..	33 33
do do .....	do .....	1/2	14	4 do 28 days (to Oct. 28, '93) .....	95 52
do do .....	do .....	1/2	12	5 do 3 days (from Oct. 29, '93) .....	84 78
Port Colborne Railway Station (G. T.) Letter Box and Postal Cars ..	D. Wilcox .....		12	do .....	10 00
Port Colborne and Railway Station ..	J. Saurin .....	1/2	36	12 do .....	146 00
Port Coldwell and Railway Station ..	R. Jackson .....	20 ft.	12	12 do .....	30 00
Port Credit and Railway Station ..	J. Hamilton .....	1/2	6	12 do .....	75 12
Port Dalhousie and Railway Station ..	F. W. Smith .....	1/2	30	12 do .....	200 00
Port Hope and Railway Station (G. T.) .....	C. R. Adamson .....	1/2	6	12 do .....	25 0

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

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					\$ cts.
Port Hope and Midland Railway Station.....	do	7 <sup>3</sup> / <sub>4</sub>	36	12 months.....	200 00
Port Hope and Ross Mount.....	S. Lill.....	7	2	12 do .....	70 00
Port Hope and Street Letter Boxes.....	J. Caldwell.....	4 <sup>1</sup> / <sub>2</sub>	12	12 do .....	200 00
Port Lock and Stobie Railway Station.....	P. Stobie.....	1 <sup>1</sup> / <sub>8</sub>	2	12 do .....	30 00
Port Maitland and Railway Station.....	W. J. Moss.....	4	6	12 do .....	190 00
Port Perry and Railway Station.....	W. M. Jamieson.....	1 <sup>1</sup> / <sub>2</sub>	18	3 do (to June 30, '93).	18 50
do do .....	W. Cook.....	1 <sup>1</sup> / <sub>2</sub>	18	9 do from do ..	45 00
Port Perry and Shirley.....	T. Espin.....	5	2	12 do .....	80 00
Port Perry and Uxbridge.....	J. H. Wegg.....	12	6	12 do .....	360 00
Port Robinson and Railway Station.....	J. McCoppen.....	1 <sup>1</sup> / <sub>2</sub>	24	12 do .....	140 00
Prince Albert and Railway Station.....	C. Fallis.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do .....	80 00
Ramsay Station and Railway Station.....	T. Longmoore.....	50 ft.	12	12 do .....	10 00
Rat Portage and Railway Station.....	W. Oliver.....	1 <sup>1</sup> / <sub>2</sub>	12 & 24	3 do 25 days (to July 25, '93)	89 02
do do .....	do .....	1 <sup>1</sup> / <sub>2</sub>	14	3 do 3 days (to Oct. 28, '93).	78 29
do do .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	5 do 3 days (from Oct. 23, '93)	118 69
Richard's Landing and Sea Gull.....	C. A. Young.....	6	1	12 do .....	55 00
Richmond Hill and Railway Station.....	W. R. Proctor.....	3 <sup>3</sup> / <sub>4</sub>	12	12 do .....	275 32
Richmond Hill and Toronto.....	J. Palmer, jr.....	16	6	12 do .....	1 00
Ridgeway and Railway Station.....	P. W. Anthony.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do .....	72 00
Rockside and Terra Cotta.....	J. Harber.....	3 <sup>1</sup> / <sub>2</sub>	2	12 do .....	49 00
Rossland and Railway Station.....	R. N. Young.....	50 ft.	6	9 do (to Dec. 31, '93).	18 00
Rosspord and Railway Station.....	J. J. Morrow.....	50 yds.	12	12 do .....	15 00
Rouge Hill and Toronto.....	R. H. Grew.....	17	6	6 do (to Sept. 30, '93).	199 50
do do .....	do .....	17	6	6 do from do ..	249 50
St. Azilda and Rayside Crossing.....	Z. Regimbal.....	1 <sup>1</sup> / <sub>2</sub>	3	12 do .....	80 00
St. Catharines and Railway Station.....	M. Ireson.....	1	24	12 do .....	275 44
St. Catharines and Street Letter Boxes.....	J. J. Richardson.....			12 do (to June 30, '94).	337 00
Sault Ste. Marie and Railway Station.....	M. C. Pim.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do .....	187 80
Schreiber and Railway Station.....	J. E. Walker.....	200 yds.	12	12 do .....	75 00
Scotch Block and Railway Station.....	J. Turner.....	1 <sup>1</sup> / <sub>8</sub>	6	12 do .....	50 00
Seagrave and Railway Station.....	I. Johnson.....	1 <sup>1</sup> / <sub>2</sub>	6	12 do .....	60 00
Sheridan and Cooksville Railway Station.....	W. H. Falconer.....	8	6	12 do .....	294 00
Sherkaton and Railway Station.....	B. F. Sherk.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do .....	75 00
Siloam and Uxbridge.....	A. Boden.....	17 r. f.	3	12 do .....	146 00
Silverdale and Tintern.....	J. J. Romp.....	3	3	12 do .....	47 50
Smithville and Wellandport.....	B. Atkinson.....	9	6	12 do .....	249 00
Snider's Corners and Trafalgar.....	J. M. Snider.....	3	3	12 do .....	53 75
Snyder and Stevensville Railway Station.....	T. Snyder.....	1 <sup>1</sup> / <sub>2</sub>	6	12 do .....	125 60
South Bay Mouth and Tehkummah Sowerby and Dayton Railway Station.....	S. Sloan.....	19	1	12 do .....	150 00
Spanish River Station and Railway Station.....	A. H. Hagen.....	6 <sup>1</sup> / <sub>2</sub>	2	12 do .....	145 80
Stevensville and Railway Station.....	M. Donovan.....	1 <sup>1</sup> / <sub>2</sub>	6	12 do .....	60 00
Stony Creek and Woodburn.....	P. Tytherleigh.....	1 <sup>1</sup> / <sub>2</sub>	12	12 do .....	80 00
Stouffville and Railway Station.....	J. Cowan.....	15 r. f.	6	12 do .....	240 00
Streetsville and Railway Station.....	W. Coxworth.....		30	12 do .....	70 00
Sturgeon Falls and Railway Station.....	T. W. Robinson.....		30 & 24	12 do .....	120 00
do do .....	J. Hewis.....		12	3 do (to June 30, '94).	16 25
do do .....	do .....		14	3 do 28 dys. (to Oct. 28, '93)	25 61
do do .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	5 do 3 days (from Oct. 23, '93)	27 55

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.
Sudbury and Railway Station.....	S. Fournier.....	$\frac{1}{8}$	18 & 20	12 months.....	217 10
Summerville and Cooksville Railway Station.....	P. McLaughlin..	6	6	12 do .....	225 00
Suspension Bridge—Tolls.....	W. C. Sloan.....			12 do .....	40 00
Swansea and Railway Station.....	J. Worthington..	100 yds.	24	12 do .....	78 00
Tache Station and Railway Station	J. S. Killam.....		12	1 do (to Apr. 30, '93).	2 08
do do	R. M. Grindlay..		12	11 do from do .....	22 91
Terra Cotta and Railway Station..	I. Harber.....		6	3 do (to June 30, '93).	6 25
do do	do .....		6	9 do from do .....	37 50
Thessalon and Railway Station.....	J. J. Ansley.....	$\frac{3}{4}$	12	12 do .....	115 00
Thessalon and Wharnciffe.....	G. Burrows.....	19 $\frac{1}{4}$	1	11 do 24 d. (from Apr. 7, '93).....	131 20
Thomson and Railway Station.....	R. Tyner.....	30 ft.	6	12 do .....	25 00
Thornhill and Railway Station.....	J. H. Francis....	3	12	9 do (to Dec. 31, '93).	164 50
do do	do .....	3	12	3 do from do .....	68 75
Thornhill and Toronto.....	do .....	12	6	12 do .....	249 00
do do	J. Thomson.....	12	6	12 do .....	1 00
Thorold and Railway Station.....	J. Dale.....	$\frac{1}{2}$	24	12 do .....	187 80
Toronto and Branch Post Offices..	R. Bond.....			12 do (to June 30, '94).	2,925 00
Toronto and Railway Station (C.P.)	T. H. Dryden....	1	26	12 do .....	284 76
Toronto and Railway Station (C.V.)	J. Hendry.....	1	24 & 30	12 do .....	268 66
Toronto and Railway Station (Midland).....	do .....	1	30	12 do .....	297 35
Toronto and Railway Station (Northern).....	T. H. Dryden....	$\frac{1}{2}$	48	12 do .....	525 84
Toronto and Railway Station (T. G. and B.).....	J. Hendry.....	1	24	12 do .....	237 88
Toronto—Letter Carrier's Service..	Toronto Ry. Co. .			12 do (to June 30, '94).	3,648 00
Toronto Junction and Railway Station .....	J. S. Kirkwood..	$\frac{1}{4}$	36, 42 & 50	12 do .....	192 99
Unionville and Railway Station....	J. Webber.....	$\frac{1}{4}$	24	12 do .....	95 00
Uxbridge and Railway Station.....	J. Kimmerly....		24	12 do .....	90 00
Uxbridge and Victoria Corners.....	J. Imrie.....	19 r.t.	3	12 do .....	129 00
Vermillion Bay and Railway Station	A. Gibson.....	$\frac{1}{8}$	12	12 do .....	24 00
Verner and Railway Station.....	J. L. Michaud...	$\frac{1}{8}$	6	9 do (to Dec. 31, '93).	15 00
do do	G. Guenette....	$\frac{1}{8}$	6	3 do from do .....	5 00
Vivian and Railway Station.....	N.L. McCormack	$\frac{1}{8}$	12	12 do .....	60 00
Wahnapitae and Railway Station..	D. McLaren.....	$\frac{1}{4}$	12	12 do .....	60 00
Walford Station and Railway Station .....	A. G. Walford..	$\frac{1}{8}$	6	12 do .....	46 95
Warren and Railway Station.....	G. M. Warren....	100 yds.	12	3 do (to June 30, '93).	20 00
do do	do .....	do ..	14	3 do 28 dys. (to Oct. 28, '93)..	31 54
do do	do .....	do ..	12	5 do 3 d. (from do )	33 91
Webbwood and Railway Station.....	G. McLandress..	$\frac{1}{8}$	6	12 do .....	78 25
Welland and Railway Station (C.S.)	J. McQueen.....	1 $\frac{1}{4}$	12	12 do .....	100 16
Welland and Street Letter Boxes..	do .....	500 yds.	18	12 do .....	44 00
Welland and Wellandport.....	B. Atkinson....	15	6	12 do .....	391 00
Welland and Welland Railway Station .....	O. H. Garner....	$\frac{1}{4}$	24	12 do .....	150 24
Wesleyville and Newtonville Railway Station.....	T. Richards.....	1 $\frac{1}{8}$	6	6 do (to Sept. 30, '93).	36 11
do do	W. Thorndyke..	1 $\frac{1}{8}$	6	6 do from do ..	42 12
Whitby and Railway Station (G.T.)	O. Sebert.....	1 $\frac{1}{8}$	6	12 do .....	40 00
Whitefish and Railway Station.....	F. Summerby....	$\frac{1}{4}$	6	12 do .....	35 00

## Postmaster General's Report.

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.
White River and Railway Station..	W. E. McLaughlin.....	44-2-2	12	12	12 months.....	50 00
Woodbridge and Railway Station..	J. G. Elliston....		24	12	do .....	95 00
Worthington and Railway Station..	W. J. Moore....		12	11	do (from May 1, '93) less fine. ....	8 16
Zimmerman and Burlington Railway Station .....	D. Wilkins. ....	9	6	12	do .....	275 00
					Total.....	\$61,609 29

**WILLIAM WHITE,**  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the year ended 30th June, 1894.  
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Almic Harbour and Burk's Falls	Magnetawan Navigation Company.	40	6	Season 1893.	\$ cts. 274 50
Bell Ewart and Roach's Point.	T. Ellis.	2	6	do	64 00
Bobaygon, Lindsay and Sturgeon Point.	Trent Valley Navigation Company	24	6	do	233 00
Carillon and Laehnie.	Ottawa River Navigation Co.	48	6	do	411 70
Chicoutimi and Quebec.	Richelieu and Ontario Navigation Co.	285	As required.	do	3,500 00
Charlottetown and Cape Tormentine	W. H. Batt, Agent.	36		4 trips	161 00
Collingwood and Sault Ste. Marie.	North Shore Navigation Company.	461	2	Season 1893.	2,000 00
do	Great Northern Transit Company.	461	2	do	2,000 00
Comox and Nanaimo	Esquimalt and Nanaimo Railway Co.	60			624 00
Comox and Valdez Island.	do	40	1	12 months (to March 31, 1894).	104 00
Deseronto and Picton.	Deseronto Navigation Company	14	Fortnightly.	5 do 19 days (to Nov. 19, 1893)	2,617 28
Esquimaux Point and Rimouski.	A. Fraser & Company	286	Fortnightly.	12 do and extra service.	3,200 00
Fort Simpson and Victoria.	Dalby & Clayton.	600	2 trips	Season 1893.	50 00
Gananoque and Clayton	Thousand Islands Railway Company.	9	6	do	200 00
Gaspé Basin and North Shore of River St. Lawrence	R. A. Miller.	356	Fortnightly.	Season 1893	1,300 00
Gravenhurst and Rosseau, &c	Muskoka and Georgian Bay Nav. Co.	48, 51 and 22	6 and 3	7 months 2 days (to Dec. 2, 1893).	2,351 50
Halifax and Boston.	North Atlantic S.S. Company	400	1	12 do (to March 31, 1894)	400 00
do	do	400	1	6 do (to June 30, 1893)	200 00
do	do	400	3 and 1	6 do (to Dec. 31, 1893)	371 86
Halifax and St. John's, Newfoundland.	Canada Atlantic and Plant S.S. Co.				
do	New York, Newfoundland and Halifax S.S. Company	540	As required.	12 do (to March 31, 1894)	1,650 00
do	Canada and Newfoundland S.S. Co.	540	do	12 do	2,679 66
Juniper Island and Lakefield.	P. P. Young	10	6	Season 1893.	64 99
Kaslo, Nelson and Lardo.	Columbiaan Kootenay Navigation Co	40, 45 and 20	3, 2 and 1	12 months (to March 31, 1894)	597 00
do	J. Paterson	65, 45 and 20	2 and 3	8 do 28 days (to Feb. 28, 1894)	329 00
Kingston and Cape Vincent, U.S.	M. H. Folger.	18	6	12 do (to March 31, 1894)	1,200 00
Kingston and Thousand Island Park	do	24	6	Season 1893	200 00
Levis and Quebec.	Quebec and Levis Ferry Company.	1	12 and 25	12 months (to March 31, 1894)	596 64
Lindsay and Sturgeon Point.	J. B. Cullon	8 S. and 4 W.	6 and 1	4 do 5 days (to March 31, 1894)	
L'Orignal and Ottawa	Ottawa River Navigation Company.	59	6	Season 1893	31 15
Lezardes du Blanc Sablon and Natasequan.	J. Hibert.	271	4	do	465 75
Moodyville and Vancouver	Union S.S. Company.	34	9	12 months (to March 31, 1894).	400 00
Montreal and Quebec.	Richelieu and Ontario Navigation Co.	180	6	Season 1893	500 00
Naas Harbour, Fort Simpson and Victoria.	J. D. Warren.	640	Fortnightly & monthly.	3 months (to June 30, 1893).	1,200 00
do	do	668 and 114	do	9 do from do	250 00
					3,000 00



# Postmaster General's Report.

Nanaimo and Vancouver.....	40	7 and 6	12 months (to March 31, 1894).....	2,624 00
Nanaimo and Victoria.....	75	As required.	12 do.....	780 00
New Westminster and Steveston	20	6	11 do (to Feb. 28, 1894).....	145 75
do.....	20	6	12 do (to March 31, 1894).....	313 00
New Westminster and Victoria.....	75	3	12 do.....	5,000 00
Niagara and Toronto.....	36	6 and 12	Season 1893.....	811 00
Outer Duck Island and Windsor.....	60	3	12 months (broken period).....	749 00
Parry Sound, Penetanguishene, &c.	307	1	Season 1893.....	75 00
Pembroke and Rapides des Joachim's.....	66 and 140	4, 6 and 2	do.....	1,615 10
Port Hope and Charlotte, U.S.	50	6	do.....	200 00
Revelstoke and Robson.....	120	6	do.....	1,545 00
Rimouski and Stearns.....	150	3 and 2	do.....	1,230 00
Robson and Northport.....	44	3 and 2	12 months (to March 31, 1894).....	6,433 33
St. John, Digby and Annapolis.....	45 and 60	6 and 3	Season 1893.....	402 60
St. John and Eastport, Maine.....	58	As required.	8 months 19 days (to Dec. 19, 1893).....	1,000 00
St. John and Frederick.....	84	2	12 do (to June 30, 1894).....	200 00
St. John and Hatfield Point.....	40	6	do.....	1,500 00
St. Stephen and St. Andrew's.....	45	3 S. and 2 W.	do.....	250 00
Sidney and Victoria.....	20	2	12 months (to March 31, 1894).....	1,500 00
Squamish and Vancouver.....	35	1	10 do 22 days (from May 10, 93)	94 00
Tadoussac and West Shore of River Saguenay.....	1	As required.	12 do (to March 31, 1894).....	182 00
Vancouver and Gulf Island, &c.	115 and 35	wkly & fly	Special trip.....	25 50
Victoria and Port Townsend.....	80	6	12 months (broken period).....	728 73
do.....		6	12 do (to March 31, 1894).....	10,000 00
Wiaraton & Points on Georgian Bay & Lake Huron	40	6	7 do (to Oct. 31, 1893).....	1,691 66
Yarmouth and Boston, U.S.	40	6	5 do (to March 31, 1894).....	1,208 33
do.....		2	Season 1893.....	75 00
Yarmouth and Boston, U.S.	240	As required.	15 months (to March 31, 1894).....	3,429 30
			Total.....	\$77,235 33

**WILLIAM WHITE,**  
*Deputy Postmaster General.*

**W. H. SMITHSON,**  
*Accountant.*

**MEMORANDUM of Special Mail Subsidies and Steamship Subventions disbursed through the Post Office Department during the fiscal year ended 30th June, 1894.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Canada and United Kingdom..... Victoria, B.C., and San Francisco, U.S.....	H. & A. Allan..... Goodall & Perkins.....	2,530 W. and 2,650 S. 750	1 1	12 months (to June 30, 1894)..... 2 do (to August 31, 1893)..... Total.....	\$ cts. 126,533 33 2,940 00 \$129,473 33

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

## Postmaster General's Report.

DETAIL of all payments for Mail Transportation in the Dominion of Canada  
made within the Year ended 30th June, 1894.

### CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		\$    cts.
Alberta Railway and Coal Company . . . . .	12 months (to 31st March, 1894) . . . . .	1,777 95
Bay of Quinté Railway and Navigation Company . . . . .	12 do . . . . .	8,344 68
Boston and Maine Railway . . . . .	12 do . . . . .	1,971 90
Canada Atlantic Railway . . . . .	13 do (to 30th June, 1894) . . . . .	11,086 92
Canada Coal and Railway Company . . . . .	12 do (to 31st March, 1894) . . . . .	300 48
Canada Eastern Railway Company . . . . .	12 do . . . . .	3,848 16
Canadian Pacific Railway Company . . . . .	12 do . . . . .	506,128 41
Canada Southern Railway . . . . .	12 do . . . . .	38,444 75
Caraquet Railway . . . . .	12 do . . . . .	1,900 70
Central Ontario Railway . . . . .	12 do . . . . .	6,558 62
Central Vermont Railway . . . . .	12 do . . . . .	5,893 04
Cumberland Railway and Coal Company . . . . .	12 do . . . . .	895 18
Drummond County Railway . . . . .	9 do (from 1st July, 1893) . . . . .	2,375 68
Elgin, Petibodiad and Havelock Railway . . . . .	12 do (to 31st March, 1894) . . . . .	676 08
Erie and Huron Railway . . . . .	12 do . . . . .	4,323 04
Esquimalt and Nanaimo Railway . . . . .	12 do . . . . .	2,929 68
Grand Trunk Railway . . . . .	12 do . . . . .	366,179 40
do do	Special trips with British mails . . . . .	13,878 00
Great Northern Railway . . . . .	8 months and 9 days (to 9th Dec., '93) . . . . .	101 28
Intercolonial Railway . . . . .	12 do (to 30th June, 1894) . . . . .	143,172 60
Irodale, Bancroft and Ottawa Railway . . . . .	3 do (to 30th June, 1893) . . . . .	41 69
Kent Northern Railway . . . . .	12 do (to 31st March, 1894) . . . . .	619 92
Kingston and Pembroke Railway . . . . .	12 do . . . . .	7,022 93
Lake Erie and Detroit River Railway . . . . .	12 do . . . . .	1,962 32
L'Assomption Railway . . . . .	12 do . . . . .	283 38
London and Port Stanley Railway . . . . .	12 do . . . . .	1,284 04
Lower Laurentian Railway . . . . .	12 do . . . . .	732 42
Maine Central Railway . . . . .	12 do . . . . .	995 34
Manitoba and North Western Railway . . . . .	12 do . . . . .	5,257 26
Montreal and Sorel Railway . . . . .	9 do (from 1st July, 1893) . . . . .	634 50
Nelson and Fort Sheppard Railway . . . . .	3 do 13 days (from 19th Dec., '93) . . . . .	129 60
New Brunswick and Prince Edward Island Railway . . . . .	12 do (to 31st March, 1894) . . . . .	1,572 58
New Glasgow, Iron, Coal and Railway Company . . . . .	3 do 26 days (from 5th Dec., '93) . . . . .	104 00
New Westminster and Southern Railway . . . . .	12 do (to 31st March, 1894) . . . . .	700 80
Northern Pacific Railway . . . . .	12 do . . . . .	5,786 88
Nova Scotia Central Railway . . . . .	12 do . . . . .	2,153 92
Ottawa, Arnprior and Parry Sound Railway . . . . .	5 do (from 1st Feb., 1894) . . . . .	1,553 16
Ottawa and Gatineau Valley Railway . . . . .	15 do (to 30th June, 1894) . . . . .	2,269 14
Pontiac and Pacific Junction Railway . . . . .	15 do . . . . .	2,761 20
Prince Edward Island Railway . . . . .	12 do (to 31st March, 1894) . . . . .	18,949 40
Quebec Central Railway . . . . .	12 do . . . . .	7,161 44
Quebec and Lake St. John Railway . . . . .	12 do . . . . .	8,574 80
St. John Bridge and Railway Extension Company . . . . .	12 do . . . . .	500 00
Salisbury and Harvey Railway . . . . .	12 do . . . . .	2,403 84
Shore Line Railway . . . . .	12 do . . . . .	2,046 00
Temiscouata Railway . . . . .	12 do . . . . .	5,365 00
Thousand Islands Railway . . . . .	12 do . . . . .	730 00
Western Counties Railway . . . . .	6 do (to 30th Sept., 1893) . . . . .	2,185 44
Windsor and Annapolis Railway . . . . .	12 do (to 31st March, 1894) . . . . .	8,989 36
Yarmouth and Annapolis Railway . . . . .	6 do (from 1st Oct., 1893) . . . . .	2,171 52
Total . . . . .		\$1,215,728 43

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

**Postmaster General's Report.**

**APPENDIX B.**

**TRANSACTIONS OF  
ACCOUNTING POST OFFICES**

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1894.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com- pen- sation paid to Post- masters on M. O. business.	Com- pen- sation paid to Post- masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle	Wellington	256 95	167	2,013 46	15 77	529 77	5 03		96 00		
Acton	Halton	2,592 25	1,307	12,189 00	100 20	5,464 72	32 98	7 80	700 00	6 00	80 00
Adolphustown	Lennox	163 30	292	3,800 40	26 57	1,69 44	9 53		66 00		
Ahmlic Harbour	Muskoka & P. Sound	250 88	123	4,273 30	26 33	33 37	10 68		72 00		
Ailsa Craig	Middlesex	1,153 75	965	7,457 06	63 37	2,285 70	19 60	4 17	400 00	16 00	40 00
Aldboro'	Elgin	74 24	43	430 40	3 31	71 29	1 08		30 00		
Alexandria	Glengarry	2,691 54	697	8,999 29	67 86	7,191 57	27 01	79 52	750 00	105 00	120 00
Algoma Mills	Algoma	422 85	95	2,033 73	13 40	285 46	5 18	5 98	200 00	65 00	
Allandale	Simcoe	1,229 97	652	8,519 92	64 55	1,535 31	21 90	11 32	440 00	20 00	60 00
Allenford	Bruce	439 13	582	7,179 49	49 29	1,207 38	18 15		176 00	30 00	
Allensville	Muskoka & P. Sound	168 77	139	1,627 02	11 84	408 01	4 68		70 00		
Alliston	Simcoe	2,718 82	3,268	12,428 71	91 71	6,828 58	32 58	28 16	830 00	8 00	120 00
Alma	Wellington	514 15	204	1,538 88	11 38	952 27	4 09		160 00	14 00	
Almonte	Lenark	4,490 52	2,714	25,706 43	213 42	11,628 33	69 30	73 47	1,210 00	40 00	
Alton	Peel	629 15	431	3,808 93	29 13	947 18	10 12	1 37	250 00		
Alvinston	Lambton	1,524 94	1,090	12,558 93	93 54	3,448 23	32 98	41 70	520 00		60 00
Amherstburg	Essex	2,313 98	1,261	13,883 26	113 66	6,876 10	39 63	36 25	720 00	10 00	
Ancaster	Wentworth	683 89	672	6,639 13	52 68	1,112 94	17 43	6 51	276 00		
Angus	Simcoe	746 96	379	2,410 18	17 82	1,121 54	6 33	10 39	200 00	4 00	
Appin	Middlesex	476 21	381	4,634 37	33 35	895 30	12 37	7 52	200 00	12 00	
Arden	Wellington	409 05	85	3,011 05	20 20	145 15	7 52	4 48	136 00		
Arkwright	Lambton	917 69	899	11,685 60	88 82	2,497 33	30 88	12 27	360 00		40 00
Arnprior	Bruce	182 24	154	1,847 17	12 08	389 03	4 86		80 00	4 00	
Arthur	Renfrew	4,326 33	2,266	24,673 44	192 60	7,845 85	65 40	48 96	1,160 00	83 33	160 00
Arva	Wellington	1,978 06	1,143	15,705 03	107 45	5,488 63	41 56	92 56	630 00	28 00	80 00
Ashworth	Middlesex	123 14	121	1,390 03	10 10	114 94	3 44		40 00	9 00	
Athens	Muskoka & P. Sound	152 80	103	1,352 24	8 28	620 61	4 31	2 32	48 00		
Auburn	Leesds	1,576 81	663	6,997 50	54 23	3,522 21	19 00	1 99	500 00	24 00	60 00
Aultsville	Huron	406 64	537	10,792 42	69 31	1,047 86	27 26		168 00		
	Stormont	689 39	298	3,624 09	31 12	1,468 39	9 14	2 78	240 00	8 00	



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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Commission paid to Post-masters on M.O. business.	Commission 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.
Brookton.	York	1,586 97	618	6,403 22	55 97	3,343 53	18 36	9 31	520 00	80 00	
Brookville.	Leeds	18,217 08	5,075	43,765 94	382 85	58,472 03	119 24	146 99	3,400 00	480 00	
Bronte.	Haltou	234 89	74	375 97	3 45	908 13	1 52	3 08	76 00		
Broom.	Ontario	785 94	575	7,222 59	50 72	5,586 11	19 62	6 47	300 00		
Brougham.	Ontario	288 75	170	3,359 54	21 31	514 03	8 69	0 13	170 00		
Bruce.	Huron	2,365 81	2,363	22,255 47	63 33	7,775 90	61 58	17 73	770 00	110 00	120 00
Burford.	Brant	754 81	583	8,988 96	63 43	3,442 35	25 81	1 90	276 00	18 00	
Burgessville.	Oxford	525 92	289	3,874 23	28 78	425 86	9 80		192 00	20 00	
Burk's Falls.	Muskoka & P. Sound	1,411 01	1,008	12,829 55	90 49	6,014 13	33 60	5 84	420 00	60 00	
Burlington.	Haltou	1,260 95	496	5,872 01	45 26	3,411 76	16 31	5 04	420 00	12 00	
Byng Inlet, North.	Muskoka & P. Sound	156 49	113	1,916 65	12 98	669 36	4 80	1 82	100 00		
Cache Bay.	Nipissing	806 06	334	5,033 06	36 36	735 56	12 64	12 11	220 00		
Caistorville.	Lincoln and Niagara	94 88	48	1,065 80	7 12	139 10	2 68		50 00		
Caledon.	Cardwell.	371 70	270	4,515 46	30 48	762 89	11 58		156 00	6 00	
Caledonia.	Haldimand.	1,367 98	816	8,961 82	67 89	3,449 89	23 77		480 00		
Callender.	Muskoka & P. Sound	634 61	310	1,926 46	15 72	621 66	5 52		170 00	10 00	
Cambray.	Victoria	314 75	245	2,878 01	20 76	1,095 51	7 77	1 74	140 00		
Camden East.	Addington.	371 76	343	4,210 03	30 28	959 84	11 28		164 00	4 00	
Camden East.	Lambton.	409 45	155	1,603 85	12 86	874 34	4 26		190 00	10 00	
Campbellford.	Northumberland	3,528 80	2,741	20,191 75	222 90	9,919 26	78 15	25 54	950 00		140 00
Campbellville.	Haltou	347 87	283	4,980 80	32 62	1,380 81	12 74		148 00		
Campfield.	Haldimand.	561 96	363	3,946 40	26 51	311 44	9 91		160 00	32 00	
Cannington.	Ontario	1,882 53	1,072	9,346 88	72 38	5,920 52	24 27	1 91	590 00	20 00	80 00
Cardinal.	Grenville	1,457 24	693	9,390 50	77 35	2,504 01	24 88	28 04	460 00	16 00	60 00
Cardinal.	Grenville	412 91	335	2,418 18	20 62	1,310 91	6 46	3 14	150 00		
Carroll.	Bruce	4,643 25	2,418	24,798 56	198 31	12,905 53	68 90	54 57	1,270 00		
Carleton Place.	Lanark	157 37	88	1,582 97	10 20	15 80	3 95		70 00		
Carlsruhe.	Bruce	504 02	602	6,720 80	48 70	884 29	17 13		190 00		
Casleton.	Northumberland	1,389 44	1,265	11,854 58	87 21	4,085 58	30 69	14 95	482 50	18 00	
Cayuga.	Haldimand.	492 87	176	1,099 10	11 06	508 55	3 27		280 00		
Cardar Dale.	Ontario	1,106 91	1,091	20,627 06	150 54	792 13	51 70	46 35	300 00		60 00
Chapleau.	Algoma	229 37	158	2,298 76	16 85	369 59	5 81		175 00	60 00	
Charing Cross.	Kent	14,726 45	4,926	46,425 85	418 56	52,033 36	133 43	72 20	3,360 00	240 00	40 00
Chatham.	Kent	756 11	689	5,360 81	42 56	3,791 96	14 80	2 64	300 00	56 00	
Chatsworth.	Grey	325 15	88	666 75	5 31	185 01	1 73		84 00		
Cheltenham.	Peel	2,832 83	1,498	11,053 78	86 93	9,081 48	29 60	7 85	780 00	14 00	120 00
Chestley.	Bruce	1,409 88	659	6,489 42	55 20	2,255 26	18 47	45 73	460 00	40 00	60 00





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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dundas St. (Toronto).	York		1,424	14,634 83	134 43	7,241 47	38 17	21 29	300 00		
Dungannon.	Huron	524 50	433	10,742 06	68 76	2,115 96	27 70	8 70	184 00	2 00	
Dunville	Haldimand.	2,985 66	2,085	19,283 56	156 65	6,811 62	50 13	27 79	880 00	90 00	120 00
+Duntroon.	Simcoe.	538 63	64	1,215 29	7 38	33 38	3 04		190 00		
Dunvegan.	Glengarry	245 37	212	2,987 06	23 89	737 86	8 56		108 00		
Durham	Grey	2,376 41	1,394	17,161 70	123 74	6,707 42	45 47	39 78	680 00	110 00	100 00
Dutton	Elgin	1,597 53	1,784	18,741 62	134 69	4,043 27	48 04	20 42	530 00		60 00
Eganville	Durham	2,150 51	767	17,298 28	114 60	4,135 64	43 32	48 00	520 00	80 00	60 00
Elmira	Waterloo	1,263 02	795	7,975 49	64 09	2,087 19	20 35	6 51	420 00	25 00	60 00
*Elm St. (Toronto).	York		2,313	21,668 81	236 23	12,138 25	51 47	80 07	600 00		60 00
Elmhurst	Simcoe	1,286 62	852	7,259 62	55 92	2,409 59	18 52	5 50	420 00	8 00	
Elmvale	Simcoe		832	7,259 62	55 92	2,409 59	18 52	5 50	420 00	8 00	
Elmwood	Bruce	672 79	438	3,618 12	30 69	1,189 82	10 25	5 83	240 00	24 00	
Elora.	Wellington.	2,220 50	1,625	14,144 70	111 40	6,889 98	38 02	87 04	672 00	100 00	100 00
Elton.	Wellington.	861 85	657	7,026 89	53 05	3,696 52	18 05	4 18	360 00	40 00	40 00
Emburo	Oxford	941 25	502	7,291 59	54 57	2,857 22	20 29	8 09	284 00	16 00	
Ensdale.	Muskoka & P. Sound	490 50	201	3,263 94	27 00	921 73	10 30	1 95	180 00	12 00	
Enterprise	Addington.	888 34	875	15,685 04	163 01	2,129 68	40 14	43 89	380 00	12 00	40 00
Erin	Wellington.	2,540 00	1,559	15,928 54	120 13	11,381 94	41 93	19 93	840 00	60 00	120 00
Essex.	Essex.		1,117	1,336 23	10 21	522 02	3 36		120 00		
Everett.	Simcoe.	2,063 00	1,177	15,644 77	122 46	7,679 12	42 55	68 13	680 00	84 00	100 00
Exeter.	Huron.	1,717 79	1,181	14,549 03	105 18	3,805 49	37 83	30 58	590 00	6 00	80 00
Fenelon Falls	Victoria	2,942 18	2,083	21,409 08	158 39	8,622 76	57 26	32 56	840 00	130 00	120 00
Fergus	Wellington.	665 69	138	1,200 24	10 52	2,724 87	3 12	5 50	300 00		
Fingal	Elgin.	1,242 99	1,260	14,240 71	103 70	4,102 09	37 40		380 00	70 00	40 00
Flesherton	Grey	314 65	1,260	14,240 71	103 70	4,102 09	37 40		380 00	70 00	40 00
Florence	Addington.	734 16	583	6,909 64	51 00	3,894 99	19 13	10 73	290 00		
Fonchill.	Welland	555 74	377	3,550 31	30 80	1,632 31	9 30	8 56	224 00		
Forest	Huron	716 99	561	9,027 94	61 72	1,883 44	23 34	1 48	270 00	20 00	
Forest	Lambton.	2,469 97	1,547	11,387 59	95 22	7,177 20	30 15	2 16	780 00	16 00	120 00
Formosa	Bruce	380 01	425	5,028 78	38 22	1,995 60	13 12		120 00		40 00
Fort Erie	Welland	1,000 79	509	5,666 67	42 87	3,406 42	16 52	24 67	30 00		
+Fort Stewart	Welland	2,22 24	41	381 49	3 31	14 00	0 95		76 00		
Fort William	Hastings	2,995 82	2,490	36,209 03	329 37	4,365 76	95 20	37 83	750 00		120 00
Fort William West.	Algonia	156 21	127	1,069 84	9 36	1,260 44	3 72	2 37	125 00		
Frankford	do	677 25	697	10,598 63	72 17	1,448 86	27 34	10 39	260 00		
Free on	Hastings	2,905 33	208	2,905 33	20 13	1,121 75	7 83		100 00	6 00	
Freeport	Wentworth	322 38	202	2,618 39	21 04	840 16	7 04		160 00		

# Postmaster General's Report.

Muskoka & P. Sound	324 93	5,465 18	36 64	188 74	80 00	13 69	141 79	60 00	80 00
French River	227 93	2,442 85	14 83	492 86	102 00	6 13	141 79	60 00	102 00
Fullarton	12,816 20	35,441 64	314 93	48,949 10	2,900 00	99 06	38 28	16 00	2,900 00
Galt	5,126 83	19,828 44	160 56	9,008 35	1,420 00	54 45	32 01	16 00	1,420 00
Gananoque	2,764 66	15,307 55	126 16	8,403 18	1,650 00	40 62	38 21	108 00	1,650 00
Georgetown	332 64	2,133 31	17 23	965 60	156 00	6 65	1 24	2 00	156 00
Glanville	425 66	7,032 17	46 49	1,138 29	68 00	18 20	1 24	2 00	68 00
Glen Allan	176 74	1,078 61	7 93	15 72	740 00	2 69	22 21	12 00	740 00
Leeds	2,425 80	16,797 81	132 66	6,897 45	172 00	43 41	75 31	108 00	172 00
Middlesex	3,163 60	385 03	2 52	107 70	160 00	8 69	0 61	6 00	160 00
Glen Robertson	5,859 60	30,318 22	242 18	20,859 12	76 00	88 48	75 31	6 00	76 00
Goderich	331 29	3,467 72	21 79	175 09	164 00	12 62	0 61	44 00	164 00
Peterboro	321 29	7,786 92	43 66	216 99	386 00	73 09	2 51	40 00	386 00
**Goodwood	594 85	28,694 77	181 28	5,766 55	386 00	73 09	2 51	40 00	386 00
Gore Bay	1,019 05	7,942 60	52 77	1,926 49	280 00	20 73	11 38	30 00	280 00
A'gona	1,773 36	5,985 81	40 16	2,628 55	280 00	16 85	0 64	20 00	280 00
Gorrie	1,400 30	8,340 78	62 85	4,124 62	440 00	4 07	4 40	60 00	440 00
Northumberland	660 97	4,108 09	31 03	1,178 33	280 00	10 59	5 24	13 00	280 00
Wellington	3,154 38	11,204 84	91 79	6,257 89	48 00	29 41	23 04	48 00	48 00
Grand Valley	222 22	2,679 12	19 32	967 45	108 00	6 88	0 06	108 00	108 00
Gravenhurst	2,501 15	7,995 59	59 23	8,127 45	720 00	6 19	6 19	84 00	720 00
Greenwood	19,562 85	59,050 87	502 65	77,509 84	4,600 00	171 53	106 64	400 00	4,600 00
Grimsby	1,578 83	8,829 19	67 58	4,862 67	508 00	23 96	50 99	70 00	508 00
Guelph	756 45	3,406 92	27 49	2,780 44	290 00	10 05	5 10	16 00	290 00
Hagersville	81,421 35	133,891 54	1,317 27	367,475 06	120 00	12 90	25 83	6 00	120 00
Haliburton	923 89	5,062 16	34 31	890 31	620 00	35 10	25 83	40 00	620 00
Hamilton	2,199 48	13,349 19	103 63	9,181 20	960 00	44 93	24 59	60 00	960 00
Hanover	3,384 80	17,085 11	130 39	10,650 63	300 00	49 20	5 02	80 00	300 00
Harriston	1,093 69	16,300 01	118 10	2,237 78	520 00	28 88	11 05	28 00	520 00
Harrow	1,512 23	11,331 64	85 73	2,375 54	350 00	18 75	21 90	36 00	350 00
Hastings	1,141 11	7,299 94	52 63	1,838 61	460 00	20 92	18 16	60 00	460 00
Havelock	1,592 99	7,748 67	63 12	2,719 06	180 00	8 28	11 36	16 00	180 00
Hawkesbury	327 60	3,274 20	24 81	1,413 51	136 00	11 52	18 96	20 00	136 00
Hawkesville	303 08	4,255 18	30 00	1,236 46	368 00	24 82	18 96	40 00	368 00
Heathcote	1,028 11	9,530 94	69 07	2,175 91	248 00	18 39	65 09	100 00	248 00
Hensall	554 15	7,266 04	50 49	3,066 76	700 00	29 86	2 18	20 00	700 00
Hepworth	2,520 28	11,312 64	97 68	3,916 47	320 00	7 97	2 18	72 00	320 00
Hesper	802 72	3,111 60	24 72	1,289 08	268 00	4 75	0 63	16 00	268 00
Highgate	191 05	5,411 41	37 48	1,506 13	268 00	14 10	0 63	6 00	268 00
Highland Creek	717 02	1,844 51	14 01	1,273 90	90 00	24 27	0 63	16 00	90 00
Hillsburg	445 01	9,613 61	63 74	1,273 90	92 00	3 09	6 60	60 00	92 00
Hillsdale	210 06	1,078 83	8 05	544 78	92 00	2 63	6 60	27 50	92 00
Holland Landing	325 98	958 41	6 60	269 33	200 00	2 63	6 60	27 50	200 00
Holland	457 76	3,613 72	25 62	1,097 88	364 00	15 37	9 16	40 00	364 00
Holstein	740 69	6,054 62	42 26	1,441 66	700 00	7 03	9 16	36 00	700 00
Horning's Mills	984 09	2,665 05	21 57	915 48	250 00	63 10	33 40	100 00	250 00
Humberstone	2,800 74	22,587 79	167 03	7,339 73	2,400 00	88 84	33 91	360 00	2,400 00
Huntsville	1,823 99	8,829 19	67 58	4,862 67	290 00	10 05	5 10	16 00	290 00
Muskoka & P. Sound	3,655 72	32,875 27	275 75	70,655 60	120 00	12 90	25 83	6 00	120 00
Ingersoll	9,773 72	32,875 27	275 75	70,655 60	120 00	12 90	25 83	6 00	120 00
Oxford	3,655 72	32,875 27	275 75	70,655 60	120 00	12 90	25 83	6 00	120 00

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

\* Changed from Gerrard St. (Toronto), 1st January, 1894.

\*\* Non-Accounting Office, from 1st April, 1894.

+ Accounting Office, from 1st January, 1894.

\$ Accounting Office, from 1st October, 1893.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Con-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Innekip	Oxford.	547 90	270	4,152 03	32 23	484 64	10 50	160 00	160 00	36 00	40 00
International Bridge.	Welland	851 12	765	8,149 84	61 50	1,253 01	20 86	364 00	364 00		
Invermay.	Bruce	292 42	121	2,152 45	15 65	434 48	5 43	140 00	140 00		
Inwood	Lambton.	444 01	286	3,078 94	22 42	523 45	7 94	200 00	200 00		
Iona.	Elgin.	239 80	272	3,294 66	22 64	586 07	8 28	120 00	120 00		
Irroquois	Dundas.	237 75	917	8,458 52	65 31	5,319 36	24 54	18 89	680 00	100 00	100 00
James St. (Hamilton).	Wentworth.	2,357 80	1,198	12,333 67	129 21	367 16	31 28	22 59	300 00		
Jarvis	Haldimand	1,265 77	645	6,653 76	49 27	2,633 57	18 95	0 65	420 00	16 00	40 00
Jordan	Lincoln and Niagara.	232 39	210	3,002 39	25 83	1,315 99	7 91	88 00	88 00	0 50	
Keene	Peterboro'	401 74	355	5,044 17	34 52	960 30	13 09	160 00	160 00		
Keewatin.	Algoma	1,000 19	925	11,522 57	98 39	1,135 83	29 11	460 00	460 00	60 00	60 00
Co Kemptville	Leeds and Grenville.	2,362 15	2,045	29,675 62	212 79	9,501 89	80 57	91 63	600 00	84 00	80 00
Kettleby	York	268 43	184	3,792 06	24 16	661 86	9 78	8 72	104 00		
Kimberley	Grey	200 42	169	2,484 95	15 30	651 97	6 21	80 00	80 00		
Kincardine	Bruce	3,903 87	1,901	17,417 38	141 60	20,198 66	51 09	43 77	1,180 00	100 00	200 00
King	York	529 21	211	3,055 09	21 14	1,584 51	8 24	3 85	216 00	72 00	
Kingston.	Frontenac.	24,249 69	6,410	54,603 99	500 58	123,759 71					
Kingsville	Essex	1,645 75	1,127	10,330 67	87 58	4,791 31	28 17	18 05	540 00	30 00	80 00
Kinnmount	Victoria	796 76	428	4,171 21	31 16	2,842 18	11 71	3 99	330 00	4 00	40 00
Kippen	Huron	334 85	182	2,151 66	16 74	865 60	5 98	10 82	128 00	28 00	
Kirkfield.	Victoria	640 15	184	3,662 30	23 77	1,634 71	10 22	6 06	216 00	2 00	
Kirkton	Perth	347 72	182	2,011 23	16 17	387 09	5 20		160 00		
Kleinburg	York	238 26	176	4,846 47	29 27	594 37	12 52	5 57	96 00		
Klock's Mills	Nipissing.	437 42	190	1,594 44	12 59	79 64	3 98		180 00		
Konoka	Middlesex	262 09	99	1,401 03	9 40	836 31	3 69		116 00		
Lakefield	Peterboro'	1,748 06	958	10,245 56	77 42	4,029 88	27 62	10 47	560 00	28 00	80 00
Lakeport	Northumberland	234 87	108	749 01	6 00	316 74	1 88		116 00		
L'Amable	Hastings	246 88	170	2,007 31	13 72	194 70	5 02		100 00	30 00	
Lambton Mills	York	403 53	147	2,000 05	17 01	880 57	6 20	7 97	176 00		
Lanark	Lanark	1,242 33	1,100	16,408 63	115 71	2,777 92	41 78	46 94	448 00	48 00	60 00
Lancaster.	Glengarry	1,620 60	1,178	26,541 10	166 23	2,671 81	68 58	21 13	500 00	160 00	60 00
Lansdowne.	Leeds	786 28	269	2,873 67	22 22	1,019 94	7 82	11 26	320 00	24 00	
Leanington.	Essex	2,409 98	1,784	15,503 60	127 89	8,465 94	42 35	16 24	740 00	100 00	120 00
Le Breton Flats.	Carleton.	2,846 40	290	4,159 84	36 08	1,500 00	10 39		400 00		
Leffroy	Simcoe.	380 86	228	1,701 60	13 08	1,539 37	4 40		124 00		
Lindsay	Victoria	9,012 12	3,051	26,888 12	218 82	28,544 63	75 04	48 13	2,400 00	200 00	

# Postmaster General's Report.

Litowal.....	4,110 16	2,887	22,631 47	191 73	59 74	10 16	1,200 00	75 00	180 00
Little Britain.....	658 78	382	6,555 52	44 85	17 40	3 69	300 00	10 00	40 00
Little Current.....	1,053 59	1,178	27,791 82	174 30	70 17	13 91	440 00	16 00	40 00
Lloydtown.....	217 90	1,165	2,461 92	16 45	6 57		100 00		
London.....	58,910 56	9,367	96,358 54	892 94					
London East.....	3,176 02	2,019	19,217 20	175 40					
London West.....	624 00	71	486 25	5 44	51 13	39 27	600 00		100 00
L'Original.....	928 71	591	10,490 86	73 90	3 00		120 00		40 00
Misskoka & P. Sound.....	208 86	188	3,056 55	19 60	26 87	16 18	360 00	48 00	40 00
Loring.....	1,508 66	456	4,206 90	37 23	8 14		64 00		80 00
Louisa.....	2,474 73	1,709	17,018 14	132 13	12 96	5 25	500 00	110 00	120 00
Lacknow.....	670 03	493	4,241 68	35 17	7,987 10	22 38	840 00	90 00	
Leeds.....	458 88	172	2,202 38	15 78	11 21	22 98	280 00		
Lyn.....	464 93	53	906 07	5 88	5 64		190 00		5 64
Lynch.....	386 01	444	5,793 02	41 31	2 26		160 00		32 00
Lynchhurst.....	252 08	444	5,793 02	41 31	15 32		168 00		32 00
Lyndoch.....	232 98	376	6,713 99	102 50	16 78		120 00		4 00
McCallar.....	2,324 90	1,457	12,883 11	104 51	34 43	6 42	700 00	4 00	100 00
Madoc.....	515 47	341	4,245 23	31 88	11 81	5 49	196 00	24 00	
Magnetawan.....	388 58	261	2,781 22	19 87	7 16		172 00		
Manilla.....	714 99	919	21,213 40	132 67	54 15	3 13	300 00	48 00	
Manitowaning.....	583 75	477	12,925 60	77 42	32 62		240 00		
Manotick.....	487 81	150	3,267 59	23 23	8 26	6 39	176 00	32 00	
Maple.....	1,817 59	1,444	12,761 89	98 25	33 62	16 49	550 00	20 00	80 00
Markdale.....	1,953 99	1,444	6,401 79	54 68	7,760 60	5 08	600 00	66 00	80 00
Markham.....	223 74	301	2,816 30	20 70	7 05		110 00	2 00	40 00
Marbank.....	1,217 54	905	10,573 52	79 09	27 18	3 39	380 00	12 00	
Marmora.....	351 91	138	1,471 53	10 76	4 47		108 00		
Marshville.....	828 50	134	1,316 14	10 31	3 91		270 00		
Martintown.....	795 34	201	3,522 83	24 72	9 01	0 11	300 00		
Massey Station.....	2,572 35	1,665	31,056 45	204 57	78 87	35 00	800 00	80 00	120 00
Matawa.....	1,100 31	530	5,832 37	44 38	2,713 34	30 57	400 00	120 00	40 00
Maxville.....	297 54	442	7,343 02	49 39	18 37		112 00		
Maxwell.....	419 44	219	3,021 90	19 71	7 55	3 52	172 00	6 00	
Maynooth.....	221 95	174	2,174 07	14 60	5 11		90 00		
Meadowdale.....	3,194 94	3,037	25,076 28	198 98	67 33	37 51	900 00	60 00	140 00
Meaford.....	494 32	404	4,849 10	37 06	1,218 63	0 92	210 00	24 00	40 00
Meerbourne.....	1,686 97	1,467	15,906 21	125 39	6,574 49	24 05	535 00	74 84	80 00
Merrickville.....	1,245 39	664	7,809 99	68 84	2,712 69	7 92	410 00		40 00
Merriton.....	608 72	345	8,373 77	55 39	2,288 40	21 13	260 00		
Metcalf.....	243 35	193	2,144 71	15 13	313 14	21 31	86 00	2 00	
Middleville.....	2,111 17	1,212	12,493 27	91 56	9,180 31	22 74	685 00	30 00	100 00
Midland.....	1,080 74	830	7,249 50	56 33	3,170 82	8 63	376 00	12 00	40 00
Mildmay.....	378 64	665	6,902 98	47 22	1,954 34	1 39	160 00		80 00
Millbank.....	1,974 39	665	4,934 86	39 47	4,580 88	21 00	600 00	110 00	
Millbrook.....	923 01	402	5,226 56	55 70	5,253 81	7 51	300 00		
Millie Roches.....	2,636 44	1,726	16,935 50	129 47	9,661 35	25 41	750 00	48 00	100 00
Milton West.....	856 71	429	5,306 93	38 32	2,094 50	14 56	370 00		40 00
Milverton.....	846 72	619	3,222 37	60 01	3,422 37	16 32	320 00	16 00	40 00
Minden.....	3,770 04	1,799	20,904 68	160 01	9,161 80	63 47	890 00	100 00	140 00
Mitchell.....									

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

† Accounting Office, from 1st January, 1894.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mohawk.	Brant.	295 08	231	1,603 10	14 69	726 27	4 35	.....	152 00	.....	.....
Mono Mills.	Peel.	227 60	132	1,252 31	10 60	564 73	3 18	.....	96 00	.....	.....
Moore.	Wambton.	643 91	191	1,787 02	14 52	1,243 88	6 09	0 28	136 00	.....	.....
Moorefield.	Wellington.	3,969 35	844	8,733 55	57 05	1,447 65	22 15	3 03	250 00	20 00	.....
Morpeth.	Kent.	435 35	370	3,885 87	29 91	997 89	10 21	0 36	190 00	.....	.....
Morrisburg.	Dundas.	3,969 35	2,250	22,527 14	187 69	7,231 95	58 98	30 59	1,140 00	200 00	180 00
Morrisburg.	Wellington.	336 93	368	6,011 67	39 44	1,188 59	15 18	.....	110 00	.....	.....
Mountain.	Dundas.	336 68	106	1,658 14	13 74	1,43 96	4 21	.....	140 00	.....	.....
Mount Albert.	York.	688 52	493	7,311 24	50 17	2,021 14	18 54	11 38	250 00	.....	.....
Mount Brydges.	York.	549 03	479	5,514 43	44 29	1,585 39	14 89	0 99	220 00	6 00	.....
Mount Elgin.	Middlesex.	341 85	353	3,472 10	27 99	583 96	8 76	.....	128 00	.....	.....
Mount Forest.	Oxford.	4,270 68	2,893	28,913 80	223 95	17,383 69	82 16	23 76	1,140 00	48 00	180 00
Napanee.	Wellington.	5,985 14	3,111	27,754 26	230 86	10,902 52	76 38	96 89	1,690 00	160 00	.....
Napier.	Lennox	201 59	142	1,256 14	8 82	853 49	3 25	.....	92 00	4 00	.....
Nassagaweya.	Middlesex	220 81	369	5,006 79	33 51	802 10	12 59	4 60	84 00	8 00	.....
Nesbitt.	Haldon.	298 33	211	3,672 04	26 99	171 81	9 18	.....	92 00	.....	.....
Newboro.	Algoma.	755 80	394	5,784 95	48 33	1,802 80	14 77	6 27	320 00	6 00	40 00
Newburg.	Grey.	856 09	476	7,049 73	53 14	2,028 69	18 66	34 30	348 00	64 00	40 00
Newburgh.	Leeds	688 40	586	7,713 65	54 13	2,051 52	19 59	20 04	276 00	12 00	.....
Newcastle.	Addington	1,152 63	988	5,513 30	41 44	1,485 99	14 19	19 11	280 00	2 00	.....
New Dundee.	Middlesex	337 26	194	3,890 67	30 29	2,522 70	33 38	2 39	460 00	108 00	60 00
New Edinburgh.	Durham.	135 34	174	2,297 76	18 58	1,089 70	10 12	2 14	300 00	.....	.....
New Germany.	Waterloo.	1,904 34	525	5,483 72	46 41	1,820 51	5 77	18 58	52 00	.....	.....
Newmarket.	do	3,685 13	1,836	15,569 46	128 50	4,835 78	15 24	11 77	620 00	24 00	80 00
Niagara.	York.	1,889 01	1,116	12,168 11	98 62	11,025 78	42 74	43 23	1,040 00	132 00	160 00
Niagara Falls.	Lincoln and Niagara	5,778 24	1,686	16,562 17	139 62	7,112 56	35 24	20 78	680 00	90 00	100 00
Niagara Falls South.	Welland.	1,412 04	1,177	14,588 79	111 44	10,563 56	46 48	80 96	1,260 00	360 00	80 00
Norfolk.	do	251 11	168	2,516 42	17 65	2,798 42	6 37	12 10	100 00	4 00	.....
Norland.	York	272 20	29	343 54	2 30	470 69	0 96	.....	120 00	.....	.....
Norman.	Victoria	1,042 66	366	7,605 33	54 05	704 26	19 24	2 31	360 00	.....	40 00
North Augusta.	Algoma.	511 78	540	10,320 87	66 94	1,628 75	27 46	20 40	190 00	.....	.....
North Bay.	Grenville.	3,872 02	1,464	21,228 72	166 17	8,001 42	54 96	61 75	1,100 00	50 00	180 00
North Gower.	Nipissing.	268 18	266	6,050 24	42 29	1,584 58	15 77	28 73	240 00	14 00	.....
Northport.	Carleton.	616 08	268	4,718 85	31 27	414 04	11 89	0 62	110 00	.....	.....
Norval.	Prince Edward.	331 63	219	2,331 28	18 31	1,432 82	6 80	.....	156 00	.....	.....

# Postmaster General's Report.

Norwich	2,402 15	1,914	18,041 13	148 16	6,686 37	48 65	19 23	770 00	120 00
Oxford	2,308 31	1,070	10,739 05	84 07	6,519 40	28 39	27 48	690 00	100 00
Peterboro	1,288 52	81	1,617 36	10 60	599 71	4 16		71 00	
Oakland	2,938 37	1,187	13,554 68	107 26	8,111 07	38 40	33 18	800 00	120 00
Halton	540 96	350	5,196 60	35 21	1,107 16	13 02		210 00	
Victoria	482 52	624	9,511 89	63 63	3,067 18	25 42	15 03	200 00	60 00
Odesa	1,224 35	735	9,045 82	66 43	2,541 43	23 60	17 77	450 00	80 00
Lambton	1,305 88	725	8,955 17	61 67	2,190 32	23 24	6 40	420 00	
Victoria	5,077 32	1,718	18,230 13	136 73	16,945 29	48 74	25 83	1,380 00	72 00
Orangeville	9,155 55	3,043	23,296 62	239 92	31,251 44	83 44	62 02	2,250 00	100 00
Orillia	1,012 21	791	8,431 96	62 14	3,019 92	23 29	25 62	370 00	40 00
Orono	113 00	72	781 71	6 23	1,101 55	2 01		50 00	
Orwell	313 84	96	2,344 09	14 52	1,038 37	6 02	3 34	148 00	8 00
Oseola	6,159 51	2,176	17,426 56	154 03	30,473 17	49 48	42 94	1,600 00	240 00
Oshawa	60,180 15	17,049	213,862 03	1,911 20	200,671 07				
Ottawa	999 48	352	2,863 94	23 53	2,182 06	8 13	1 53	360 00	40 00
Otterville	10,342 86	5,639	53,538 90	431 91	151 29	72 23	23 23	2,550 00	360 00
Owen Sound	2,557 56	1,341	11,210 35	87 86	55,765 86	31 12	19 99	640 00	130 00
Paisley	1,050 42	796	9,950 04	72 34	2,210 07	25 44	9 47	430 00	40 00
Pakenham	214 27	272	3,335 65	25 98	792 50	8 71	1 14	96 00	
Palermo	2,272 54	1,790	13,884 64	112 41	5,815 92	36 17	22 23	680 00	100 00
Palmerston	4,334 42	1,960	15,811 42	134 09	10,365 53	45 77	36 96	1,180 00	180 00
Paris	1,027 97	332	2,905 63	23 30	1,507 26	7 44	1 80	400 00	50 00
Paris Station	7,392 24	1,946	19,418 37	185 87	15,625 83	55 09	62 61	1,200 00	200 00
Parkdale	2,883 04	1,634	13,784 92	112 72	8,810 34	38 08	10 04	870 00	120 00
Park Hill	1,957 00	1,211	10,967 31	118 67	8,416 69	30 96	18 67	375 00	100 00
Parry Sound	268 77	300	3,065 07	29 13	7,537 28	81 43	9 63	570 00	80 00
Muskoka & P. Sound	6,538 29	2,936	27,894 61	237 79	13,939 28	81 69	61 09	1,700 00	333 32
Peterborough	305 11	266	2,469 80	17 03	656 43	6 18	0 37	120 00	18 00
Petrolia	844 54	402	4,218 55	32 13	2,805 46	11 15	5 64	332 00	40 00
Philpston	6,105 70	2,445	19,591 80	168 80	17,132 36	57 68	16 00	1,500 00	300 00
Pickering	825 17	286	10,424 41	65 70	2,231 87	28 96	28 34	280 00	48 00
Pictou	1,109 14	674	6,569 68	61 24	2,028 57	16 88	51 37	420 00	60 00
Plantsagenet	216 16	111	1,448 07	11 12	613 06	4 42	0 06	80 00	
Plattsville	889 05	344	2,710 80	27 99	1,392 60	8 39		410 00	40 00
Plevna	4,183 84	2,807	15,574 75	10 87	862 83	4 05		300 00	54 00
Point Edward	417 18	536	36,098 91	320 77	11,179 14	94 95	31 41	1,500 00	66 64
Pontypool	408 34	307	10,653 33	69 17	1,726 20	27 69	10 62	260 00	30 00
Port Arthur	1,923 41	672	3,636 67	26 00	2,274 99	9 91		168 00	25 00
Port Burwell	634 53	89	6,256 78	53 21	4,757 71	17 95	24 26	590 00	20 00
Port Carling	756 43	380	1,045 27	8 41	548 21	2 62		200 00	
Port Colborne			4,983 72	38 05	2,012 57	14 29	9 61	270 00	
Port Credit									
Port Dalhousie									
Lincoln and Niagara									

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

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Dover.	Norfolk.	1,753 60	1,489	15,064 44	117 12	4,720 15	41 05	30 67	540 00	10 00	80 00
Port Elgin.	Bruce	2,527 25	1,654	13,136 90	105 44	8,216 42	35 33	8 80	760 00	32 00	100 00
Port Hope.	Durham	7,552 04	3,153	26,124 49	230 02	30,009 64	77 04	32 72	2,080 00	200 00	
Portland.	Leeds	358 18	122	1,159 30	8 80	1,364 60	2 98		140 00		
Port Perry.	Ontario.	2,578 47	1,271	11,751 70	97 82	11,162 66	32 99	19 93	800 00	16 00	120 00
Port Robinson.	Welland	373 00	80	1,074 94	8 89	1,181 75	2 82	0 39	200 00		
Port Rowan.	Norfolk	1,235 59	760	8,358 97	67 81	3,644 35	24 00	16 58	490 00	80 00	60 00
Port Ryerse	do	79 04	119	1,191 87	9 04	1,404 45	3 03		40 00		
Port Stanley.	Elgin	798 73	392	3,456 62	25 71	1,550 03	9 60	9 42	320 00	40 00	
Port Sydney.	Muskoka & P. Sound	375 18	417	4,749 21	33 64	3,505 36	14 45	5 67	110 00	4 00	
Pottersburg.	Middlesex	243 56	159	1,492 93	15 07	3,72 86	3 73	1 01	112 00		
Powassan.	Muskoka & P. Sound	758 17	644	7,939 44	55 75	1,158 56	20 23		250 00	12 00	
Present.	Grenville	4,969 83	2,458	22,829 57	200 47	14,808 68	63 74	155 70	1,440 00	460 00	100 00
Preston.	Waterloo	2,579 17	918	7,834 84	72 32	9,046 09	21 53	39 81	690 00	8 00	
Princeville.	Grey	619 51	322	4,322 59	29 40	1,746 74	11 90	3 42	220 00	6 00	
Princeton.	Oxford.	702 41	347	4,277 86	31 07	2,075 96	12 45	2 38	270 00		
Psalineh.	Wellington	191 04	259	3,424 17	22 61	1,308 58	8 75		80 00	16 00	
Queen St. E. (Toronto).	York		1,580	13,344 14	147 28	6,228 20	36 48	62 36	300 00		
Queensville.	do	338 65	207	1,971 41	15 92	435 12	4 99		140 00		
Ratho.	Oxford.	78 99	89	1,042 33	8 00	220 40	2 86		50 00		
Rat Portage.	Albama.	4,383 31	2,298	31,931 44	278 17	7,706 27	84 28	47 42	1,100 00	24 00	160 00
Renfrew.	Renfrew	4,426 63	1,670	19,904 01	153 64	10,723 04	54 44	119 24	1,200 00	68 00	160 00
Riceville.	Prescott	231 64	330	8,776 02	55 42	1,578 75	22 38	5 07	136 00	12 00	
Richmond West.	Carleton	484 92	486	9,549 26	64 03	1,364 18	24 54	17 07	200 00		40 00
Richmond Hill.	York	889 59	472	9,474 34	64 31	4,679 48	26 20	21 65	360 00		40 00
Ridgetown.	Kent.	3,641 27	1,899	15,050 57	119 94	10,257 21	40 91	7 77	1,000 00		160 00
Ridgeway.	Welland	896 00	470	5,267 79	40 98	1,614 15	14 16	43 18	332 00	4 00	40 00
Ripley.	Bruce	1,150 85	507	4,779 76	38 20	2,079 28	13 46		420 00	10 00	40 00
Riversdale.	do	132 21	120	1,942 51	13 97	781 50	5 31		66 00	2 00	
Riverside.	York	189 87	933	8,008 88	98 14	6,409 14	24 07	30 16	600 00		
Rockingham.	Renfrew	201 87	121	2,871 50	19 17	596 24	8 04	6 77	84 00	40 00	
Rockton.	Wentworth	717 86	152	2,877 07	19 30	321 90	7 19		86 00	20 00	
Rockwood.	Wellington	1,338 43	605	6,466 82	45 58	2,352 85	16 90	8 78	260 00		
Rodney.	Elgin.	466 82	1,108	11,395 40	82 77	3,562 25	30 21	19 39	450 00	10 00	60 00
Rosemont.	Simcoe	370 16	148	2,367 60	15 59	707 06	5 95	4 05	164 00	43 08	
Roseneath.	Northumberland		242	3,908 75	25 69	294 95	9 81		124 00		
Rosseau.	Muskoka & P. Sound	651 68	456	6,852 44	46 36	2,631 27	17 59	8 97	200 00	80 00	

# Postmaster General's Report.

Rothway	Wellington.	281 99	1,970 81	14 70	388 10	5 09	7 91	120 00	4 00
Rusholme Rd. (Toronto)	York	413	3,101 49	34 83	2,218 27	18 76	14 82	300 00	6 00
Russell	Russell	276	7,155 04	45 28	1,827 37	18 71	0 25	250 00	12 00
Ruthven	Essex	700	7,392 55	56 25	879 50	18 71	0 25	128 00	60 00
St. Ann's	Lincoln and Niagara.	126	1,741 74	12 24	377 07	4 42	188 07	50 00	40 00
St. Catharines	do	4,081	36,466 74	320 19	57,520 10	109 55	8 06	3,500 01	20 00
St. George, Brant	Brant	562	4,416 26	34 07	3,785 51	11 95	36 60	420 00	66 00
St. George, York	Waterloo	246	2,105 80	18 43	743 37	6 05	7 07	400 00	220 00
St. Joseph St. (Toronto)	York	1,271	22,279 06	135 87	845 36	30 20	36 60	1,500 00	4 00
St. Mary's	Perth	2,525	181 45	181 45	14,286 81	61 30	36 60	4,385 00	120 00
St. Thomas, West	Elgin	4,866	43,754 42	378 03	188,104 29	11 85	0 76	300 00	200 00
St. Thomas, East	Norfolk	394	4,894 03	31 37	821 83	12 28	8 06	2,400 00	1,080 00
Sandwich	Essex	317	3,360 17	30 68	5,704 91	89 04	59 98	1,080 00	48 00
Sarnia	Lambton	3,339	30,104 85	263 05	36,888 03	126 99	59 98	288 00	340 00
Sault Ste. Marie	Algona.	3,154	47,566 01	335 50	13,925 30	2 64	1 95	108 00	160 00
Scarboro'	York	84	952 88	6 93	278 75	5 30	32 80	48 00	200 00
Schomberg	do	124	2,065 61	15 25	819 95	34 62	43 03	288 00	40 00
Schreiber	Algonia	762	13,715 96	101 73	981 23	15 40	0 36	108 00	30 00
Scotland	Brant	314	5,274 44	36 92	1,451 71	15 40	90 71	1,360 00	4 00
Seaford	Huron	2,330	22,169 88	171 55	15,879 52	10 42	170 00	190 00	24 00
Seeley's Bay	Leeds	254	4,065 31	29 35	1,011 49	6 57	5 77	80 00	6 00
Seelkirk	Haldimand	513	10,120 63	68 56	1,760 50	26 22	180 00	200 00	80 00
Seyvern Bridge	Muskoka & P. Sound	202	2,388 73	17 44	789 54	9 30	0 86	276 00	200 00
Shakespeare	Perth	270	3,404 96	25 99	1,760 83	13 62	0 86	80 00	6 00
Shannonville	Hastings	342	5,181 42	35 94	711 07	1 88	81 84	1,560 00	240 00
Shurton	York	63	662 19	5 15	210 22	48 66	16 28	80 00	6 00
Shelburne	Grey	1,849	19,006 42	135 81	8,097 43	49 62	16 28	200 00	60 00
Simcoe	Norfolk	2,005	17,326 83	153 80	16,888 02	10 32	144 00	144 00	250 00
Singhampton	Simcoe	242	3,969 88	26 86	788 76	17 64	3 52	200 00	4 00
Smith's Falls	Lanark	2,245	24,657 98	207 50	32,745 04	64 59	62 65	360 00	16 00
Smithville	Lincoln and Niagara	1,667	26,280 87	173 04	3,853 98	15 50	53 65	144 00	20 00
Sombra	Lambton	409	5,779 41	43 52	1,307 65	28 51	9 26	500 00	80 00
Southampton	Bruce	792	10,379 50	77 82	4,501 33	17 64	196 00	144 00	6 00
South Cusselman	Russell	320	6,922 48	45 31	636 71	11 00	3 52	200 00	4 00
South Indian	do	232	4,129 81	28 51	983 99	8 15	8 52	190 00	60 00
South River	Muskoka & P. Sound	341	3,208 21	25 84	744 22	38 10	3 52	190 00	200 00
South Woodslee	Essex	600	15,229 41	94 26	341 18	88 49	88 49	600 00	250 00
Spadina Ave. (Toronto)	York	3,144	29,492 85	308 19	26,769 71	83 73	57 48	156 00	20 00
Sparta	Elgin	363	5,706 15	38 57	629 28	19 90	132 00	132 00	108 00
Spencerville	Grenville	479	7,413 51	50 78	1,312 75	18 54	4 61	116 00	7 00
Springbrook	Springbrook	457	7,381 04	48 00	440 60	17 02	2 65	108 00	100 00
Springfield	Hastings	700	6,639 05	50 76	1,969 96	2 65	3 55	124 00	12 00
Springfield on the Credit	Elgin	66	865 82	6 85	753 66	7 45	7 45	116 00	10 00
Springford	Oxford	135	1,322 90	11 08	485 81	3 55	7 45	124 00	112 00
+Sprucedale	Muskoka & P. Sound	269	2,927 41	19 87	298 48	6 98	31 20	112 00	3 73
Staples	Essex	217	2,645 93	18 35	367 98	11 69	0 55	112 00	7 73
Stayner	Simcoe	1,905 81	11,013 41	79 26	8,181 86	31 20	16 80	112 00	3 73
Stella	Lennox	209	3,609 63	23 52	1,758 92	11 69	0 55	112 00	3 73
Steven St. (Hamilton)	Wentworth	361	3,089 34	33 75	9 00	9 00	3 73	240 00	3 73

+ Accounting Office, from 1st October, 1893.





# Postmaster General's Report.

Tottenham	1,237 14	802	9,095 23	66 46	1,836 88	22 98	41 93	420 00	40 00
Trenton	4,880 35	1,907	18,576 36	146 31	9,842 23	51 08	44 33	1,340 00	160 00
Peel	97 45	21	451 60	2 61	387 02	21 09		480 00	60 00
Hastings	1,537 57	783	7,462 93	58 67	4,982 08	3 50		100 00	14 00
Uffington	293 53	67	1,294 34	10 36	425 96	26 34		150 00	
Muskoka & P. Sound	370 65	557	10,138 37	64 88	1,374 11	4 00		124 00	
Bruce	323 43	117	1,585 62	11 59	519 77	4 45		248 00	90 00
Elgin	616 43	146	1,647 25	13 64	1,859 63	50 86	5 45	1,000 00	160 00
Unionville	3,400 62	1,751	19,247 44	141 37	12,638 11	32 75	17 61	1,600 00	40 00
Uxbridge	2,062 10	717	10,618 42	80 62	7,780 48	5 08	75 19	150 00	
Vankleek Hill	386 20	152	1,960 53	14 46	766 71	10 52	4 61	200 00	
Huron	610 67	301	4,071 25	29 90	703 64	27 82	16 94	164 00	
Victoria Harbour	351 81	770	10,808 63	74 31	1,418 49	16 96	5 95	200 00	
Simcoe	446 34	690	6,612 41	49 44	1,236 26	5 54	0 62	150 00	
Vienna	678 73	84	2,066 18	13 89	988 04	47 08	43 96	100 00	
Norfolk	5,271 07	2,046	17,191 54	138 93	17,194 06	25 55	6 84	860 00	120 00
Stornont	3,572 62	985	9,282 19	83 69	5,776 88	49 75	11 54	860 00	120 00
Walkerton	3,052 89	1,643	17,980 72	139 09	6,506 23	13 65		168 00	
Essex	355 30	406	5,370 25	36 31	1,481 27	26 87	19 52	260 00	
Wallaceburg	681 88	541	10,283 30	65 01	2,944 47	67 60	20 06	400 00	40 00
Wallsceown	1,301 32	1,798	23,701 59	171 50	3,484 65	11 36		136 00	4 00
Wardville	304 04	229	4,436 68	27 80	555 93	6 10		100 00	
Warkworth	217 97	137	2,393 26	16 92	997 21	14 57	10 07	280 00	
Warwick	1,765 43	444	5,617 34	41 54	2,931 46	30 07	8 80	600 00	80 00
Waterdown	5,944 17	1,385	10,588 79	81 37	3,171 54	36 23	32 53	1,600 00	16 00
Waterloo	2,418 64	2,098	23,652 51	103 75	37,712 79	61 59	131 90	770 00	40 00
Waterloo West	1,123 57	403	5,218 82	173 12	9,060 76	13 70	21 28	310 00	40 00
Watford	218 40	223	2,281 43	16 26	1,117 71	5 70		90 00	
Waubaushene	1,237 20	477	6,640 01	48 98	839 02	16 83	5 60	280 00	
Waverley	3,310 69	1,207	10,125 17	79 42	10,698 87	28 51	19 70	950 00	160 00
Webbwood	415 49	660	12,789 27	82 04	1,253 15	32 69	9 18	168 00	
Welland	619 15	596	7,140 59	54 88	1,447 83	18 57	17 94	280 00	4 00
Welland and Niagara	807 93	623	7,969 80	57 02	1,699 90	20 88	1 27	320 00	40 00
Wellesley	931 74	896	8,655 28	64 87	1,866 98	22 57	3 76	360 00	16 00
Wellington	537 72	564	7,014 48	49 54	795 19	17 68		200 00	40 00
West Lorne	1,084 45	564	7,078 25	56 66	2,732 58	18 81	29 18	360 00	24 00
Westmeath	1,036 88	795	11,553 75	82 84	2,982 67	29 84	25 62	380 00	24 00
Westport	4,016 65	1,287	10,523 52	85 92	12,991 58	29 60	20 52	1,300 00	240 00
Whitby	342 86	127	1,478 00	11 43	1,085 80	3 79		112 00	
Whitvale	3,366 82	2,156	22,404 97	174 85	7,926 25	57 80	7 98	960 00	100 00
Whitton	245 56	346	6,220 18	40 81	1,015 56	15 86		112 00	
Wilkesport	643 22	134	2,883 95	19 99	1,466 80	8 43	9 61	260 00	
Williamstown	2,271 94	705	7,519 53	57 03	6,522 76	19 68	18 17	655 00	24 00
Winchester	14,913 72	3,944	38,509 01	316 85	54,672 04	50 25	43 96	1,180 00	60 00
Windsor	4,285 77	2,381	19,129 42	153 03	15,330 87	5 06	1 60	400 00	36 00
Wingham	785 77	144	1,749 55	14 03	6,383 66	12 49	27 32	400 00	4 00
Winton	764 39	486	4,675 97	38 07	2,076 27	12 49		400 00	
Woodbridge	276 35	138	1,285 53	10 56	143 89	3 31		90 00	
Woodham									

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

\*Accounting Office, from 1st January, 1894.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodlee	Essex	168 18	200	3,904 54	26 80	660 05	10 02	15 43	83 00	160 00	500 00
Woodstock	Oxford	14,872 31	5,642	49,672 36	422 89	66,585 22	141 96	63 20	3,600 00	380 00	40 00
Woodville	Victoria	1,216 99	899	10,528 35	73 73	2,422 21	26 96	11 42	200 00	18 00	40 00
Wooler	Northumberland	800 55	341	4,621 67	31 71	297 44	11 63	13 97	360 00	6 00	60 00
Wroxeter	Huron	1,021 44	735	9,267 58	70 54	5,358 42	23 99	22 11	490 00		
Wyoming	Lambton	1,577 97	1,279	10,389 52	83 41	3,369 44	27 83	5 99	220 00		
Yarker	Addington	513 50	304	2,569 93	19 42	1,637 50	6 49	0 59	20 00		
* Yearley's	Muskoka & P. Sound	64 74	3	135 70	1 01	136 17	0 59	15 39	136 00		
York	Haldimand	341 91	229	3,930 49	26 32	1,144 80	10 15	19 09	750 00		
York St. (Toronto)	York		2,406	23,321 86	251 56	1,163 39	58 31	130 92	1,900 00		220 00
Yorkville	do	9,676 28	2,413	27,869 82	283 33	15,937 93	75 64	10 35	300 00		
Zurich	Huron	784 51	504	9,843 84	72 06	1,932 54	25 29				
Dead Letter Office											
Non-Accounting Post Offices		248,121 23							101,727 79	2,486 49	120 00
Total		1,893,331 78	606,657	6,531,980 03	52,672 85	6,694,443 46	15,146 59	10,195 18	332,844 98	21,340 23	23,314 95

\* Accounting Office, from 1st January, 1894.

WILLIAM WHITE,  
Deputy Postmaster General.

W. H. SMITHSON,  
Accountant.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1894.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to 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.
Abercorn.	Brome	389 50	94	1,282 56	9 32	324 65	3 36	...	116 00	...	...
Acton Vale.	Bagot	1,019 17	133	2,503 32	21 43	5,592 25	12 98	2 61	420 00	150 00	60 00
Agnes.	Beauce	520 83	483	6,356 22	52 42	1,784 95	17 98	21 63	200 00	6 00	...
Arthabaskaville	Arthabaska	1,539 10	521	8,226 55	68 83	4,089 17	25 21	0 30	480 00	40 00	60 00
Aylmer, East.	Ottawa	1,425 24	767	10,455 48	77 21	3,350 32	29 12	44 28	480 00	...	...
Bagerville.	Chicoutimi	274 40	216	4,711 18	31 12	688 19	12 13	...	96 00	10 00	...
Beauharnois	Beauharnois	1,211 30	604	7,595 27	52 61	7,078 92	20 62	9 05	380 00	28 00	40 00
Béancour.	Nicolet	391 37	37	957 74	8 33	4,478 03	2 81	0 68	180 00	90 00	...
Bédford.	Missisquoi	1,306 42	605	4,837 32	47 85	4,478 03	14 17	77 55	440 00	...	60 00
Beebe Plain.	Stanstead	227 32	97	1,654 27	13 32	1,674 45	4 50	...	100 00	100 00	80 00
Berthier (en haut)	Berthier.	1,414 93	729	11,010 72	87 39	4,020 08	31 80	56 39	470 00	2 00	...
Black Cape.	Bonaventure	242 45	238	4,231 98	28 25	930 84	12 36	...	129 00	...	...
Bolton Centre.	Brome	216 50	75	1,010 27	7 22	346 82	3 02	...	220 00	30 00	...
Bryson.	Pontiac	571 61	328	6,558 27	37 56	3,286 36	14 54	34 49	200 00	2 00	...
Buckingham	Ottawa	2,515 56	890	12,981 88	100 60	5,019 77	37 50	35 91	780 00	72 00	120 00
Cacouna.	Temiscouata.	788 38	92	1,711 69	14 83	3,136 17	5 21	0 58	360 00	...	...
Cantley	Ottawa	123 53	51	1,090 12	8 01	51 16	2 77	...	56 00	10 00	...
Capelton	Sherbrooke	459 83	381	3,191 54	38 41	1,265 10	9 56	9 07	240 00	...	...
Cap-Santé	Portneuf	307 71	122	4,283 04	25 47	875 27	10 75	...	112 00	...	...
Chambly Canton.	Chambly	722 58	393	12,471 45	76 99	1,722 93	33 27	22 69	232 00	...	...
Chapau.	Pontiac	383 29	213	3,128 14	20 12	920 85	7 95	...	132 00	...	...
Chelsea.	Ottawa	335 21	261	2,864 20	25 14	472 95	7 44	6 24	130 00	10 00	80 00
Chicoutimi	Chicoutimi	1,624 09	284	6,513 70	46 47	5,949 37	23 11	0 80	578 00	32 00	...
Clarenceville	Missisquoi	597 25	329	4,624 33	35 05	1,974 73	14 50	17 03	240 00	16 00	...
Coteauville	Stanstead	2,931 16	1,713	13,539 29	135 23	8,082 64	42 02	39 98	980 00	100 00	40 00
Coteauville	Missisquoi	2,931 16	1,713	13,539 29	135 23	8,082 64	42 02	39 98	980 00	100 00	40 00
Crompton	Crompton.	1,876 55	710	2,555 20	25 39	3,153 85	9 10	7 12	386 00	52 00	40 00
Cookshire	do	1,548 22	550	7,612 67	64 10	3,375 80	22 24	22 98	490 00	84 00	60 00
Coteau Landing	Soulanges	665 54	579	14,701 34	94 51	1,861 37	37 78	...	210 00	32 00	...
Cowansville	Missisquoi	2,004 80	867	10,101 42	85 86	4,212 43	26 67	9 44	650 00	...	100 00



# Postmaster General's Report.

L'Assomption.	934 18	4,033 67	29 79	2,297 87	13 19	400 00	12 00	40 00
Laurentides.....	787 41	1,602 44	31 08	790 85	4 32	270 00	.....	.....
do	567 97	3,433 73	13 73	2,670 85	12 12	250 00	10 00	.....
Lévis.....	90 73	3,855 89	27 74	1,425 01	10 87	28 00	6 00	80 00
Lauzon.....	1,840 89	8,527 62	79 66	3,948 22	24 30	660 00	120 00	.....
Leeds.....	508 53	667 73	6 09	955 67	1 99	180 00	100 00	.....
L'Epiphanie.....	225 01	5,905 99	36 59	4,614 15	22 37	134 00	10 00	80 00
Les Eboulements.....	1,574 80	6,536 95	56 37	10,183 06	26 11	520 00	20 84	.....
Lévis.....	558 26	6,124 61	41 98	9,090 55	22 54	220 00	48 00	.....
Little Metis.....	735 61	1,288 88	10 80	1,362 69	4 00	420 00	.....	106 67
Longsueil.....	417 19	6,369 69	50 20	9,942 48	19 41	156 00	90 00	.....
Lotbinière.....	1,352 70	3,461 68	97 01	1,587 85	10 03	440 00	72 00	60 00
Maskinongé.....	2,741 26	8,980 20	91 21	2,691 40	25 11	640 00	.....	80 00
Louisville.....	2,755 11	3,778 40	28 01	2,191 99	10 09	248 00	.....	.....
Magog.....	310 15	608 12	5 82	1,198 79	1 75	100 00	.....	.....
Mansonville.....	351 08	284 47	2 17	.....	0 73	100 00	.....	.....
Massawippi.....	752 57	104 59	0 90	.....	83 12	332 00	80 00	.....
†Masson.....	1,717 11	6,335 08	48 32	3,996 52	20 18	520 00	40 00	80 00
†Matare.....	332,254 74	406,328 87	4,180 08	1,059,930 81	54 85	290 00	100 00	.....
Montnagry.....	593 85	21,243 50	130 12	2,013 72	21 52	264 00	.....	.....
Montreal.....	691 04	7,478 28	55 28	3,178 06	19 07	280 00	.....	60 00
Murray Bay.....	582 76	6,530 40	42 70	3,178 06	20 04	524 00	120 00	.....
Napierville.....	1,622 11	5,486 31	41 32	4,133 29	1 54	180 00	10 00	.....
New Carlisle.....	1,542 09	2,256 79	22 96	908 97	6 88	105 00	20 00	.....
Nicolet.....	159 30	1,764 07	11 61	359 34	4 54	180 00	.....	.....
North Hatley.....	179 74	2,123 74	12 60	204 76	5 36	60 00	.....	60 00
North Wakefield.....	1,332 37	3,404 90	27 21	740 80	8 88	432 00	8 00	.....
Notre-Dame de Lévis.....	310 76	7,477 92	53 39	370 19	19 38	160 00	.....	.....
Notre-Dame de Stan- bridge.....	491	9,261 88	89 40	161 00	23 27	400 00	.....	.....
Ontario St. (Montreal) Hochelega.....	1,260 56	4,113 63	27 83	2,495 05	11 13	400 00	.....	40 00
Ormstown.....	556 07	18,420 03	118 80	3,468 27	48 11	312 50	200 00	.....
Paspébiac.....	647 98	9,823 34	66 75	4,185 00	29 94	249 00	40 00	.....
Percé.....	581 73	9,206 41	65 74	1,221 55	25 48	240 00	20 00	.....
Pierreville.....	693 92	3,360 02	22 80	4,379 44	10 44	340 00	.....	140 00
Pointe à Pic.....	4,564 40	22,760 69	264 84	5,398 23	63 81	1,100 00	24 00	.....
Point St. Charles.....	868 32	7,306 63	51 29	212 45	18 49	176 00	.....	.....
Pont de Maskinongé.....	250	4,344 05	35 62	1,860 82	11 30	430 00	2 00	40 00
Pont de Maskinongé.....	7,264	103,705 09	998 56	180,229 57	.....	.....	.....	.....
Portage du Fort.....	43,066 04	10,377 68	68 91	1,853 95	33 57	320 00	12 00	.....
Quebec.....	1,005 61	2,084 77	92 71	6,983 02	27 10	640 00	36 00	100 00
Quyon.....	2,054 99	2,697 11	21 27	1,596 90	7 94	380 00	16 00	40 00
Richmond East.....	1,868 27	12,053 52	95 07	10,319 24	37 04	610 00	90 00	80 00
Rigaud.....	1,080 46	8,445 90	65 48	9,875 02	27 61	690 00	70 00	40 00
Rimouski.....	561 95	2,492 24	25 36	448 89	6 72	400 00	.....	.....
Rivière du Loup (en bas) do.....	314	3,714 39	28 16	1,261 74	10 91	212 00	20 00	.....
Rivière du Loup (en haut) do.....	433 17	2,469 28	19 46	4,013 11	6 41	200 00	.....	.....
Robinson.....	972 35	3,462 05	28 24	1,636 10	10 46	336 00	6 00	40 00
Rock Island.....	.....	.....	.....	.....	.....	.....	.....	.....
Roxton Falls.....	.....	.....	.....	.....	.....	.....	.....	.....
Shefford.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Salary, etc., entered in  
† Accounting Office from 1st April, 1894.

\*\* Non-Accounting Office from 1st January, 1894.

\* Late St. Athanasie, 1st January, 1894.  
Auditor General's Report.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Agathe des Monts.	Terrebonne	508 28	151	2,349 55	15 96	776 87	5 95	2 86	150 00	30 00	.....
St. André Avelin.	Ottawa.	507 98	324	8,287 31	50 03	1,290 31	21 06	.....	192 00	36 00	.....
St. Andrews East.	Argenteuil.	1,077 57	555	7,440 26	58 09	4,010 87	20 69	53 84	360 00	16 00	40 00
St. Anne de Beaupré.	Montmorency.	346 24	109	1,051 51	8 16	490 46	3 29	.....	170 00	.....	.....
St. Anne de la Pérade.	Champlain.	872 52	240	2,386 22	19 83	2,829 61	7 15	1 85	320 00	20 00	.....
St. Anne de la Poca-tière.	Kamouraska.	1,048 33	135	2,164 73	20 12	1,807 45	6 24	.....	360 00	10 00	40 00
*St. Augustin.	Portneuf.	172 31	18	467 37	3 13	231 63	1 31	.....	52 00	.....	.....
St. Barthélemi.	Berthier.	708 29	248	4,016 70	27 59	565 87	10 51	0 25	264 00	.....	.....
St. Casimir.	Portneuf.	895 16	85	3,167 37	23 66	2,392 43	13 13	32 69	300 00	24 00	.....
St. Catherine St. Cen-tre (Montreal).	Hochelaga	.....	5,358	55,541 83	665 25	5,522 67	141 33	45 83	600 00	.....	.....
St. Catherine St. West (Montreal).	do	.....	496	4,634 99	55 77	626 43	11 69	3 84	240 00	.....	.....
St. Césaire.	Rouville.	992 93	304	3,901 81	30 69	4,606 00	17 17	1 22	360 00	.....	40 00
St. Charles, River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Richelieu	St. Hyacinthe	551 17	71	1,625 40	11 84	452 30	4 11	4 60	200 00	.....	.....
St. Chrysostôme	Châteauguay.	534 48	340	6,129 23	42 89	2,173 60	17 55	33 18	212 00	.....	.....
St. Croix.	Lotbinière.	366 62	133	3,353 50	25 13	3,098 93	14 37	.....	160 00	.....	.....
St. Cunégonde.	Hochelaga.	8,417 96	330	3,171 28	33 54	1,275 14	8 56	.....	740 00	.....	120 00
St. Cuthbert	Berthier.	453 84	416	7,709 64	50 70	803 65	19 80	17 75	158 00	.....	.....
St. David de Yamaoka.	Yamaska	544 86	26	362 26	8 12	374 97	3 03	.....	160 00	10 00	.....
St. Eustache.	Two Mountains.	716 63	252	6,831 72	45 92	3,743 96	21 03	.....	276 00	12 00	.....
St. Félix de Valois.	Joliette.	360 18	162	3,607 57	31 12	1,213 48	11 24	.....	140 00	16 00	.....
*St. Ferdinand	Megantic	824 44	1	50 00	0 50	0 00	0 12	.....	301 00	6 00	.....
St. Flavie Station	Rimouski	776 46	139	3,889 50	36 00	832 63	9 84	30 09	372 00	16 00	.....
St. François Beauce.	Beauce	337 77	41	670 36	5 25	735 90	2 53	.....	144 00	.....	.....
St. Genevieve de Bat-tiscan.	Champlain	470 12	153	2,537 14	19 64	1,439 91	9 00	.....	200 00	30 00	.....
St. George, East	Beauce.	587 76	53	1,470 27	10 66	1,188 51	4 04	3 46	256 00	.....	.....
St. Gertrude	Nicolet.	259 05	126	2,714 14	18 68	5 00	6 80	.....	95 00	4 00	.....
St. Grégoire	do	539 50	44	1,169 32	7 96	1,298 02	5 35	.....	198 00	15 00	.....
St. Henri de Montréal.	Hochelaga.	2,619 28	348	5,233 87	54 25	2,579 63	15 93	6 79	600 00	.....	60 00
St. Hilarion	Charlevoix.	167 84	102	1,322 80	8 12	581 70	3 77	.....	44 00	.....	.....
St. Hyacinthe	St. Hyacinthe.	7,188 53	1,800	19,828 42	185 09	16,878 35	63 97	2 09	1,766 66	224 00	.....
St. Jean Baptiste de	do	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal	Hochelaga	3,671 94	275	5,387 10	49 84	404 12	13 65	.....	622 00	.....	80 00

# Postmaster General's Report.

St. Jean des Chaillons.....	363 08	4,288 88	28 92	13,610 42	13 13	5 46	150 00	24 00	.....
St. Jérôme.....	1,673 88	15,520 42	107 44	6,909 14	43 17	24 31	560 00	90 00	.....
St. Johns, East.....	4,688 01	14,938 64	130 84	15,676 16	44 70	8 12	1,300 00	400 00	.....
St. John Suburb (Que.).....	5,035 46	6,614 73	67 29	774 36	16 70	.....	1,280 00	40 00	.....
St. Marie de Monnoir.....	842 45	3,766 72	27 51	2,505 71	12 31	.....	320 00	.....	.....
St. Martine.....	462 88	4,063 94	27 90	720 27	10 41	.....	220 00	.....	.....
St. Nicholas.....	196 76	20 265 50	1 92	74 92	0 66	.....	102 00	4 00	.....
St. Patrick's Hill.....	345 43	3,052 59	24 63	902 82	9 27	17 21	150 00	.....	.....
St. Paul's Bay.....	704 03	17,299 29	103 51	10,342 16	58 91	.....	340 00	40 00	.....
St. Pie.....	409 20	1,369 39	12 21	1,869 46	6 77	.....	176 00	16 00	.....
St. Polycarpe.....	384 82	2,396 97	14 73	725 02	6 42	.....	150 00	22 00	.....
St. Raymond.....	697 32	4,138 22	26 02	566 89	10 48	6 99	260 00	.....	.....
St. Rémi.....	682 62	5,936 10	48 28	2,429 20	16 77	9 20	1,560 00	32 00	.....
St. Roch de Québec.....	7,077 04	21,083 56	203 74	10,056 61	55 41	.....	250 00	.....	708 31
St. Roch de Québec do.....	2,686 21	3,780 27	33 33	2,130 65	10 43	.....	1,720 00	80 00	426 66
St. Scholastique.....	826 89	9,246 18	70 27	2,700 28	24 29	32 58	340 00	.....	40 00
St. Sylvester East.....	406 21	2,560 51	19 96	1,395 23	8 57	.....	150 00	.....	.....
St. Thérèse de Blainville.....	929 68	11,345 26	70 93	3,406 15	30 43	6 51	340 00	4 00	40 00
Scotstown.....	929 20	2,874 91	26 99	2,539 21	10 66	9 05	320 00	44 00	.....
Shawville.....	1,113 01	3,259 39	64 13	2,071 53	24 41	22 45	360 00	.....	40 00
Shearbrooke.....	15,276 56	17,437 67	166 94	29,846 96	.....	.....	.....	.....	60 00
Somerset.....	1,402 16	1,869 93	16 11	3,478 65	8 50	5 59	440 00	60 00	.....
Sorel.....	2,591 53	12,133 46	91 68	10,829 99	5 94	10 94	820 00	200 00	.....
South Durham.....	603 40	2,019 08	16 36	804 94	2 96	.....	216 00	40 00	.....
South Hill.....	253 37	1,095 43	9 32	400 49	2 96	.....	90 00	8 00	.....
Stanfold.....	1,285 02	3,323 69	25 94	1,270 16	10 77	5 26	420 00	60 00	60 00
Stanstead.....	1,336 42	2,674 91	59 94	3,623 17	8 61	2 43	500 00	160 00	40 00
Sutton.....	1,027 28	7,376 41	27 09	2,559 44	21 00	28 60	370 00	.....	.....
Sweetsburg.....	671 11	3,225 55	27 09	1,719 82	8 83	.....	280 00	.....	60 00
Terrebonne.....	975 31	6,469 22	45 17	6,948 01	16 66	2 38	310 00	14 00	60 00
Terrebonne.....	1,380 97	15,586 75	8 71	418 10	3 46	.....	420 00	360 00	60 00
Three Rivers.....	7,074 88	15,675 19	135 75	15,018 77	59 07	12 14	1,800 00	16 00	40 00
Trois Pistoles.....	898 27	5,756 43	41 98	1,423 90	13 44	7 88	320 00	12 00	40 00
Uxvorton.....	1,137 64	9,685 08	63 24	2,675 03	26 45	3 69	360 00	.....	40 00
Valleyfield.....	3,010 90	11,446 40	93 75	2,223 61	4 88	.....	124 00	.....	.....
Victoriaville.....	1,279 15	1,695 58	14 29	3,564 29	30 85	13 04	800 00	4 00	40 00
Warwick East.....	796 06	48 60	0 47	2,011 50	5 35	0 05	420 00	200 00	40 00
Waterloo East.....	2,470 55	16,869 55	143 69	667 05	1 34	.....	332 00	56 00	40 00
Windsor Mills.....	1,580 40	4,597 45	38 41	10,636 41	50 95	29 46	720 00	96 00	100 00
Yamachiche.....	824 12	4,597 45	13 30	2,236 31	13 30	13 44	510 00	8 00	60 00
Non-Accounting Post Offices.....	180,383 46	926 28	8 42	2,705 48	3 15	.....	280 00	32 00	.....
Total.....	771,571 43	1,639,607 09	14,377 31	1,814,531 59	3,215 92	2,315 95	138,357 56	9,608 84	5,968 62

\* Accounting Office from 1st January, 1894. † Non-Accounting Office from 1st April, 1894. ‡ Accounting Office from 1st January, 1894. § Salary, &c., entered in Auditor General's Report.  
 W. H. SMITHSON, Accountant. Deputy Postmaster General.





# Postmaster General's Report.

Cheverie.....	260 76	179	2,365 49	20 66	1,557 91	9 02	96 00	6 00
Christmas Island.....	107 36	56	1,116 31	7 02	643 36	3 44	36 00	10 00
Cape Breton.....	92 78	174	4,183 81	27 40	680 90	10 67	30 00	
Annapolis.....	303 26	466	9,421 25	61 88	1,430 75	24 89	100 00	6 00
Shelburne.....	346 85	182	1,577 90	13 12	2,264 16	8 04	128 00	10 00
Antigonishe.....	164 80	82	625 18	4 80	467 34	2 04	80 00	4 00
Cleveland.....	177 00	138	2,432 67	16 08	2,641 65	9 36	80 00	16 00
Clyde River.....	177 00	138	2,432 67	16 08	2,641 65	9 36	80 00	16 00
Cow Bay.....	1,065 37	1,677	34,007 14	233 39	2,917 94	87 88	350 00	40 00
Cross Roads (C. H.).....	532 04	209	10,216 00	65 71	289 84	31 25	224 00	
Dartmouth.....	2,275 62	822	10,216 00	85 81	6,867 81	35 45	650 00	100 00
Deceuse.....	312 14	137	4,558 88	26 70	6,974 89	23 27	140 00	4 00
Digby.....	2,269 45	1,343	16,881 81	136 06	18,718 83	56 10	650 00	100 00
Doctor's Cove.....	108 01	108	2,227 86	16 54	659 02	7 04	36 00	
Shelburne.....	55 63	40	685 26	4 67	66 50	1 83	24 00	6 00
Gumberland.....	387 31	205	2,388 20	20 77	2,060 35	0 42	200 00	
Colchester.....	265 82	102	1,573 36	11 41	3,607 66	8 97	245 00	10 00
Victoria.....	561 61	284	3,847 13	29 12	342 83	9 84	200 00	
Eureka.....	216 76	260	5,003 39	35 59	2,527 51	16 80	120 00	
Five Islands.....	215 43	99	1,333 70	11 80	1,231 68	4 75	80 00	
Folly Village.....	123 18	158	4,102 48	26 61	1,072 44	11 72	92 00	
Freeport.....	232 42	94	1,342 79	9 17	2,373 88	5 67	40 00	4 00
Inverness.....	127 38	199	4,955 53	30 19	1,647 96	13 82	50 00	12 00
Gabarusse.....	86 79	79	1,075 45	8 66	650 00	3 39	36 00	
Grand Etang.....	334 78	186	3,596 02	25 42	1,466 37	10 68	130 00	2 00
King's.....	709 79	578	2,180 80	12 89	3,360 25	6 68	36 00	
Annapolis.....	1,026 44	890	5,012 45	43 54	4,959 21	17 60	240 00	86 00
do.....	779 08	390	5,012 45	43 54	4,959 21	17 60	320 00	160 00
Granville Centre.....	1,026 44	890	5,012 45	43 54	4,959 21	17 60	400 00	40 00
Great Village.....	63,552 61	12,201	173,168 05	1,646 32	12,847 07	37 96	460 00	200 00
Guysboro'.....	1,065 36	1,027	14,842 61	117 12	547,935 35			
Halifax.....	244 36	369	6,786 37	46 19	4,908 02	10 94	390 00	12 00
Hants.....	645 68	316	2,825 54	22 46	4,590 49	25 90	116 00	
Antigonishe.....	405 92	185	3,787 13	29 76	3,007 68	10 26	236 00	
Yarmouth.....	95 35	209	1,832 87	10 82	3,119 87	13 85	256 00	42 00
Hebron.....	351 50	269	641 51	4 30	1,616 75	3 75	164 00	16 00
Hopewell.....	283 65	264	8,543 69	56 38	210 44	1 63	54 00	4 00
Hubbard's Cove.....	3,246 55	1,876	3,570 29	26 10	210 44	1 63	54 00	4 00
Halifax.....	210 60	117	24,317 98	204 91	210 44	1 63	54 00	4 00
do.....	785 65	695	2,598 72	19 15	706 30	7 42	70 00	
Kingsport.....	614 13	516	11,152 42	81 77	5,713 00	34 81	320 00	48 00
do.....	720 30	11	8,287 87	61 56	4,750 72	22 74	260 00	40 00
Kingston Station.....	70 90	11	220 31	1 48	238 26	0 93	30 00	
Lawrencetown.....	909 82	1,067	4,727 64	29 38	1,926 32	15 21	100 00	16 00
Lingan.....	1,869 96	1,676	20,406 31	138 31	3,182 49	53 90	290 00	
Little Bras d'Or.....	349 12	102	20,611 17	164 29	13,593 69	69 62	660 00	80 00
do.....	794 16	1,165	3,823 51	21 80	3,161 44	15 93	130 00	4 00
Queen's.....	308 53	372	15,148 18	111 87	6,769 60	46 23	340 00	40 00
Antigonishe.....	215 59	59	8,532 49	52 41	3,165 62	23 60	112 00	10 00
Shelburne.....			1,077 80	8 34	2,141 23	5 40	108 00	
Lockport.....								
Louisburg.....								
Cape Breton.....								
Yarmouth.....								
Lower Argyle.....								

\* Accounting Office from 1st January, 1884.  
† Salary, &c., entered in Auditor General's Report.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lower L'Ardoise.....	Richmond	122 54	191	4,494 43	28 37	3,496 75	13 86	.....	56 00	2 00	.....
Lower Stewiacke.....	Colchester	809 54	373	5,528 38	42 06	4,947 74	20 32	0 98	312 00	8 00	.....
Lunenburg.....	Lunenburg	2,270 18	1,716	23,627 04	192 05	10,067 04	66 97	.....	682 00	50 00	100 00
McGray.....	Shelburne	87 15	132	1,756 36	13 90	1,923 66	7 56	.....	36 00	36 00	.....
Mabou.....	Inverness	487 23	576	9,518 00	62 50	6,142 19	30 09	.....	280 00	200 00	.....
Maccan.....	Cumberland	549 94	292	4,144 18	35 50	1,226 33	11 39	.....	160 00	80 00	.....
Mahone Bay.....	Lunenburg	936 70	847	16,216 46	107 85	2,483 39	44 19	.....	336 00	10 00	40 00
Main-a-dieu.....	Cape Breton	153 64	186	3,368 55	22 79	2,324 60	9 85	.....	54 00	6 00	.....
Matiland Hants.....	Hants	841 47	876	11,926 97	88 54	7,325 86	41 27	.....	380 00	50 00	40 00
Margare Harbour.....	Inverness	337 50	157	6,350 92	37 80	6,438 65	23 77	.....	116 00	56 00	.....
Margaretsville.....	Annapolis	274 64	174	2,586 06	17 33	2,086 36	10 01	.....	92 00	.....	.....
Merigonshishe.....	Pictou	255 42	171	2,573 20	18 33	624 68	6 92	.....	110 00	25 00	.....
Metaghan.....	Digby	191 33	420	9,849 48	62 25	2,612 94	28 17	0 97	76 00	2 00	.....
Middle Musquodoboit.....	Halifax	504 72	242	5,810 79	41 76	4,211 52	20 55	.....	230 00	70 00	.....
Middle Stewiacke.....	Colchester	106 49	45	923 64	6 78	992 83	.....	.....	50 00	2 00	.....
Middleton.....	Colchester	1,560 67	1,177	15,440 24	118 31	27,064 39	48 54	29 17	480 00	280 00	60 00
Mill Village.....	Annapolis	266 99	207	2,792 07	19 48	1,243 59	8 40	.....	184 00	32 00	.....
Milton.....	Queen's do	578 44	623	8,038 07	67 36	1,878 71	21 24	.....	200 00	.....	.....
New Glasgow.....	Pictou	6,351 28	3,354	37,359 47	322 98	32,980 63	128 92	.....	1,630 00	120 00	.....
Newport.....	Hants	607 46	347	5,358 52	39 85	4,060 91	17 72	2 13	230 00	160 00	20 00
Newport Landing.....	do	185 41	207	2,604 77	24 20	517 81	7 24	.....	84 00	.....	.....
New Ross.....	Lunenburg	237 50	371	5,893 56	39 05	1,436 31	16 55	.....	80 00	6 00	.....
New Victoria.....	Cape Breton	200 24	295	4,186 82	29 95	30 00	10 48	.....	64 00	6 00	.....
Noel.....	Hants	224 63	258	3,796 96	27 74	2,062 54	14 00	.....	88 00	.....	.....
Northport.....	Cumberland	214 10	112	1,045 34	9 17	459 30	2 78	.....	64 00	.....	.....
North Sydney.....	Cape Breton	3,542 46	1,729	22,580 49	171 92	28,841 33	80 46	3 71	820 00	96 00	.....
Old Barnes.....	Colchester	101 50	60	961 84	7 27	56 59	2 45	.....	44 00	16 00	.....
Oxford.....	Cumberland	1,381 60	1,240	14,350 03	107 79	7,266 61	40 39	3 13	480 00	10 00	60 00
Parraboro'.....	do	2,234 33	2,013	26,178 58	189 98	11,376 08	75 30	.....	650 00	100 00	100 00
Pictou.....	do	5,592 66	2,541	29,647 45	244 83	41,421 01	104 76	.....	1,420 00	100 00	200 00
Port George.....	Pictou	137 66	32	693 97	4 50	619 64	2 41	.....	90 00	.....	.....
Port Hastings.....	Annapolis	555 84	205	3,019 71	29 45	4,372 15	14 65	.....	320 00	100 00	.....
Port Hawkesbury.....	Inverness do	798 36	479	6,189 23	46 36	12,615 81	21 69	2 81	420 00	95 00	40 00

# Postmaster General's Report.

Port Hood.....	923 60	541	7,367 33	51 73	12,720 76	30 60	420 00	8 00	40 00
do	55 79	130	1,949 63	13 00	611 27	5 43	30 00		
Cumberland.....	193 51	74	1,655 30	11 64	1,660 27	5 89	76 00	6 00	
Shelburne.....	459 70	474	8,984 57	63 12	3,627 40	28 25	140 00		
Yarmouth.....	300 35	320	4,528 38	37 33	3,389 53	15 74	136 00		
Queen's.....	264 06	336	6,134 21	40 41	3,452 38	20 63	205 00	24 00	
Port Medway.....	413 61	348	4,023 43	35 14	3,051 07	12 30	180 00	2 00	
King's.....	194 30	351	7,343 31	50 42	4,279 32	26 21	94 00	14 00	
Pubnico Harbour.....	1,013 22	1,074	12,066 45	93 03	6,601 32	39 30	355 00	12 00	40 00
Pugwash.....	150 65	115	2,396 30	15 21	1,136 36	7 00	48 00		
River Bourgeois.....	682 12	698	11,024 02	78 83	5,030 64	33 43	300 00	12 00	40 00
River John.....	237 93	143	1,813 66	15 23	1,732 79	5 36	120 00		
Round Hill.....	138 51	126	1,370 68	11 34	1,752 11	7 38	60 00	16 00	
St. Andrews.....	176 99	161	13,979 44	86 57	4,979 06	40 17	330 00	90 00	
St. Peter's.....	697 49	680	2,605 89	19 20	1,915 28	9 12	76 00		40 00
Sandy Cove.....	1,208 46	1,759	34,064 31	228 30	10,518 38	94 44	410 00	30 00	
Shelburne.....	832 67	722	16,796 78	111 11	5,200 97	46 30	310 00	90 00	
Sherbrooke.....	118 17	55	10,271 40	75 97	5,785 87	32 73	320 00	250 00	40 00
Shubenacadie.....	373 10	728	18,732 42	119 22	9,065 11	47 71	142 00	12 00	
South Farmington.....	220 80	78	1,087 68	8 06	914 32	2 73	76 00		
Souhampton.....	186 87	101	1,697 47	12 63	530 65	4 60	76 00	8 00	
Springfield.....	2,730 16	2,541	30,084 13	257 32	5,406 08	80 05	840 00	6 00	120 00
Spring Hill Mines.....	1,708 59	1,408	13,884 87	120 65	11,684 21	42 12	565 00		80 00
Stellarton.....	174 10	114	2,081 05	13 67	1,379 73	7 18	88 00	12 00	
Strathlorne.....	3,705 41	1,763	30,569 23	218 86	21,549 81	92 65	1,040 00	360 00	
Sydney Mines.....	887 30	944	5,079 77	38 48	1,433 58	15 28	240 00		40 00
Tatamagouche.....	293 63	142	11,068 87	80 76	8,928 46	37 53	340 00	44 00	
Thorburn.....	127 68	88	2,482 13	17 77	320 97	6 68	132 00	18 33	
Tidnish.....	178 13	88	1,116 80	8 41	402 63	3 35	58 00		
Tracadie.....	9,610 79	185	2,866 99	18 49	3,320 95	14 39	131 00	2 00	
Truro.....	232 49	3,614	43,794 82	384 80	88,927 01	142 43	2,350 00	55 00	
Tusket.....	399 53	251	3,209 50	27 46	1,883 65	12 00	114 00	14 00	
Upper Musquodoboit.....	273 44	446	11,746 89	73 13	1,560 49	31 14	124 00	10 00	
Halifax.....	881 42	216	3,115 12	24 86	5,536 02	16 76	150 00	30 00	
Colchester.....	248 52	505	6,980 03	50 06	7,279 21	27 96	280 00	24 00	
Upper Stewiacke.....	924 77	110	1,707 99	12 26	1,833 72	7 42	96 00	8 00	
Wallace.....	502 97	471	8,438 73	60 51	2,978 41	23 97	324 00	2 00	40 00
Walton.....	437 69	209	2,695 76	19 79	1,955 80	9 70	180 00	16 00	
Waterville.....	502 97	444	8,154 25	56 82	1,024 89	20 96	180 00		
West Bay.....	437 69	444	9,917 67	65 35	2,560 63	25 78	298 00	60 00	
Westport.....	1,520 50	487	24,476 62	187 02	5,686 18	67 80	470 00	10 00	60 00
West River, Sheet Har.....	1,031 30	1,768	3,425 24	28 45	3,839 55	13 69	220 00		
Westville.....	434 30	275	7,925 16	60 50	5,900 65	24 01	230 00	16 00	60 00
Weymouth.....	580 91	305	7,550 96	47 29	5,963 41	26 21	265 00	56 00	
Weymouth Bridge.....	121 71	85	557 71	4 44	1,524 15	3 23	60 00		
Whycoomagh.....	5,707 68	2,252	26,206 14	239 64	32,075 87	86 25	1,430 00	10 00	
Wilmot.....	154 61	44	1,344 99	8 57	349 00	3 46	64 00		
Windsor.....									
Wine Harbour.....									

† Accounting Office, from 1st October, 1893.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wolfville	King's	3,134 57	1,911	23,664 65	197 30	23,864 03	68 50	9 30	960 00	48 00	140 00
Yarmouth	Yarmouth	9,235 06	2,826	36,109 39	201 52	57,122 77	125 73	.....	2,240 00	400 00	.....
Non-Accounting Post Offices	.....	65,120 88	.....	.....	.....	.....	.....	.....	32,206 25	1,733 19	.....
Total	.....	274,474 55	109,091	1,607,451 57	12,426 25	1,592,229 80	4,523 91	431 37	79,799 79	7,803 94	2,540 00

W. H. SMITHSON,  
Accountant.

WILLIAM WHITE,  
Deputy Postmaster General.

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; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1894.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to 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.
Albert	Albert.	465 83	666	9,088 78	65 47	3,833 33	26 17	.....	238 00	50 00	.....
Alma	do	299 52	327	4,682 73	33 51	2,322 59	12 49	.....	108 00	.....	.....
Anagance.	King's	126 45	210	3,098 28	22 09	2,116 83	8 88	.....	50 00	10 00	.....
Andover.	Victoria	666 75	611	8,364 01	56 46	1,891 53	22 18	2 87	260 00	30 00	.....
Apohaqui.	King's	321 44	153	1,988 49	16 18	1,381 11	7 14	.....	120 00	68 00	.....
* Armstrong's Brook.	Restigouche	116 62	300	3,768 42	25 13	620 65	10 00	.....	105 00	4 00	.....
Baie Verte	Westmoreland	357 78	470	6,519 33	51 13	1,895 60	18 63	.....	156 00	28 00	.....
Bathurst	Gloucester.	1,945 23	989	14,921 07	107 06	10,417 45	43 70	22 83	730 00	170 00	.....
Bathurst Village	do	576 70	547	8,023 59	58 19	1,483 83	21 60	.....	240 00	10 00	.....
Bayfield	Westmoreland	271 73	324	9,103 80	61 26	735 25	22 88	4 17	84 00	.....	.....
Blackville	Northumberland	363 94	175	3,735 03	26 56	468 97	9 68	.....	100 00	.....	.....
Bristol	Carleton	468 80	252	3,740 90	28 69	1,218 50	10 73	7 43	168 00	44 00	.....
Buckouche	Kent	760 12	488	9,052 68	61 40	3,044 94	26 64	3 59	328 00	36 00	40 00
Butternut Ridge	King's	412 29	386	7,223 80	50 67	2,323 59	20 03	.....	157 00	12 00	.....
Campbellton.	Restigouche	2,704 90	2,385	23,643 09	170 02	6,977 87	60 87	27 39	700 00	100 00	.....
Campo Bello.	York.	122 48	300	7,337 93	47 57	745 06	20 10	.....	40 00	.....	.....
Canterbury Station	Charlotte	532 58	555	5,362 23	39 93	1,147 36	14 72	.....	212 00	8 00	.....
Caraqueet.	Gloucester.	525 39	635	16,305 94	106 48	3,010 10	41 81	4 29	180 00	20 00	.....
Carleton.	St. John	1,312 40	501	6,877 39	62 47	4,891 41	24 49	3 24	500 00	.....	.....
Centreville.	Carleton	775 78	452	9,690 36	69 52	1,592 86	25 31	.....	280 00	14 00	.....
Chatham.	Northumberland	4,339 98	2,076	28,207 05	216 02	12,488 92	80 30	.....	1,300 00	250 00	.....
Chipman.	Queen's	288 00	304	5,114 10	37 63	1,599 71	14 90	.....	108 00	12 00	.....
Clifton.	King's	124 02	96	1,720 50	11 87	301 32	4 61	.....	40 00	34 00	.....
Cocagne.	Kent	1,761 34	136	1,761 34	13 26	1,313 07	5 94	.....	100 00	16 00	.....
Dalhousie.	Restigouche	1,169 28	883	17,329 09	119 66	5,139 34	46 35	.....	450 00	40 00	.....
Debec	Carleton	1,169 28	883	17,329 09	119 66	5,139 34	46 35	.....	112 00	20 00	.....
Dorchester.	Westmoreland	308 41	181	2,362 81	19 17	631 90	6 72	.....	112 00	40 00	.....
Edmundston.	Victoria.	1,700 33	1,250	12,335 92	100 10	11,386 23	38 36	.....	620 00	16 00	80 00
		794 46	335	4,396 06	32 30	2,493 06	11 65	.....	357 50	64 00	40 00

\* Non-Accounting Office, from 1st April, 1894.



# Postmaster General's Report.

Norton Station	371 31	160	3,842 16	27 46	2,028 12	11 50	150 00	40 00
Oak Point	51 92	122	1,520 22	12 47	262 86	4 11	24 00	
Oronoco	418 79	150	2,509 11	18 74	1,963 86	6 86	140 00	48 00
Ossateag	586 95	410	5,900 34	45 50	1,636 74	14 94	200 00	78 00
Penobscus	286 95	201	2,720 44	21 51	3,407 60	7 61	108 00	8 00
Petitcodiac	1,439 81	1,168	23,719 03	188 46	7,063 64	79 32	450 00	60 00
Port Rocher	354 63	325	5,015 87	33 90	1,431 71	13 37	145 00	
Port Elgin	612 05	477	9,383 19	67 83	2,294 20	25 32	250 00	30 00
Portland	1,527 49	655	8,194 37	74 09	1,361 97	21 90	500 00	
Richibucto	885 81	889	13,743 34	98 53	4,542 33	36 25	350 00	40 00
Richmond Corner	88 83	145	444 61	5 36	123 30	1 10	36 00	8 00
River Charlo	243 33	85	1,229 29	9 96	373 79	3 40	84 00	8 00
Restigouche	104 85	189	3,880 80	29 75	415 33	9 92	48 00	6 00
River Louison	112 19	49	460 59	3 19	668 84	1 51	44 00	
Rockland	416 74	161	2,896 11	18 34	695 66	7 78	200 00	
Rogersville	599 39	106	1,307 00	10 96	867 70	4 31	270 00	24 00
Rothsay	1,835 21	959	12,199 57	104 48	7,531 34	39 18	800 00	125 00
St. Andrew's	1,168 10	967	15,472 50	113 91	5,773 29	45 84	462 00	40 00
St. George	49,650 03	9,377	131,433 48	1,152 01	448,532 23	10 59		
St. John	736 42	472	7,254 46	60 41	6,137 71	24 38	320 00	36 00
St. Martin's	82 94	40	1,242 06	7 52	150 70	3 32	44 00	
St. Mary's	5,612 22	1,947	22,401 05	177 62	17,072 44	63 90	1,480 00	240 00
St. Stephen	3,199 02	2,021	20,014 09	171 53	30,304 80	67 78	900 00	110 00
Sackville	572 14	469	5,953 25	46 84	2,859 12	17 67	220 00	24 00
Salisbury	1,881 71	874	12,874 42	97 46	12,287 82	40 31	620 00	90 00
do	180 86	263	6,135 82	39 62	1,983 25	15 79	186 00	
Shediac	199 46	111	1,513 31	11 85	347 12	3 82	76 00	20 00
Shippigan	200 06	186	3,317 16	23 06	2,182 24	11 34	100 00	40 00
Springfield	398 19	181	3,760 01	25 66	1,072 75	10 61	108 00	
Stanley	2,258 78	1,438	17,963 84	148 67	16,368 10	54 32	680 00	100 00
Sussex Vale	520 81	250	3,907 86	25 66	1,600 81	10 95	176 00	
Tracadie	26 02	72	1,384 47	10 64	494 72	3 96	20 00	
Uplham	125 87	202	3,203 28	23 24	1,555 85	5 95	48 00	
Upper Gagetown	213 10	132	2,381 26	15 50	90 40	4 80	48 00	
Upper Pockmouche	741 95	801	11,731 59	81 57	2,751 50	32 83	300 00	7 00
Weldford	531 19	265	3,137 82	21 53	1,216 02	8 42	152 00	24 00
Welsford	4,972 19	2,777	30,350 77	281 88	28,580 85	92 01	1,360 00	400 00
Woodsack								
Non-Accounting Post Offices	41,500 61						20,860 42	533 33
Total	185,618 37	64,328	908,819 57	7,073 10	893,529 53	2,135 09	48,992 92	3,700 33
								1,045 00

\* Non-Accounting Office from 1st April, 1894.

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

**W. H. SMITHSON,**  
Accountant.

**WILLIAM WHITE,**  
Deputy Postmaster General.



PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1894.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alberton	Prince.	1,116 97	524	9,717 41	75 33	6,561 45	37 21	0 67	380 00	10 00	40 00
Belfast	Queen's.	249 61	108	1,620 87	12 38	216 15	4 25	.....	100 00	40 00	.....
Charlottetown	do	14,353 21	3,121	59,457 05	517 42	84,021 40	.....	.....	.....	.....	.....
Georgetown.	King's.	874 85	393	9,104 41	65 04	5,522 49	29 46	0 27	350 69	47 39	37 90
Head of St. Peter's Bay.	do	343 98	68	1,376 26	9 61	737 06	5 20	.....	140 00	30 00	.....
Kensington.	Prince.	585 37	194	4,603 02	33 15	1,832 18	14 20	0 31	240 00	60 00	.....
Montague Bridge.	King's.	929 43	1,010	23,018 71	154 33	7,818 91	68 60	6 54	340 00	100 00	.....
Mount Stewart.	Queen's.	407 59	192	2,953 73	19 79	221 86	7 50	.....	156 00	4 00	.....
Murray Harbour, South	King's.	319 52	475	6,098 18	45 87	2,912 57	20 80	.....	110 00	4 00	.....
Souris, East.	do	1,288 03	512	7,643 95	59 80	9,382 07	35 10	.....	460 00	90 00	60 00
Stanley Bridge.	Queen's.	303 88	197	2,942 48	21 96	1,363 29	8 75	0 38	80 00	80 00	.....
Summerside.	Prince.	4,164 71	1,106	17,439 18	143 03	23,629 23	71 21	.....	1,120 00	12 00	.....
Tignish.	do	663 75	266	4,807 64	35 13	1,809 48	14 01	0 49	280 00	.....	.....
Victoria.	Queen's.	240 47	265	5,452 18	36 09	3,358 77	17 56	0 04	100 00	.....	.....
Non-Accounting Post Offices.	.....	13,356 01	.....	.....	.....	.....	.....	.....	6,864 72	529 00	.....
Total	.....	39,196 88	8,431	156,235 07	1,228 93	149,406 91	333 85	8 70	10,721 41	1,006 39	137 90

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

WILLIAM WHITE,  
Deputy Postmaster General.

W. H. SMITHSON,  
Accountant.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1894.

Postmaster General's Report.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alexander	Selkirk	960 01	790	14,198 92	96 23	2,633 08	37 38	.....	400 00	8 00	75 00
Arden Station	Marquette	647 75	550	7,172 85	52 21	3,254 04	21 68	.....	250 00	.....	.....
Belmont	Selkirk	704 63	235	4,363 95	31 41	1,593 94	13 28	.....	240 00	10 00	.....
Beulah	Marquette	374 18	288	7,903 85	49 03	2,779 03	21 98	.....	174 00	.....	.....
Binscarth	do	516 04	398	8,265 62	51 68	2,893 06	23 88	.....	212 00	128 00	.....
Birtle	do	1,235 29	701	10,130 03	78 34	5,910 80	30 62	3 04	590 00	42 00	100 00
Boisevain	Selkirk	2,440 57	1,192	19,619 50	138 66	7,932 62	51 96	7 76	700 00	60 00	150 00
Brandon	do	12,685 51	3,756	49,020 32	414 48	61,789 57	149 77	22 45	3,248 33	150 00	.....
Carberry	Marquette	2,807 09	1,211	15,707 85	115 45	5,010 22	40 12	5 30	840 00	60 00	175 00
Carman	do	1,888 30	1,602	31,793 28	214 98	7,903 54	82 82	7 72	520 00	36 00	100 00
Cartwright	do	719 79	210	3,531 60	24 54	1,369 33	9 83	.....	300 00	40 00	150 00
Deloraine	do	1,926 22	1,022	15,939 29	117 70	9,081 37	42 42	.....	180 00	.....	.....
Donnison City	Provencher	488 25	692	10,468 42	73 25	2,240 91	27 32	3 12	473 33	80 00	100 00
Elkhorn	Selkirk	1,449 60	706	10,219 21	75 40	7,525 08	35 29	6 15	450 00	66 00	100 00
Emerson	Provencher	1,293 46	964	13,601 44	110 00	5,211 77	37 76	4 81	96 00	.....	.....
Fox Warren	do	224 80	153	1,656 57	11 32	954 67	5 12	.....	.....	.....	.....
Gladstone	do	1,100 88	665	11,004 74	77 46	6,101 35	30 14	2 33	424 00	14 00	75 00
Glenboro	do	1,144 14	421	6,061 03	48 35	2,837 26	16 50	.....	400 00	.....	100 00
Gretna	Selkirk	1,697 18	573	7,723 09	71 25	2,172 84	19 65	.....	520 00	20 00	100 00
Griswold	do	1,131 54	379	6,872 75	52 09	3,553 10	19 45	.....	466 66	110 00	100 00
Hartney	do	1,535 68	685	11,608 65	82 08	5,524 12	33 85	.....	520 00	16 00	100 00
Holland	Marquette	1,064 17	312	5,374 77	42 25	2,785 20	17 31	.....	350 00	.....	75 00
July	do	267 39	33	636 54	5 59	297 01	1 67	.....	110 00	30 00	75 00
Killarney	Provencher	1,285 62	1,347	19,262 68	133 72	5,376 12	49 56	3 42	440 00	.....	.....
Lauder	do	330 27	122	1,983 98	13 47	1,255 57	6 35	.....	150 00	8 00	75 00
McGregor Station	Marquette	1,035 05	466	4,900 03	43 48	2,605 80	13 72	.....	350 00	.....	.....
Manitou	Selkirk	1,892 69	1,984	38,421 22	266 13	11,028 49	101 53	28 87	580 00	72 00	125 00
Melita	do	1,639 37	781	11,324 94	81 19	9,201 42	32 62	1 03	652 00	40 00	150 00

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M.O. business.	Compensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Millwood.	Marquette.	229 26	97	4,584 62	25 28	278 40	11 46	108 00	108 00	24 00	150 00
Minnedosa.	do	2,305 97	1,307	16,507 88	139 43	11,883 38	54 46	7 85	700 00	8 00	200 00
Morden.	Selkirk.	3,283 90	2,533	47,377 64	336 09	15,536 39	123 31	10 29	950 00	8 00	200 00
Morris.	Provencher.	879 86	625	10,450 14	76 99	3,277 84	27 18	2 27	340 00	75 00	75 00
Napinka.	Selkirk.	607 87	401	6,353 57	44 26	1,211 33	16 03	352 00	352 00	96 00	200 00
Nepawa.	Marquette.	2,939 42	1,453	20,956 73	157 70	10,667 17	58 02	1 98	930 00	8 00	200 00
Newdale.	do	562 23	307	5,306 83	36 85	1,342 56	14 38	160 00	160 00	8 00	200 00
Ninga.	Selkirk.	548 39	385	8,200 37	53 77	1,653 27	21 27	284 00	16 00	16 00	200 00
Notre-Dame-de-Lourdes	do	1,652 45	55	1,011 94	8 92	815 01	3 69	40 00	586 66	30 00	125 00
Oak Lake.	do	1,654 38	578	11,483 23	80 64	5,857 29	34 25	500 00	500 00	30 00	100 00
Pilot Mound.	do	506 02	117	7,024 85	61 61	10,415 55	21 84	80 00	80 00	6 65	400 00
†Pipestone	do	7,994 76	3,063	1,819 15	13 01	1,174 44	5 30	2,200 00	2,200 00	100 00	100 00
Portage la Prairie.	Marquette.	1,311 81	936	12,427 83	369 72	23,711 38	126 98	22 48	2,200 00	6 65	400 00
Rapid City.	do	366 61	201	2,850 16	19 07	7,812 83	38 10	9 16	160 00	40 00	75 00
*Rounthwaite.	Selkirk.	1,009 80	389	7,894 14	57 89	3,057 45	22 33	332 00	332 00	40 00	75 00
Russell.	Marquette.	132 84	12	217 15	2 36	156 92	0 93	50 00	50 00	4 00	75 00
†St. Alphonse	Selkirk.	805 89	345	4,591 47	42 82	2,054 84	12 58	390 00	390 00	4 00	75 00
St. Boniface.	Provencher.	241 57	94	1,154 58	9 05	958 36	3 63	100 00	100 00	50 00	100 00
St. Laurent.	Lisgar.	1,660 21	1,050	17,413 13	129 75	5,313 15	45 88	11 54	482 66	6 00	75 00
Selkirk.	do	793 64	299	3,671 06	31 33	2,504 05	10 35	350 00	350 00	6 00	75 00
Shoal Lake.	Marquette.	498 50	34	346 81	2 46	55 85	0 87	144 00	144 00	6 00	75 00
Sidney.	Selkirk.	317 75	59	768 00	5 87	1,595 66	2 81	140 00	140 00	16 00	150 00
Solsgrith.	Marquette.	2,522 13	1,329	22,060 78	158 76	8,346 18	59 41	400 00	400 00	36 00	75 00
Souris.	Selkirk.	1,195 91	731	16,714 48	115 68	4,414 95	45 59	0 62	400 00	40 00	200 00
Stonewall.	Lisgar.	2,738 27	1,596	28,334 32	198 84	13,092 66	81 09	8 57	973 32	40 00	75 00
Virden.	Selkirk.	1,017 20	371	6,892 66	46 28	876 02	18 14	350 00	350 00	13,562 81	150 00
Wawanesa.	do	91,815 01	15,546	206,817 46	1,965 99	478,602 03	1,840 80	174 43	40,091 77	1,959 82	4,300 00
Winnipeg.	Lisgar.	31,563 18	56,883	868,532 96	6,883 96	802,865 28	1,840 80	174 43	40,091 77	1,959 82	4,300 00
Non-Accounting Post Offices.											
Total.		205,895 01	56,883	868,532 96	6,883 96	802,865 28	1,840 80	174 43	40,091 77	1,959 82	4,300 00

†Accounting Office from 1st January, 1894. †Accounting from 1st October, 1893. †Accounting from 1st January, 1894. †Salary, &c., entered in Auditor General's Report.

W. H. SMITHSON, Accountant  
WILLIAM WHITE, Deputy Postmaster General.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended 30th June, 1894.

Name of Office.	Territory.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to 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.
Balgoin	Assinibouia	370 27	117	1,886 86	15 54	1,415 34	6 39	...	160 00	12 00	...
Banff	Alberta	1,059 04	767	12,982 17	112 69	2,921 17	34 94	6 73	445 00	...	75 00
Battleford	Saskatchewan	648 04	707	10,719 86	79 19	2,103 10	29 20	...	300 00	12 00	37 50
* Broadview	Assinibouia	677 69	309	4,501 13	32 20	1,847 44	13 24	...	284 00	8 00	...
Calgary	Alberta	10,893 04	4,387	54,666 80	502 27	45,732 49	159 55	21 51	2,655 00	300 00	400 00
Canington Manor	Assinibouia	686 86	302	4,611 65	44 48	1,818 74	14 82	...	290 00	...	...
Edmonton	Alberta	3,410 16	1,770	22,984 07	187 81	21,688 09	80 56	7 77	865 00	60 00	293 41
Estevan	Assinibouia	980 57	491	7,622 75	62 19	2,621 38	20 98	6 58	400 00	4 00	75 00
Fort Saskatchewan	Alberta	520 62	324	8,705 65	55 10	4,275 32	24 15	...	160 00	6 00	...
Grenfell	Assinibouia	1,770 20	1,032	16,824 85	118 65	8,245 31	50 58	2 97	516 00	...	100 00
Indian Head	do	1,602 05	1,077	27,152 50	173 31	4,793 87	73 95	...	520 00	20 00	100 00
Innisfail	Alberta	1,163 25	465	5,478 09	42 37	3,790 81	15 89	...	290 00	...	...
* Lacombe	do	485 91	232	3,683 67	26 32	2,831 83	9 81	...	76 00	...	...
Lethbridge	do	3,062 33	2,743	44,696 06	415 99	8,351 37	117 42	40 27	890 00	105 00	175 00
Macleod	do	1,823 27	1,052	31,939 89	227 22	6,973 54	85 84	5 57	550 00	48 00	125 00
Maple Creek	Assinibouia	1,237 92	611	12,005 75	94 00	4,370 59	32 27	5 18	396 66	...	75 00
Medicine Hat	do	1,800 79	2,249	44,441 39	342 51	3,932 81	113 03	49 78	546 65	...	125 00
Moose Jaw	do	2,460 58	1,374	19,706 66	133 47	3,457 47	52 59	16 32	765 00	8 00	150 00
Moosomin	do	3,365 41	1,183	18,448 50	142 74	12,382 31	55 48	3 49	976 00	200 00	200 00
Oxbow	do	847 40	628	5,997 01	45 37	6,806 21	18 87	1 05	400 00	18 00	...
Pense	do	253 04	62	1,323 57	10 81	264 01	3 51	...	152 00	...	...
Pincher Creek	Alberta	828 49	590	10,945 65	77 21	2,682 82	28 72	...	310 00	4 00	37 50
Prince Albert	Saskatchewan	2,404 22	1,305	17,676 16	140 85	8,638 03	50 45	4 20	680 00	52 00	150 00
Qu'Appelle	Assinibouia	921 53	482	7,264 46	56 72	4,307 27	21 73	...	380 00	36 00	75 00
Qu'Appelle Station	do	1,068 19	831	11,068 19	67 20	6,164 22	34 29	5 57	577 00	150 00	125 00
Red Deer	Alberta	988 29	599	7,899 27	80 37	8,894 52	25 26	...	320 00	...	75 00
Regina	Alberta	7,750 22	2,139	32,305 08	265 77	29,646 10	93 90	18 50	300 00	300 00	29 18
Saltcoats	do	732 38	264	3,708 33	27 34	4,101 64	15 32	...	290 00	29 00	75 00

\* Accounting Office from 1st October, 1893.

STATEMENT showing the Accounting Offices in operation, &c., in North-west Territories—Concluded.

Name of Office.	Territory.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Sal. ry.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Edmonton.....	Alberta.	758 13	360	6,470 98	48 39	2,542 29	17 55	.....	220 00	.....	.....
Swift Current.....	Assiniboa.	580 64	309	3,330 22	33 94	601 66	8 47	.....	206 66	.....	.....
Wapella.....	do	907 61	518	11,760 98	76 96	2,297 27	32 47	.....	356 00	16 00	.....
Whitewood Station.....	do	1,358 18	565	11,383 35	85 80	8,967 15	44 41	7 40	480 00	100 00	75 00
Wolsley.....	do	968 47	474	8,551 16	59 76	6,261 01	24 47	4 41	352 00	60 00	75 00
Yorkton.....	do	1,056 96	312	5,422 52	38 24	6,125 91	17 21	.....	380 00	36 00	75 00
Non-accounting Post Offices.....	.....	18,452 46	.....	.....	.....	.....	.....	.....	7,143 75	206 00	.....
Total.....	.....	78,399 21	31,211	498,153 44	3,942 78	247,953 49	1,427 92	207 30	25,495 21	1,798 00	2,822 59

WILLIAM WHITE,  
Deputy Postmaster General.

W. H. SMITHSON,  
Accountant.

# Postmaster General's Report.

## PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the Amount of Commission thereon; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1894.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Agniesz	Yale-Kootenay	672 46	410	7,326 62	51 73	2,433 10	19 11	180 00	180 00		
Albani	Vancouver	366 71	502	5,603 75	48 41	2,449 36	15 25	100 00	100 00	2 00	
Aldergrove	New Westminster	92 53	120	1,543 32	11 00	573 40	3 95	44 00	44 00		
Ashcroft Station	Yale	898 74	883	17,451 73	141 60	6,956 42	44 70	9 28	330 00	120 00	
Barkerville	Cariboo	246 03	650	16,081 93	105 18	935 07	40 59	7 97	130 00		
Burkoyne Bay	Vancouver	73 17	95	1,684 78	13 64	1,088 50	4 20		44 00		
Chenainus	do	242 49	302	3,159 16	28 85	1,676 23	8 85		160 00		
Chilliwack	New Westminster	1,571 84	1,513	30,644 92	219 91	13,492 43	82 78	4 26	480 00	44 00	100 00
Clinton	Cariboo	564 17	545	14,749 31	100 56	2,805 67	37 13		230 00	60 00	
Comox	Vancouver	303 93	605	11,867 88	87 68	4,803 34	30 79	8 35	160 00	10 00	
Corfield	do	136 82	169	1,512 72	17 21	469 66	4 12		44 00		
*Courtney	do	255 17	235	5,579 47	37 81	223 60	13 95		50 00		
Coutlee	Yale-Kootenay	137 96	117	2,065 48	17 83	784 39	5 18		76 00	4 00	
Donald	do	1,040 74	767	14,613 27	124 93	2,067 98	36 86	2 06	440 00		80 00
Duncan's Station	Vancouver	622 03	613	8,406 66	75 28	3,765 21	24 82	7 47	220 00		
Enderby	Yale-Kootenay	578 75	394	7,619 92	55 28	2,296 32	22 00		230 00	20 00	
Esquimalt	Victoria	1,338 78	450	5,835 42	74 37	1,263 82	17 18		480 00		
Field	Yale-Kootenay	553 55	243	6,586 77	65 39	400 72	16 71	10 63	260 00		100 00
Golden	do	1,272 48	488	8,521 16	75 89	2,318 97	22 17		340 00	48 00	75 00
Hope	Yale	157 25	264	4,300 43	32 63	228 83	10 99		72 00		
Illicilwaet	Yale-Kootenay	141 31	240	4,127 79	31 63	73 12	10 31		95 00		
Kamloops	Yale	2,937 14	1,960	32,951 67	206 14	12,337 42	87 39	4 79	820 00	50 00	175 00
Ladner's Landing	New Westminster	974 83	769	13,245 41	114 35	5,490 57	34 24	0 90	370 00		75 00
Langley	do	345 82	356	5,897 67	43 07	3,008 97	16 22		200 00	36 00	
Lytton	Yale	508 24	400	9,615 87	68 54	1,005 64	24 10		180 00		
Mission City	do	992 47	674	6,491 44	62 83	4,291 20	18 45		300 00	40 00	
Nanaimo	Vancouver	6,558 83	6,958	112,225 54	1,106 44	33,952 39	305 94	103 15	1,680 00	200 00	
Nelson	Yale-Kootenay	2,638 36	1,250	19,729 17	183 85	6,634 93	56 80	0 22	1,750 00	96 00	150 00

\* Accounting Office from 1st January, 1894.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Con-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Westminster.	New Westminster	10,244 95	5,020	74,616 09	690 15	51,119 11	204 71	64 31	2,700 00	150 00	
Nicola Lake	Yale	304 47	280	3,511 36	26 55	720 21	9 13	0 32	190 00		
Plumper Pass	Vancouver	270 34	268	2,365 23	19 58	653 76	5 95		100 00		
Port Hammond.	New Westminster	457 92	272	3,811 98	29 43	2,776 10	10 21	3 22	152 00		
Quesnelle.	Cariboo	313 45	514	12,739 86	84 72	971 88	31 91		130 00		
Revelstoke	Yale-Kootenay	1,362 74	690	14,609 25	125 84	5,452 13	39 92	3 98	320 00	160 00	75 00
Soda Creek.	Cariboo	216 23	215	6,090 20	41 91	778 50	15 89		84 00	4 00	
Spenos's Bridge	Yale	211 77	369	5,038 27	40 63	229 08	12 65		85 33	40 00	
Union	New Westminster	147 10	213	2,451 72	18 31	808 44	6 90		50 00		
Sumas	Vancouver	868 94	1,743	63,212 03	416 36	2,221 89	158 25		200 00		
Co Vancouver	New Westminster	27,109 79	11,515	163,244 80	1,640 79	117,576 78	478 21	63 10	3,600 00	120 00	50 00
Vernon	Yale-Kootenay	2,687 13	1,275	19,567 19	156 83	9,259 53	56 56	0 55	650 00	50 00	150 00
Victoria	Victoria	41,690 56	14,767	205,394 10	2,106 75	186,539 27	179 96	109 29	440 00		100 00
Wellington.	Vancouver	1,707 99	3,352	69,169 03	672 35	4,486 82	18 42		150 00		
Yale	Yale	503 79	293	6,299 49	46 72	2,605 79					
Non-Accounting Post Offices		21,199 33							8,263 84	167 00	87 50
Total		135,554 20	62,817	1,035,260 46	9,438 95	504,026 83	2,243 45	408 85	25,560 17	1,421 00	1,217 50

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

WILLIAM WHITE,  
Deputy Postmaster General.

W. H. SMITHSON,  
Accountant.

Postmaster General's Report.

APPENDIX C.

ANALYSIS OF THE  
MONEY ORDER BUSINESS



ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended 30th June, 1894.

	No. of Orders.	\$	cts.	\$	cts.
Total amount of Money Orders issued in Ontario	606,057	6,531,980	03		
do Quebec	112,992	1,639,697	09		
do Nova Scotia	109,091	1,607,451	57		
do New Brunswick	64,328	908,819	57		
do Manitoba	56,883	868,538	96		
do North-west Territories	31,211	498,153	44		
do British Columbia	62,817	1,036,260	46		
do Prince Edward Island	8,431	156,235	07		
Total number and amount of Money Orders issued	1,052,410	13,245,980	19		
Total amount of Money Orders paid in Ontario		6,694,443	46		
do Quebec		1,814,531	59		
do Nova Scotia		1,592,229	80		
do New Brunswick		893,529	53		
do Manitoba		802,865	28		
do North-west Territories		247,953	49		
do British Columbia		504,026	83		
do Prince Edward Island		149,406	91		
Total amount of Money Orders issued and paid		12,698,986	89		
		25,944,977	08		

W. H. SMITHSON,  
Accountant.

WILLIAM WHITE,  
Deputy Postmaster General.

Postmaster General's Report.

APPENDIX D.

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

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1894.

		\$	cts.
Postage stamps destroyed by fire at Aldergrove, B.C., 1st May, 1893.....		40	00
do do Allenford, Ont., 29th September, 1893.....		2	00
do do Coatsworth Station, Ont., 13th October, 1893.....		8	50
do do Donald, B.C., 31st October, 1893.....		20	00
do do Edgett's Landing, N.B., 9th April, 1894.....		2	50
do do Gibson, N.B., 20th June, 1893.....		30	00
do do Hillsdale, Ont., 16th October, 1893.....		43	50
do do Huntsville, Ont., 18th April, 1894.....		7	12
do do Li-le, Ont., 8th April, 1894.....		5	00
do do Mill View, P.E.I., 10th June, 1893.....		7	19
do do Moulton Station, Ont., 11th October, 1892.....		10	00
do do Newdale, Man., 19th October, 1893.....		52	59
do do St. Mary's Ferry, N.B., 17th January, 1893.....		2	50
do do Spring Brook, Ont., 20th October, 1893.....		4	80
do do Victor, Ont., 22nd July, 1892.....		2	50
do do Waverley, Ont., 1st October, 1893.....		23	03
do do Windsor Mills, Que., 30th January, 1894.....		54	09
do do Yarmouth Centre, Ont., 10th January, 1894.....		10	75
Postage stamps stolen from Algonquin, Ont., 5th October, 1893.....		5	50
do do Ayr, Ont., 8th March, 1894.....		6	05
do do Consecon, Ont., 18th August, 1893.....		91	17
Postage stamps and post office funds stolen from Dundas, Ont., 20th October, 1893.....		242	38
do do Fenelon Falls, Ont., 14th October, 1893.....		327	16
Postage stamps stolen from Kettleby, Ont., 20th November, 1893.....		59	78
do do do 8th March, 1892.....		24	37
do do L'Assomption, Que., 12th September, 1893.....		42	00
do do Oakville, Ont., 10th March, 1894.....		287	00
do do Phelpston, Ont., 10th August, 1893.....		14	22
do do Port Daniel East, Que., 6th February, 1894.....		8	00
do do Richmond, Que., 17th November, 1893.....		166	33
Postage stamps and post office funds stolen from Three Rivers, Que., 27th December, 1893.....		576	30
Total.....		2,176	33

WILLIAM WHITE,  
*Deputy Postmaster General.*

W. H. SMITHSON,  
*Accountant.*

**Postmaster General's Report.**

**APPENDIX E.**

**TRANSACTIONS OF THE  
POST OFFICE SAVINGS BANK**

**STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended 30th June, 1894, and of the total amount due to Depositors on that date.**

	\$	cts.	\$	cts.
Balance due to depositors on 30th June, 1893.....	24,153,193	66		
Deposits received during the year.....	7,524,286	00		
Interest allowed to depositors during the year, in accordance with the Statute.....	835,800	34		
Amount of depositors' accounts transferred from closed agencies of the Dominion Government Savings Bank during the year.....	218,173	60		
	32,731,453	60		
Repayments to depositors during the year.....			7,473,585	46
Balance due to depositors on the 30th June, 1894.....			25,257,868	14
			32,731,453	60

DAVID MATHESON,  
*Superintendent, Savings Bank Branch.*

WILLIAM WHITE,  
*Deputy Postmaster General.*

Postmaster General's Report.

APPENDIX F.

REPORT OF MISSING LETTERS

CLASS A.—REGISTERED LETTERS.

REPORT of all cases occurring within the Year ended 30th June, 1894, 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	.....	Brockton, Mass.	1892. June 2..	\$ 15 00	Mrs. A. Nichol-son.	Bucklaw, N.S.	(Stated not to have been received by the person addressed.	Contents made good by postmaster at Whycoomagh, N.S., registration having been accidentally dropped at that office.	3
2	R. B. Kinley	Paradise Lane, N.S.	do 11..	35 00	Samuel Simpson.	Summerside, P.E.I.	do	There being no evidence to show that this letter was despatched from the Paradise Lane Post Office, the postmaster of that office made good contents.	3
3	Edward Thorne	North Seguin	Dec. 20.. 1893.	5 00	Ann Byrns	Guelph	do	Contents made good by postmaster at Guelph, the letter having been accidentally mis-delivered at that office.	3
4	A. Rousseau	Hochelega	May 15..	8 00	Ottawa Daily Citizen.	Ottawa	Only \$4 stated to have been received.	No evidence to account for the alleged discrepancy.	7
5	John Staples	Black Lake	do 17..	3 20	J. Breton	Bienville	Stated not to have been received by the person addressed.	Contents made good by postmaster of Black Lake, there being no evidence to show that the letter was despatched from that office.	3
6	D. H. Barr	North Bay	do 20..	16 00	Dominion Suspender Co.	Niagara Falls	do	There being no evidence to show that this letter was despatched from the North Bay Post Office, the postmaster of that office made good contents.	3
7	Thos. Matchett	Fetherston	do 22..	20 00	Mrs. T. Matchett	Haldane Hill	Only \$10 stated to have been received.	See Case No. 219, Class A.	5
8	Mrs. M. Cardiff	Balsam Hill	do 24..	1 00	Chas. Stark & Co	Toronto	Stated to have been received without contents.	Loss made good by the postmaster of Balsam Hill, the letter not having received sufficiently careful treatment at that office.	5

# Postmaster General's Report.

9	Robert Reilly.....	Neepawa.....	do	25..	3 00	Dominion Land Office, Minnedosa.....	do	No evidence to account for the alleged discrepancy.	7
10	Joseph Maxon.....	East Selkirk, Man.	June 19..		4 07	A. R. McNicol, Winnipeg.....	Stated not to have been received by the person addressed.	There being no evidence to show that this letter was despatched from the East Selkirk Post Office, the postmaster of that office made good contents.	3
11	James Miller.....	St. John Suburb.	do	29..	10 00	Canada Meat Packing Co., Montreal.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
12	James Wilson.....	Rockaway, N.Y.	do	30..	5 00	Mrs. Jas. Wilson do	Stated not to have been received by the person addressed.	Contents made good by a Letter Carrier on the staff of the Montreal Post Office by whom the letter in question was mis-delivered.	3
13	J. & E. Malkin.....	Sprucedale.....	July	5..	3 25	D. Forsyth & Co. Berlin, Ont.....	Stated to have been received without contents.	See Case No. 219, Class A.....	5
14	Samuel Hinton.....	Royston.....	do	17..	2 25	Mary Hinton, Port Hope.....	do	No evidence to account for the alleged discrepancy.	7
15	George Alexander.....	do	do	21..	5 00	Chas. Stark & Co. Toronto.....	do		
16	T. A. Duncan.....	Haldane Hill.....	do	23..	3 00	E. A. Reed.....	Tracebridge.....		
17	John Boulter.....	Yearley's.....	do	23..	20 00	W. G. Bingham, Orillia.....	Only \$1 stated to have been received	Losses in these cases made good by postmaster of Nesbitt, Man., the evidence pointing to the conclusion that the letters had been tampered with whilst passing through that office.	5
18	Miss Martha Moody.....	Honora.....	do	7..	4 00	Mrs. F. Ferguson Dromore.....	Only \$2 stated to have been received.		
19	Mrs. Robert Patterson.....	Orangeville.....	do	11..	20 00	Wm. Patterson, Bertha, Man.....	Only \$10 stated to have been received	No evidence to account for the alleged discrepancy.	7
20	Imperial Bank.....	Brandon.....	do	13..	40 00	Miss M. Nesbitt, Nesbitt, Man.....	Only \$30 stated to have been received		
21	Messrs. Kelman & Fletcher.....	Tilsonburg.....	do	19..	6 00	Alex. McFarlane Otterville, Ont.....	Stated to have been received without contents.	Loss made good by Hathaway there being evidence to indicate that the letter had been tampered with at that office.	5
22	J. F. Allen.....	Hillsdale.....	do	18..	60 56	Caldicott, Burton & Spence, Toronto.....	Only \$35.55 stated to have been received.		
23	Miss Lane.....	Magnolia, Mass.	do	28..	5 00	Rev. V. Ferris, Hathaway, Que.	Stated to have been received without contents.	Battered to have been stolen by burglars from the Delhi Post Office, on the night of 31st July, 1898. The postmaster having neglected to place the letter under lock and key was required to make good contents.	8
24	Peter Birdsell.....	Delhi.....	do	31..	2 50	R. H. Tisdale, Attercliffe.....	Stated not to have been received by the person addressed.		
25	David Warrander.....	Montreal.....	Aug.	1..	25 00	Mrs. A. Warrender, Brockville.....	Only \$20 stated to have been received.	No evidence to account for the alleged discrepancy.	7
26	Miss C. Monteith.....	Rosseau.....	do	1..	10 00	Mrs. H. Smith, Toronto.....	Only \$5 stated to have been received.	No evidence to account for the alleged discrepancy.	7



A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.			
			1893.	\$ cts.					
27	David Overend....	Charlinch.....	Aug. 8..	37 00	J. H. Mason....	Toronto.....	Only \$32 stated to have been received		
28	T. H. Shipway ...	Toronto.....	do 15..	5 00	Mrs. Shipway ..	Haldane Hill..	Stated to have been received without contents.	See Case No. 219, Class A. ....	5
29	Rev. Saml. Dinnick	Starrat, Ont....	do 21..	15 00	Dr. Sutherland.	Toronto.....	Only \$5 stated to have been received		
30	Mrs. Mary Cook..	Calgary.....	do 14..	11 00	T. Eaton & Co..	do .....	Only \$6 stated to have been received	No evidence to account for the alleged discrepancy.	7
31	Mrs. Vermylea....	Consecon.....	do 15..	15 00	George Clinton.	B-ileville.....	Stated not to have been received by persons addressed.	The Consecon Post Office was entered by burglars on the night of the 15th August, 1893, and these letters stolen. No clue obtained to the perpetrators of the robbery.	9
32	George Cram... ..	do .....	do 15..	18 00	John McKenzie.	Ormsby.....			
33	Charles Frawley..	St. George, N.B.	do 24..	8 00	S. H. Barker....	St. John, N.B..	Only \$3 stated to have been received.	Enquiry in this case indicated that the letter suffered careless treatment at the St. John, N. B., Post Office. Loss made good by two clerks in that office through whose hands the letter passed.	5
34	Simon McVeity... .	Perth.....	do 26..	5 00	Wm. Halliday..	Fakenham....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
35	Mrs. R. H. Green.	Barrie ..	Sept. 7..	3 00	Mrs. Benjamin .	Toronto.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
36	Elie Desrochers...	Repentigny ..	do 11..	2 00	Société de Bien-faisance.	Joliette.....	do	L'Assomption Post Office entered by burglars on night of 12th September, 1893, and this letter rifled of its contents. No clue to the perpetrators of the robbery.	9
37	W. H. Copeland..	Portage la Prairie	do 14..	10 00	Mrs. Thos. Robtinson.	Toronto.....	do	No evidence to account for the alleged discrepancy.	7

# Postmaster General's Report.

38	Amos Barnes	East Selkirk, Man.	do	14..	1 50	"Farmers Advocate,"	Winnipeg	Stated not to have been received by the persons addressed.	Contents made good by postmaster of East Selkirk, there being no evidence to show that the letter was dispatched from that office.	3
39	W. S. Mabey	Springfield, Ont.	do	15..	15 00	Mr. Clarence Mabee.	Guy's borough, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
40	Miss Mary Hayden	Barrie	do	18..	2 00	Miss C. Hayden.	London	do	do	7
41	Imperial Bank	Winnipeg	do	21..	5,000 00	Imperial Bank	Edmonton, Alta.	Only \$4,890 stated to have been received.	do	7
42	Belle Morrison	Reay	do	23..	13 51	W. S. Morrison.	Sprucedale	Only \$6.51 stated to have been received.	See Case No. 219, Class A.	5
43	Thos. McIntyre	Eburne, B.C.	do	26..	7 00	Mrs. T. McIntyre	Fenelon Falls	Stated to have been received without contents.	Fenelon Falls Post Office entered by burglars on the night of 14th October, 1893, and this letter rifled of its contents.	9
44	Goldie & Fisher	Huntsville	do	26..	22 20	James Robinson.	Montreal	Stated not to have been received by the person addressed.	This letter was lost whilst in charge of a letter carrier on the staff of the Montreal Post Office, who made good contents.	3
45	F. Hiscox	New York	do	29..	2 86	H. W. Flintoff	Taunton, Ont.	do	Oshawa Post Office entered by burglars on the morning of 2nd October, 1893, and this letter stolen. The postmaster having left the letter in an unlocked drawer, was required to make good contents.	8
46	The Postmaster	Waverley	do	30..	9 00	Bank of Montreal.	Ottawa	do	Waverley Post Office destroyed by fire on the morning of the 1st October, 1893, and this letter burnt.	10
47	Gavin Laurie	Royston	Oct.	1..	20 00	J. H. Masson	Toronto	Only \$10 stated to have been received.	See Case No. 219, Class A.	5
48	George Alexander	do	do	4..	5 40	Thos. Lawless	do	Only 40c. stated to have been received.		
49	J. E. Clarke	do	do	4..	1 00	Rev. Miheel	do	Stated to have been received without contents.		
50	Ann Kalkhorst	Haldane Hill	do	6..	2 00	H. Comstock	Brockville	do		
51	Mrs. Fleming	do	do	10..	10 00	W. Fleming	Sundridge	do		
52	James Fleming	Sundridge	do	10..	25 00	Robt. McGowan	Haldane Hill	Only \$15 stated to have been received.		
53	Rev. W. Reminton	do	do	10..	5 00	R. H. Tothill	Shanty Bay	Stated to have been received without contents.		
54	A. C. Fraser	Charlinch	do	14..	8 00	Miss V. Fraser	Toronto	Only \$3 stated to have been received.		

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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 Reconciliation.
					Name.	Place.			
55	Robert Fair.....	Charlinch .....	1893. Oct. 14..	\$ cts. 1 00	W. G. Fair.....	Toronto .....	Stated to have been received without contents.	See Case No. 219, Class A. ....	5
56	Mrs. T. P. Galt....	Toronto .....	do 23..	25 00	Thos. P. Galt....	Haldane Hill....	Only \$15 stated to have been received.		
57	Rev. A. Findlay...	Barrie.....	do 4..	195 00	Rev. Wm. Reid.	Toronto .....	Only \$190 stated to have been received.	No evidence to account for the alleged discrepancy.	7
58	John Kerr.....	Flamboro'Centre	do 5..	17 00	Gowdy Manufacturing Co.	Guelph.....	Stated not to have been received by the person addressed.	Stated to have been stolen from the Flamboro' Centre Post Office by burglars on the night of 5th October, 1893. No clue to the perpetrators of the robbery.	9
59	Mrs. Thos. Depew...	Ingersoll.....	do 10..	5 00	J. F. Depew....	Frankford, Ont..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
60	W. J. Foran.....	Joggin Mines, N.S.	do 10..	16 00	C. W. J. Upham	Sussex, N.B..	Stated not to have been received by the person addressed.	Stolen from the Joggin Mines Post Office by a youth of 14 years of age named Charles Burke, who was employed as a mail courier between the Joggin Mines Post Office and the Railway Station. Burke was brought before a magistrate at Joggin Mines and fined \$15 and costs under the "Juvenile Offenders Act." \$55 of the amount contained in the stolen letters were recovered from Burke, and the balance (\$21) was made good by his father.	3
61	A. E. Melanson....	do .....	do 14..	60 00	Halifax Banking Co.	Amherst, N.S.}			
62	George Lavery .....	Glencairn.....	do 12..	3 00	E. S. Miller ...	St. Thomas, Ont.	Only \$1 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7

# Postmaster General's Report.

63	James Holiday.....	Dewittville, Que.	do	11..	5 20	McBride, Harris & Co.	Montreal.....	Stated not to have been received by the person addressed.	3	Contents made good by a Railway Mail Clerk on the Montreal and Dundee route, who had failed to continue registration.
64	W. J. Finn.....	Peterborough.....	do	12..	5 00	Mrs. J. Finn.....	Fenelon Falls.....	Stated to have been received without contents.	9	Fenelon Falls Post Office entered by burglars on the night of 14th October, 1893, and these letters rifled of their contents.
65	T. Richardson.....	Warwick.....	do	12..	2 00	Capt. J. Moody.....	do	Stated to have been received without contents.	9	Circumstances pointed to the probability that the contents of this letter were abstracted in the Kinnmount Post Office, and the postmaster accordingly made good the loss. The assistant postmaster, who was suspected of the wrong doing, was brought to trial. Case still pending.
66	The Postmaster.....	Fenelon Falls.....	do	14..	100 00	Bank of Montreal.....	Ottawa.....			
67	Nicholas Lake.....	Moran, Mich.....	do	15..	5 00	Charles Lake.....	Irondale.....	Stated to have been received without contents.	7	No evidence to account for the alleged discrepancy, though it appeared that the packet was not very securely put up.
68	Imperial Bank.....	Edmonton.....	do	16..	Gold amalgam valued at \$780.	Imperial Bank.....	Toronto.....	Only \$750 of gold amalgam stated to have been received.	2	The mail package in which these letters have been contained is stated to have been despatched from Parry Sound on the 18th October, 1893, to Toronto and Gravenhurst Railway Post Office, but of its receipt by the latter office no proof could be obtained.
69	Mrs. Marriott.....	Parry Sound.....	do	17..	3 00	D. Campbell.....	Stayner.....	Stated not to have been received by the persons addressed.	7	No evidence to account for the alleged discrepancy, though it appeared that the packet was not very securely put up.
70	James Walker.....	do	do	18..	2 00	Saml. Wahbsee.....	Chippawa Hill.....			
71	Frank Lafex.....	do	do	18..	15 00	J. C. Peters.....	Toronto.....			
72	B. Trotter.....	Brandon.....	do	18..	200 00	Fred. H. Trotter.....	Killarney, Man.	Only \$180 stated to have been received.	3	Contents made good by postmaster of Greeley, there being no evidence to show that this letter was despatched from that office.
73	W. Gatenby.....	Hamilton.....	do	19..	20 00	G. Baker.....	Millgrove.....	Stated not to have been received by the persons addressed.	9	Stolen from the Dundas Post Office by burglars on the night of 20th October, 1893.
74	The Postmaster.....	do	do	19..	\$8 in postage stamps.	The Postmaster.....	Kirkwall.....			
75	Miss M. Batters.....	Holland, Man.....	do	20..	5 70	T. Eaton & Co.....	Toronto.....	Only 70 cts. stated to have been received.	7	No evidence to account for the alleged discrepancy.
76	M. O'Brien.....	Greeley, Ont.....	do	21..	50 00	Watson Manufacturing Co.	Ayr, Ont.....	Stated not to have been received by the persons addressed.	3	Contents made good by postmaster of Greeley, there being no evidence to show that this letter was despatched from that office.
77	John Lequéé.....	do	Nov. 1..	50 00	Merchants Bank.	Galt.....	do	Stated not to have been received by the persons addressed.	3	Contents made good by the postmaster of Greeley, there being no evidence to show that the letter was despatched from that office.
78	H. S. Miles.....	Oromocto, N.B.	do	2..	10 00	Marine and Fisheries Dept.	Ottawa.....	Stated to have been received without contents.	7	No evidence to account for the alleged discrepancy, but no reason to believe loss occurred in course of post.
79	F. G. Anett.....	Gaspé Basin.....	do	3..	65 00	do	do			

**A. REGISTERED LETTERS**—Report of all cases occurring within the Year ended 30th June, 1894, of abstraction from, or losses 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.			
80	John Vanderburgh	Effingham.	1893 Nov. 4.	\$ cts. 10 00	McCull Bros & Co	Toronto	Stated not to have been received by the persons addressed.	This letter is believed to have been stolen by a dishonest mail courier on the Fonthill and North Pelham route. Evidence not sufficient to warrant prosecution. Contents made good by the contractor for the service in question.	3
81	T. H. Hadley	Gooderham	do	3 25	Harris H. Fudger	Toronto	do	There being no evidence to show that this letter was despatched from the Gooderham Post Office, the postmaster of that office made good contents.	3
82	A. W. Brown	Aldershot, Ont.	do	6 30	Edward Cash	Seaforth, Ont.	Only \$5.30 stated to have been received.	No evidence to account for the alleged discrepancy.	7
83	Wm. Shearing, jr.	Cobble Hill, B.C.	do	25 00	C. Stark & Co.	Toronto	Stated not to have been received by the persons addressed.	Owing to an accident which occurred to a mail train going east on the C. P. Railway at Sea Bird Bluff on the 5th November, 1892, the postal car attached to the train was thrown into the Fraser River and these letters lost.	10
84	Mrs. Jas. S. Grant.	New Westminster, B.C.	do	3 00	C. S. Bousford & Co.	do			
85	Miss Mollison	Field, B.C.	do	50 00	James Mollison	MacLeod, Alba.	Stated to have been received without contents.	The MacLeod Post Office was entered by burglars on the night of the 9th November, 1893, and these letters rifled of their contents.	9
86	Maccionald, Tupper, Phitpen and Tupper.	Winnipeg	do	1 03	The Sheriff	do			
87	Jos. A. Danfield	Petrolea	do	113 00	A. McMurphy	Oil Springs, Ont.	Stated not to have been received by person addressed.	Oil Springs Post Office was entered by burglars on the night of the 21st November, 1893, and this letter stolen. No clue to the perpetrators of the theft.	9
88	Peter McGregor	Dundaalk	do	30 00	W. T. Wilson	Barrie	Only \$20 stated to have been received.	No evidence to account for the alleged discrepancy.	7
89	D. W. Stocum	Spry, Ont	do	40 00	John Stocum	Petrel, Man.	Stated not to have been received by person addressed.	Contents made good by the postmaster at Carberry, Man., the letter in question having disappeared in that office.	3

# Postmaster General's Report.

90	John Butzler.....	Toronto .....	do	22..	100 00	Stephen Rogers. Kettleby.....	do	..	Kettleby Post Office entered by burglars on the morning of the 24th November, 1893, and this letter stolen.	9
91	Lottie Fitzgerald..	Centreville, N.B.	do	24..	75 00	Brock & Patter-son. St. John, N.B.	do	..	The mail bag in which these letters were contained was cut open at the Florenceville railway station, N.B., on the night of the 24th November, 1893, and its contents stolen. No clue could be obtained to the perpetrators of the theft.	9
92	C. M. Sherwood..	do	do	24..	27 49	J. Harris & Co.	do	..	No evidence to account for the alleged discrepancy.	7
93	do	do	do	24..	16 62	J. Robertson & Co.	do	..		
94	G. R. Balloch.....	do	do	24..	110 00	W. P. Hunt..... Woodstock, N.B.	do	..	No evidence to account for the alleged discrepancy.	3
95	J. A. Owens.....	do	do	24..	1 00	"Family Herald," Montreal.	do	..		
96	W. J. Suffel.....	Smith's Falls...	do	21..	10 00	A. W. McCor-dick.	do	..	No evidence to account for the alleged discrepancy.	3
97	George Hayatt.....	Stamford .....	Dec.	1..	6 00	Peter Metler..... North Pelham..	do	..		
98	Alex. Mountain..	Cheltenham, Ont	do	2..	1 00	"Farmers Advo-cate."	do	..	Believed to have been stolen by a dishonest mail carrier on the Northhill and North Pelham route. Contents made good by the contractor of the route in question.	3
99	George Wright....	West Hunting-don.	do	4..	8 35	Frost & Wood.. Smith's Falls...	do	..	There being no evidence to show that this letter was despatched from the Cheltenham Post Office, the postmaster at that office made good contents.	3
100	D. F. Burk.....	Burk's Falls....	do	7..	231 00	Bank of Mon-treal.	do	..	Registration of this letter dropped by a railway mail clerk on the Belle-ville and Madoc Railway, who therefore made good contents.	6
101	Mrs. A. McPhee...	Detroit, Mich....	do	8..	3 00	Miss Annie Mc-Nell.	do	..	Believed to have been tampered with during course of post. A railway mail clerk, P. J. Duffy, who was suspected of being concerned in the matter, was arrested and brought to trial, but notwithstanding very strong circumstantial evidence was acquitted. Clerk removed from the service.	6
102	Joseph Turcotte ..	Macnider.....	do	10..	13 00	Louis Mercier... Quebec .....	do	..	Evidence in this case pointed to the conclusion that the letter was tampered with at the Khiva Post Office. The person in charge of the office was removed.	7
103	D. W. Sutherland..	Kelowna, B.C....	do	12..	45 00	Henry Jewell... Victoria, B.C....	do	..	No evidence to account for the alleged discrepancy.	3

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
104	Thos. Morrison...	Hamiota, Man.	1893. Dec. 14..	\$ cts. 30 00	A. Bell.....	Palmerston, Ont.	Only \$24 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
105	Mrs. J. R. McLaughlan.	McDeadwood, Dak.	do do 19..	5 00	Miss Lucy Usherwood.	Hillsburgh, Ont.	Stated not to have been received by the person addressed.	Hillsburgh Post Office entered by burglars on the night of 29th December, 1893, and this letter stolen. Contents made good by postmaster of Hillsburgh, who neglected to put the letter under lock and key.	8
106	Victor Lord.....	St. Justin.....	do do 23..	10 50	Alphonine Lord	Three Rivers, Q.	do	Stolen from the Post Office at Three Rivers by burglars on the night of 27th December, 1893. Contents made good by postmaster of Three Rivers, the letters not having been delivered though called for while lying in the Three Rivers Post Office.	8
107	Dolphee Boucher.	Hunterstown ...	do do 23..	15 00	Joseph Lapolice.	do ..	do		
108	V. Dufresne.....	Ste. Clothilde...	do do 26..	3 00	P. Guilbert.....	do ..	do		
109	Dame veuve Marquis.	Batiscan.....	do do 27..	150 00	C. A. Sylvestre..	do ..	do		
110	D. E. Archambault	St. Pierre les Bequets,	do do 27..	53 00	do ..	do ..	do		
111	Jos. Thibodeau...	Champlain.....	do do 27..	25 00	La Banque du Peuple.	do ..	do	Stolen from the Three Rivers Post Office by burglars on the night of 27th December, 1893.	9
112	E. Desilets.....	Grandes Piles...	do do 27..	73 00	do ..	do ..	do	Contents made good by the postmaster of Oakville, who was unable to show what disposition he made of the letter.	3
113	W. T. Lonsdale...	Winnipeg.....	do do 27..	5 00	H. Mandeville..	Oakville, Man..	do	There being no record of the despatch of this letter from the Fort Saskatchewan Post Office as a registered article, the postmaster of that office made good contents.	3
114	Mrs. John Whitson	Fort Saskatchewan.	do do 28..	1 00	Montreal "Star" and "Herald."	Montreal.....	do		

# Postmaster General's Report.

No.	Name	Address	Date	Amount	Particulars	Remarks	Page
115	C. D. Dykeman	Jemseg, N.B.	Jan. 1..	7 00	The Postmaster.	Contained in mail made up at Gagetown, N.B., on 2nd January, 1894, for St. John, N.B., stated not to have reached the letter office. The treatment of these letters by certain post office employees through whose hands they passed having been unsatisfactory, the employees in question were held responsible and made good contents.	3
116	J. F. Kelly	Robertson's Point, N.B.	do 1..	1 00	J. F. Kelly	Stated not to have been received by the persons addressed.	
117	Mrs. Leacom	Gagetown, N.B.	do 2	1 00	Weekly "Telegraph."	do	
118	The Postmaster	Abmio Harbour	do 2..	144 67	Bank of Montreal.	Only \$7.67 stated to have been received.	6
119	Thos. Strong	Harrietsville	do 4..	14 00	Miss Newcombe.	Stated not to have been received by the persons addressed.	10
120	The Postmaster	Yarmouth Centre, Ont.	do 9..	28 00	Reid Bros	Yarmouth Centre, Ont.	
121	do	do	do 9..	56 00	J. C. Taylor	Hamilton	
122	Christopher Mann	Washago, Ont.	do 8..	15 00	S. Oberndorfer	Kingston	
123	Thos. H. Halliday	Upper Bedford, Que.	do 9..	2 27	R. Meek	do	
124	P. R. de Lanorandière	Manitowaning	do 9..	16 00	J. E. Nettleton	Collingwood	
125	J. Albert	London, Ont.	do 15..	12 00	Mrs. J. Albert	Toronto	
126	The Postmaster	Huntsville	do 16..	625 00	Bank of Montreal	Ottawa	
127	E. Leadley & Co.	Toronto	do 19..	31 00	Samuel Turner	Vigo	
128	W. H. Murray	Strathroy	do 23..	11 32	Samuel Sweitzer	Shipka, Ont.	
129	do	do	do 29..	5 00	do	do	

1894.



A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.	Class in Recapitulation.
					Name.	Place.		
			1894.	\$ cts.				
130	Jas H. Ogden	Palmerston	Jan. 26.	6 00	Mrs. C. Wyatt	St. Thomas, Ont.	Stated not to have been received by persons addressed.	These letters were stolen from the Palmerston Post Office by a youth of 11 years of age, temporarily employed there as an errand boy, who was arrested for the offence and sentenced to two weeks in jail. Contents partly recovered from the thief and partly made good by the Postmaster of Palmerston.
131	Mrs. E. Adams	do	do 26.	6 00	H. Walker & Son	Guelph		
132	James McKenzie	Brussels	do 26.	5 00	Donald McKen-Marden	do		
133	George Homer	Gravenhurst	do 26.	10 00	Miss A. Homer	Palmerston		
134	P. R. Switzer	Irondale	do 25.	2 00	Coleman & Co.	Toronto	Stated not to have been received by persons addressed.	These letters were stolen from the Kinnmount Post Office. The circumstances of the case pointed so strongly to the conclusion that the thefts had been committed by some one assisting in the work of the post office that the department felt justified in calling upon the several masters to make good the several amounts contained therein, which was done. See Case 67, Class A.
135	N. Bryant	Gooderham	do 25.	34 00	B. F. Ackerman	Peterboro		
136	S. Frankford	do	do 25.	5 00	Mrs. S. Hadley	Frankford		
137	James McKay	do	do 25.	30 00	James Hamilton	Lindsay		
138	N. Bryant	do	do 26.	20 00	do	do		
139	James McKay	Kinnmount	do 26.	30 00	Edward Flood	do		
140	Charles McMahon	do	do 26.	1 00	"Family Herald"	Montreal		
141	S. Kettle	Ursa	do 27.	6 40	Thos. K. Sutton	Toronto		
142	E. W. Prince	do	do 27.	2 00	Josiah P. Long	do		
143	Miss K. Ireland	Hotspur	do 27.	3 00	Daniel Spence	Manchester, Ont.		
144	S. S. Hadley	Gooderham	do 27.	8 00	P. W. Ellis	Toronto		
145	Thomas Clark	Hotspur	do 27.	0 30	"Family Herald"	Montreal		
146	W. H. Tindall	Gooderham	do 27.	12 00	R. B. Wallace	Atha.		
147	John White	do	do 27.	27 00	James Hamilton	Lindsay		
148	M. Johnston	do	do 27.	37 18	Geo. Matthews	do		
149	do	do	do 27.	46 21	Eby, Blain & Co.	Toronto		
150	James Bird	Mandamin	do 31.	11 00	Rev. Wm. Reid	do	Stated not to have been received by the persons addressed.	Mandamin Post Office entered by burglars on the night of the 31st January, 1894, and these letters stolen.
151	do	do	do 31.	4 50	Y. M. C. A. Building	Montreal		
152	Thomas Hall	Dundalk	do 31.	37 00	Mrs. C. Fogal	Black Bank	Only \$32 stated to have been received.	No evidence to account for the alleged discrepancy.

# Postmaster General's Report.

153	Meredith & Fisher	London, Ont.	Feb.	5..	4 00	May Cartner	Mount Brydges	Stated not to have been received by the person addressed.	5
154	A. Cabana	Joliette	do	5..	4 30	A. E. Thibodeau	Ste. Julienne	Only 30 cts. stated to have been received.	11
155	Aug. Durand	Montreal	do	5..	5 00	Mrs. A. Durand	do	Stated to have been received without contents.	3
156	Bank of British Columbia	Kamloops, B.C.	do	6..	15 00	Mrs. Mary Freeman	Fairmont Springs, B.C.	Stated not to have been received by the person addressed.	3
157	Joseph Jobin	St. Jérôme	do	7..	20 00	J. O. Villeneuve	Montreal	do	3
158	J. R. Coyle	Berthier	do	12..	64 63	Lake of the Woods Co.	do	do	3
159	R. A. Thompson	Lynden, Ont.	do	14..	91 00	Lincoln Paper Mills	Merritton	do	5
160	Théo. Fournier	Little Metis	do	16..	23 00	L. O. Vallée	St. Moïse	Only \$20 stated to have been received.	7
161	R. J. Cunningham	Unionville, Ont.	Mar.	7..	15 00	Miss A. Crawford	Ingersoll	Stated to have been received without contents.	5
162	B. V. Naylor	Lacolle	do	9..	148 80	Eastern Townships Bank	Bedford, Que.	Only \$128.80 stated to have been received.	5
163	Narcisse Robert	Chateauguay	do	25..	24 00	Massey Harris Co.	Harris & Montreal	Only \$19 stated to have been received.	9
164	Wm. McCloskey	Essex, Ont.	do	10..	12 28	E. Chittle	Maidstone	Stated to have been received without contents.	3
165	T. P. McCloskey	Maidstone	do	12..	6 00	J. T. Jordon	Comber	do	3
166	Pierre Beausoleil	Tecumseh, Ont.	do	13..	16 10	Edward Jones	Essex, Ont.	Stated not to have been received by the person addressed.	3

Mount Brydges Post Office is stated to have been robbed on the night of 5th February, 1894, and this letter stolen. The postmaster, having left the letter in an unlocked drawer, made good contents. The evidence in these cases indicated that the letters were tampered with at some point during course of post. The money abstracted was made good some time afterwards as "conscience money" by some party unknown. Still under investigation.

There being no evidence to show that this letter was despatched from the St. Jérôme Post Office, the postmaster of that office made good contents.

This letter was lost by a letter carrier on the staff of the Montreal Post Office, who made good contents. Contents made good by postmaster of Lynden, there being no evidence to show that the letter was despatched from that office.

Abstraction committed in the St. Moïse Post Office. Loss made good by postmaster of that office. No evidence to account for the alleged discrepancy.

Abstractions committed by a dishonest employee in the St. John's East Post Office, the evidence against whom, however, was not of a nature to warrant prosecution. Losses made good by the young man's relatives.

Maidstone Post Office entered by burglars on the night of the 12th March last, and these letters rifled of their contents.

This letter was mis-delivered at the Essex Post Office. Contents made good by postmaster of that office.

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.	Class in Receptulation
					Name.	Place.		
			1894.	\$ cts.				
167	Mrs. F. W. Moore.	Redwing.	Mar. 15..	1 00	Mr. Caslor.....	Collingwood....	Stated not to have been received by the persons addressed.	3
168	Edward Arseneau.	Robitaille.	do 16..	44 00	Syndicat des Cultivateurs.	Quebec.....	Only \$34 stated to have been received.	7
169	Edward Chapman.	Lime Ridge, Que.	do 21..	5 00	Latimer & Bean.	Sherbrooke, Que.	Stated not to have been received by the persons addressed.	3
170	The Postmaster.	Abbotsford, B.C.	do 29..	20 00	The Postmaster.	Victoria, B.C....	Stated to have been contained in mail package despatched from Abbotsford to Vancouver on the 29th March, 1894, which is reported not to have reached the latter office.	2
171	T. T. Thomson.	Oxbow, Assa...	do 30..	50 00	H. Hassard.....	Bienfait, Assa..	Evidence in this case pointed to the conclusion that the letter disappeared at the Coalfields Post Office, to which office it is stated to have been sent from the Bienfait office. Contents made good by the postmaster of Coalfields.	3
172	J. W. Gibson.	Sarnia .....	do 20..	10 00	Hewey Mitchell.	Strathroy.....	This letter was mis-delivered to a Mr. Henry Mitchell who, failing to restore the money contents to the owner, was arrested and subsequently released on suspended sentence on condition that he made good the money, which he did.	3

# Postmaster General's Report.

6

173	John Kiles	Winger	April 5	6 00	D. S. Perin	London	Only \$1 stated to have been received.	Evidence in this case indicated that the letter was tampered with during course of post, but at what point could not be conclusively established.	6
174	Robert Fallis	Bethany, Ont.	do 10	50 00	F. R. Fallis	Souris, Man	Only \$40 stated to have been received.	See Case No. 487, Class B.	5
175	J. A. Dumouchel	Chateauguay	do 10	17 51	Green, Sons & Co.	Montreal	Only \$12.51 stated to have been received.	See Cases Nos. 162 and 163, Class A.	5
176	James O'Reilly	Sault Ste. Marie, Michigan	do 11	7 00	Bernard O'Reilly	Lloydtown	Stated not to have been received by the person addressed.	Contents made good by the postmaster of Lloydtown, upon whom the responsibility for the loss of the letter appeared to rest.	
177	W. Hopcraft	Haldane Hill	do 3	2 10	Frost & Wood	Smith's Falls	Only 10c stated to have been received.		
178	Carl Geisler	do	do 19	4 20	John A. Salzer	Lacrosse, Wis.	Only \$3 stated to have been received.	See Case No. 219, Class A.	5
179	Richard Barrett	Toronto	do 24	15 00	Mrs. Jas. Barrett	Haldane Hill	Only \$10 stated to have been received.		3
180	Miss M. A. Nafsey	Godfrey, Ont.	do 26	5 00	Rev. Father Nea- due.	Massaie Ont.	Stated not to have been received by the person addressed.	There being no evidence to show that this letter was despatched from the Godfrey Post Office, the postmaster of that office made good contents.	11
181	W. S. Jones	Lynden	May 3	14 43	R. Fleming	Toronto	Only \$8.43 stated to have been received.	Still under investigation.	7
182	H. O. Partridge	Sintaluta, Assa.	do 17	47 00	E. A. Partridge	Saltcoats, Assa.	Only \$37 stated to have been received.	No evidence to account for the alleged discrepancy.	6
183	M. Louise Monat	Village Richelieu	do 29	1 00	Delineator Publishing Co.	Toronto	Stated to have been received without contents.	This abstraction was committed by Stanislas Forand, an assistant in Village Richelieu Post Office, who was arrested, brought to trial and sentenced to one month in jail.	
184	W. A. Stuart	Napierville	do 30	95 00	W. F. Vilas	East Farnham	Only \$75 stated to have been received.	Loss made good by postmaster of Village Richelieu.	5
185	J. T. Dagneau	Robitaille, Que.	do 31	231 67	Dept. Marine & Fisheries.	Ottawa	Only \$181.67 stated to have been received.	See Cases Nos. 162 and 163, Class A.	7
186	Miss S. McAulay	Hanover, N.H.	do 31	1 00	Mrs. Donald McAulay.	Weedon, Que.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy. No reason to believe loss occurred in course of post.	8
187	John Wilson	Avon, Ont.	do 5	43 00	J. S. Smith	Ingersoll	Only \$33 stated to have been received.	Weedon Station Post Office, entered by burglars on the night of the 22nd June, 1894, and this letter rifled of its contents.	7
188	F. Lortie	The Brook	June 1	35 00	J. H. Mason	Toronto	Stated not to have been received by the person addressed.	No evidence to account for the alleged discrepancy. This letter disappeared in the Toronto Post Office. Contents made good by a clerk in that office, upon whom the responsibility for its loss seemed to rest.	

A. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receipt.
					Name.	Place.			
189	Wm. Dyatt.....	Kinloss.....	1894. June 4..	\$ 10 00	J. H. Mason.....	Toronto.....	Only \$6 stated to have been received.	No evidence to account for the alleged discrepancy.	7
190	Mrs. Alex. Ogilvie.....	Mesgher's Grant, N.S.	do 2..	20 00	Mrs. B. R. Ogilvie.....	Alberta.....			
191	Frank Baker.....	Morrisburg.....	do 4..	10 00	H. Baker.....	Broadview, Alta.			
192	Sam. Wash.....	Fredericton, N.B.	do 5..	70 00	Hong Chong Co.	Victoria, B.C.			
193	Miss M. E. Schofield.	Welland.....	do 6..	20 00	Mrs. C. Macdonald.	Ralphs town, Man.			
194	Thomson, Henderson & Bell.	Toronto.....	do 6..	4 00	Division Clerk.	Court Rat Portage...			
195	John Huffman.....	Ashgrove.....	do 6..	11 00	L. Huffman.....	Alameda, Assa.			
196	T. Eaton & Co.....	Toronto.....	do 6..	1 35	W. J. Merrin.....	Wellwyn, N.W. Ter.			
197	Dominion Bank.....	Uxbridge.....	do 6..	8 00	J. Hubbard.....	Grenfell, Assa.			
198	H. Cockshutt.....	Brantford.....	do 6..	2 50	E. A. Mott.....	Winnipeg.....			
199	G. H. Abbs.....	Toronto.....	do 6..	5 00	J. H. Cairns.....	do.....			
200	T. Eaton & Co.....	do.....	do 6..	1 00	Miss J. Jarvis.....	Brandon.....			
201	T. Bond.....	Sheffield.....	do 6..	5 00	W. R. Kempster.	Desford, Man house.			
202	D. Gallagher.....	Everett.....	do 6..	18 00	R. H. Painter.....	Moose Jaw.....			
203	E. A. Cooper.....	Hamilton.....	do 6..	2 50	A. F. H. Mills.....	McLeod.....			
204	W. F. Padell.....	Sarnia.....	do 6..	30 00	E. C. Padell.....	Marrin ghurst, Man.	Stated not to have been received by the persons addressed.	Destroyed in railway accident near Kamistiquia station, on Canada Pacific Railway, on the 9th June, 1894.	
205	James Dillabough.	Chesterville.....	do 6..	2 00	S. Dillabough.....	Wood Bay, Man.			
206	W. Tweedle.....	Hamilton.....	do 6..	1 00	"North-west Farmer."	Winnipeg.....			
207	A. Landriau.....	L'Original.....	do 6..	10 00	Chief Code.....	do.....			
208	Gibbons McNab & McMilliken.	London, Ont.....	do 6..	2 00	Costigan, McCall & Bangs.	Calgary.....			
209	Mrs. Bookless.....	Belfountain.....	do 6..	10 00	W. Bookless.....	Nanaimo.....			
210	S. O. Custes.....	Montreal.....	do 7..	75 25	A. F. Banfield.....	Winnipeg.....			
211	Tye Loy.....	do.....	do 7..	100 00	Wing Chong Co.	Victoria, B.C.			
212	Canadian Bank of Commerce.	do.....	do 7..	1,000 00	Bank of Commerce.	do.....			

213	S. E. Smith.....	do	7..	10 00	J. Smith.....	Elm Creek.....	Stated to have been received without contents. Abstraction committed by Margaret Lamb, an assistant at the Stanleydale Post Office, who was arrested, tried and sentenced to 3 years in penitentiary. Contents recovered from the Postmaster.	6
214	Mrs. James Bell.....	do	7..	10 00	W. J. Bell.....	Penhold, Alta.....		
215	Wm. McKee.....	do	7..	15 00	M. McCall.....	Antler, Assa.....		
216	Bank of Ottawa.....	do	7..	10 00	Bank of Ottawa.....	Winnipeg.....		
217	John Mahianspi.....	do	8..	40 00	Isak Makt.....	Red Lodge.....		
218	C. A. Leamy.....	do	8..	10 00	A. D. Irish.....	Winnipeg.....		
219	.....	do	7..	4 00	Frost & Wood.....	Smith's Falls.....		
220	McGill Bros.....	London, Ont.....	12..	30 00	John M. French.....	Toronto.....		
221	D. J. Morrison.....	Weedon Station.....	22..	3 00	Dr. Cook.....	D'Isaceli, Que.....		
222	D. McLean.....	do	22..	1 60	J. O. Lescarte.....	West Wickham, Que.....		
							Only \$20 stated to have been received. Stated to have been received without contents.	7
							No evidence to account for the alleged discrepancy. Weedon Station Post Office entered by burglars on the night of the 22nd June, 1894, and these letters rifled of their contents.	8

**Postmaster General's Report.**

**APPENDIX G.**

**REPORT OF MISSING LETTERS**

**CLASS B—UNREGISTERED LETTERS**

Report of all cases occurring within the Year ended 30th June, 1894, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

CLASS B.—UNREGISTERED 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.			
			1893.	\$ cts.					
1	Alice Shortt	Midlothian.	Apr. 5.	3 00	T. Eaton & Co.	Toronto	Stated not to have been received by the persons addressed.	See Case No. 372, Class B.	3
2	John W. Shortt	Royston	do 7.	2 50	do	do			
3	H. L. Sopera	Palmerston.	do 20.	5 00	Mrs. T. Sopera	do			
4	Mrs. E. J. Clark	Vancouver, B.C.	do 20.	2 00	Delineator Publishing Co.	do			
5	Miss R. Van Dusen	Mount Pleasant, R.C.	do 20.	1 00	do	do			
6	Mrs. F. W. Kennedy	Bolton, Ont.	do	1 00	do	do			
7	Miss Sanborn	Belleville (postal car).	do 7.	10 00	W. F. Sorley	do	do	No trace owing to want of registration.	1
8	J. E. Windfield	Quebec	do 16.	3 00	"Daily Witness"	Montreal.	do	do	
9	Mrs. Thos. Betts	St. Catharines.	do 8.	1 00	Mrs. Hannah Grimsby Betts.	do	do	See Cases Nos. 102, 103, 104, 105 and 106, Class B.	3
10	James Mitchell	do	do 30.	2 00	Mrs. James Alliston Mitchell.	do	do	do	
11	James Downey	Fordwich	do 30.	2 00	Rev. W. Briggs.	Toronto	do	No trace owing to want of registration.	1
12	George Gibbard	Mission City, B.C.	May 3.	1 10	T. Eaton & Co.	Toronto	do	See Case No. 372, Class B.	
13	Mrs. C. Baker	Gleichen, N.W.T.	do 13.	6 10	do	do	do	do	
14	A. B. English	Port Colborne.	do 16.	7 00	Mrs. R. M. Gore	do	do	do	
15	W. G. Wilson	Napanee.	do 26.	10 00	Nellie Wilson	do	do	do	
16	J. H. Stanton	Buffalo, N.Y.	do 15.	10 00	Mrs. J. H. Stanton.	St. Catharines.	do	See Cases Nos. 102, 103, 104, 105 and 106 Class B.	3
17	D. H. Parr.	North Bay	do 20.	16 00	Dominion Suspender Co.	Niagara Falls.	do	No trace owing to want of registration.	
18	John Boulter	Yearleys	do abt 17.	12 00	F. R. Clarkson.	Toronto	do	do	
19	G. Commander	Toronto	do 18.	6 00	Wm. Gregson.	Winnipeg	do	do	
20	John McGregor	Winnipeg.	do 22.	5 00	D. McGregor.	Stonewall.	do	do	
21	Rev. J. Ferguson.	Lyn.	do 24.	1 00	Montreal "Witness."	Montreal.	do	do	



# Postmaster General's Report.

22	W. H. Moore	Blenheim	do	29	1 00	American Rat-Toronto	do	do	1
23	Alexdr. Gordon	Durham	do	29	5 00	Miss M. McLeod Stratford	do	do	
24	D. Logan	Ridgetown	do	—	4 00	J. & W. Middle-St. Thomas, Ont borough	do	do	
25	N. A. Daesylva	Murray Bay	do	—	6 00	Alphonse Boulet St. Roch, Que.	do	do	
26	Mrs. A. Moran	Cannore, Alta.	June	3	2 25	T. Eaton & Co. Toronto	do	do	
27	S. P. Miller	Guelph	do	4	2 00	Miss M. J. Fer-Collingwood guson	do	do	
28	J. E. Caron	Tadoussac	do	4	1 96	J. A. Lauglois & St. Roch de Quebec	do	do	
29	W. T. Parson	Dundalk	do	5	3 00	Mrs. E. G. Lar-Halifax	do	do	
30	G. C. Church	Burk's Falls	do	9	2 00	H. H. Fudger Toronto	do	do	
31	George Gordon	Merrittion Railway Station	do	16	15 00	Gutta Percia & Rubber Manf. Co.	do	do	
32	Janes Gray	Fall River, Mass.	do	10	10 00	Mrs. Jas. Gray do	do	do	
33	L. M. Rex	Toronto	do	10	1 00	W. Woodland Ernestown	do	do	
34	R. J. Wilson	Paris & Stratford R. P. O.	do	7	14 00	Imperial Oil Co. Stratford	do	do	
35	Frank Hawthorne	Toronto	do	15	3 00	Mary Merritt London	do	do	
36	Wm. Brown	Eglington	do	15	10 00	John Coulter Muncey	do	do	
37	Miss F. Ingersoll	St. Catharines	do	13	10 00	Miss Ingersoll Shoal Lake, Man.	do	do	
38	S. H. Jackson	Brussels	do	14	2 00	Mrs. S. H. Jackson-Palmon	do	do	
39	Mrs. Goss	St. George, N.B.	do	19	3 00	Mrs. H. McNi-St. John, N. B. chol	do	do	
40	J. H. Leishman	Ridgetown	do	20	5 00	Mrs. Leishman Barrie	do	do	
41	John McDonald	Avonore	do	20	5 45	M. McMartin Martintown	do	do	
42	O. Leclerc	Pont Rouge	do	21	5 00	J. E. Martineau St. Roch de Quebec	do	do	
43	Mrs. Temperton	Toronto	do	22	1 00	Edith Temperton Montreal	do	do	
44	Mde. P. Morel	Chicoutimi	do	22	15 00	Chas. Lefrançois St. Roch de Quebec	do	do	
45	E. Cober	Ethel	do	26	4 00	American Rat-Toronto	do	do	
46	Sister Marie Immaculée	Ottawa	do	26	2 40	T. May & Co. Montreal	do	do	
47	J. Jodoin	Varenes	do	27	11 66	Avila Corbeil do	do	do	
48	Joseph Gervais	Pont Rouge	do	27	5 00	Drouin & frere St. Roch de Quebec	do	do	
49	Ella Hewitt	Berkeley	do	30	2 00	E. S. Botsford Toronto	do	do	
50	Jennie Wren	Montreal	July	3	5 00	Miss Wren Toronto	do	do	
51	J. Connor	Foster, Que.	do	4	0 44	A. Cox do	do	do	
52	F. J. Funge	St. J. B. de Montreal	do	13	2 00	Martina Funge do	do	do	

See Case No. 372, Class B.

See Case No. 380, Class B. No trace owing to want of registration.

See Case No. 372, Class B.

**B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.	Classes in Recapitulation.
					Name.	Place.			
			1893.	\$ cts.					
53	Mrs. Nellie Miller.	Niagara Falls, N.Y.	July 3.	12 00	Thos. Miller	St. Catharines			
54	A. Greenway	St. Catharines	do 10.	1 00	Mrs. Matthews	Buffalo, N.Y.			
55	Chisholm & Logie	Hamilton	do 22	1 71	Hon. J. G. Currie	St. Catharines			
56	A. O. Melia	Buffalo, N.Y.	do 23	4 00	Mrs. A. O. Melia	do			
57	Mrs. J. Smith	Chicago, Ill.	do 27	5 00	Miss A. Hender-son.	do			
58	Mr. Cameron	Buffalo, N.Y.	do 27	2 00	Miss C. Cameron	do			
59	Mrs. J. Smith	Chicago, Ill.	do 28	2 00	Miss C. Hender-son.	do			
60	Frank Bates	Niagara Falls, N.Y.	do 31	2 00	Mrs. M. A. Bates	do			
61	J. C. Hyde	Owen Sound	do 2.	2 00	Mrs. J. C. Hyde	Sarnia	do	No trace owing to want of registra-tion.	3
62	N. Nand	Deschambault	do 3.	15 00	J. E. Martineau.	St. Roch de Qué-bec.	do	do	
63	Thos. A. Hanbury	Morden	do 3.	5 00	Thos. Hardy	Thornhill, Man.	do	do	
64	John C. Dector	North Bay	do 4.	5 75	Israel Taylor	Clinton, Ont	do	do	
65	Mrs. Chisholm	Toronto	do 4.	1 03	Mrs. Crate	Bothwell	do	do	
66	Rev. J. Paterson	Montreal	do 4.	5 20	James Stark	Huntingdon	do	do	
67	Alice Gelines	Grandes Piles	do 5.	2 50	A. J. Boscher	Montreal	do	do	
68	Miss Neilson	Sandhurst	do 7.	15 00	Mrs. J. Schroder	Kingston	do	do	
69	Miss A. Maguire	St. John, N.B.	do 7.	5 00	Mrs. B. Maguire	Petersville	do	do	
70	Mrs. Ann Brown	Brookville	do 10.	24 00	Mrs. Mary Har-digan.	Montreal	do	do	
71	T. J. Michaud	St. Raymond	do 10.	11 00	C. Belanger	St. Roch de Qué-bec.	do	do	
72	Mrs. Treater	Lechene Locks	do 12.	2 00	Mrs. Fry	Montreal	do	do	
73	J. B. Gibson	Belleville	do 12.	5 00	T. J. Gibson	Fiction	do	do	
74	J. D. McDonald	Winnipeg	do 14.	10 00	D. W. McDonald	Moosomin	do	do	
75	Margaret L. Hart	Toronto	do 14.	5 00	Wm. L. Hart	Montreal	do	do	
76	W. B. Bulling	Montreal	do 17.	5 00	W. J. Ayling	do	do	do	
77	George Frower	St. Gabriel de Montréal.	do 17.	11 00	Mrs. Geo. Frower	Halifax, N.S.	do	do	



B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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 Receptulation.
					Name.	Place.			
108	Leslie A. Baker...	Cannington...	1893. Aug. 9.	\$ cts. 5 00	Mrs. L. A. Baker	Toronto	Stated not to have been received by the persons addressed.	No trace owing to want of registration.	
109	J. Dixon.....	Maple Creek.....	do 9.	10 00	I. C. Dixon.....	Peterboro'	do	do	1
110	Geo. Craig.....	Calgary.....	do 10.	2 00	Aggie Craig.....	Belleville	do	do	
111	Mrs. Bromley.....	Toronto.....	do 10.	1 00	S. Heath.....	Orton	do	do	
112	Armour, Meekle & Williams.	Toronto.....	do 10.	12 00	Mrs. M. P. Smith	Montreal.	do	do	
113	A. Matthews.....	Simcoe.....	do 10.	5 00	Miss W. Darrow	Tilsonburg.....	do	do	7
114	H. H. Kennedy.....	Norman.....	do 11.	125 00	Union Bank of Canada.	Winnipeg.....	Only \$60 stated to have been received.	No evidence to account for the alleged discrepancy.	
115	D. J. Robertson.....	Ottawa.....	do 11.	15 00	Mrs. Jno. Robert-son.	Kingston..	Stated not to have been received by the person ad-dressed.	No trace owing to want of registration.	1
116	P. E. Pelletier.....	Lévis.....	do 11.	10 10	T. Hethrington.	Quebec.....	do	do	
117	W. Noonan.....	Montreal.....	do 11.	5 00	Miss M. Noonan.	St. Sauveur	do	do	
118	Joseph Gerome.....	do.....	do 12.	5 00	Mde. Louis Gerome.	Lachute Mills.	do	do	
119	Exilia Doré.....	Ste. Rose.....	do 12.	5 00	Paul Doré.....	St. J. B. de Mon-treal.	do	do	
120	W. Wells.....	New York.....	do 12.	5 00	Mrs. A. Wells.....	Toronto	do	See Case No. 380, Class B.	
121	Mrs. R. A. Robin-son.	Orillia.....	do 15.	4 00	Mrs. C. D. Haight	do	do		
122	W. D. T. Jones.....	Cumberland House, Sask.	do 15.	1 00	Canada Publish-ing Co.	Toronto	do	3	
123	J. G. Scott.....	New Westmin-ster, B.C.	do 17.	1 30	Henry Davis.....	do	do		
124	Bessie Dougherty.	Ashcroft Station B.C.	do 23.	6 40	T. Eaton & Co..	do	do	See Case No. 372, Class B.	
125	R. Hodgson.....	Owen Sound.....	do 13.	5 00	Mrs. R. Hodgson	Wingham.	do		No trace owing to want of registration.
126	F. Huston.....	Little Metis.....	do 14.	6 00	Fraser & Viger..	Montreal.....	do	do	
127	Wm. Northgraves.	Lucan.....	do 17.	30 00	Isaac North-graves.	Wingham..	do	do	

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No.	Name	Address	Date	Amount	Remarks
128	George Crang	Calgary	do	2 00	Miss Aggie Crang Belleville.
129	G. Grimson	Montreal	do	2 00	Mrs. G. Grimson Berwick.
130	Simon Easten	do	do	15 00	Almeda Easten, Ste. Anne des Plaines.
131	E. Foucher	Berthier	do	8 00	Elzéar Boucher, St. Roch de Québec, bec.
132	Thos. Harner	Sherbrooke	do	0 25	E. & A. Gunther Toronto.
133	Bessie Dougherty	Ashcroft Station B.C.	do	6 40	The T. Eaton Co. do
134	Bennett & Wright	Toronto	do	5 00	W. H. Cairns, Woodstock, Ont.
135	Mrs. G. Temple	Alvinston	do	25 00	Messrs. Dickeson London
136	P. A. Murphy	Arlington	do	5 00	Robt. A. Murphy Hastings.
137	Elle, Angèle Curo-leau,	St. Jean d'Orléans,	do	3 00	Emilien Pichette St. Sauveur.
138	Miss E. Bellew	Quebec	do	0 25	Mrs. Wm. Orme, Montreal.
139	Alex. Sadler	Ormatown	do	4 00	E. G. Sadler do
140	Mrs. S. Veit	Gaspé Basin	do	2 00	The Metropolitan Co. do
141	Mrs. F. N. Baker	North Sydney, N.S.	do	0 55	Wm. Cummings Truro, N.S.
142	D. Lavrock	Port Elgin, Ont.	do	14 63	Williams, Greene & Rome Co. Berth.
143	Mrs. W. H. Bard	Grande Baie	do	7 00	W. H. Bardwell, Montreal.
144	Mrs. H. Oliver	Hamilton Station	do	5 00	W. L. Faulkner, Winnipeg.
145	A. S. Wignore	Toronto	Sept 1	10 00	Mrs. A. S. Wignore, Cacouna, Que.
146	N. Brenner	Owen Sound	do	5 00	Katie Goldstein, Hamilton.
147	H. Hawthorn	London	do	3 00	P. H. Bartlett, Sarnia.
148	J. N. Duhamel	Montreal	do	10 00	Dr. Duhamel, St. Justin.
149	B. Burns	St. Andrews, N.B.	do	1 10	Miss Lily Burns, St. John, N.B.
150	Robert Brown	Aliston	do	3 00	Joseph Brown, Dundas.
151	Miss Fremblay	Carp.	do	1 00	John Fremblay, Lakefield.
152	C. W. Edwards	Hamilton	do	3 00	Mrs. C. W. Edwards, Allandale wards.
153	Mrs. E. G. Dion	Three Rivers	do	2 20	Mrs. Edgar Poirier, Montreal.
154	Macdonald, Tupper, & Tupper	Winnipeg	do	5 00	R. D. Foley, Manitou, Man.
155	Virgie Clark	Coe Hill Mines	do	7 00	T. Eaton & Co., Toronto.

See Cases No. 372, Class B.

**B UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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 Receipt.
					Name.	Place.			
156	John Fraser	Toronto (Union Station)	1893.	\$ cts. 3 00	Mrs. J. Fraser	Peterboro'	Stated not to have been received by the persons addressed.	No trace owing to want of registration.	1
157	W. H. Bell	Montreal	do 15	5 00	Miss R. Dewar	Williamstown	do	do	do
158	J. J. Phillips	St. John's East	do 15	8 00	Mrs. J. J. Phillips	Ottawa	do	do	do
159	Mrs. M. Henderson	St. Andrew's East	do 18	20 00	Mrs. D. B. Beattie	Chatham, Ont.	do	do	do
160	David Hicks	Waterford	do 18	25 00	Mary Ann Hicks	Cherry Valley	do	do	do
161	Dr. N. L. Auger	St. Yve	do 18	4 40	W. Brunet & Cie	St. Roch de Québec	do	do	do
162	B. F. Kean	Cargill	do 19	1 00	Mrs. B. F. Kean	Orillia	do	do	do
163	Chas. Dickinson	Simcoe	do 21	2 00	Mrs. S. Connors	Cullis	do	do	do
164	Jennie Grue	Groveton	do 22	3 00	Mrs. O. W. Hubel	Havelock, Ont.	do	do	do
165	Miss M. Ferguson	Toronto	do 22	4 00	Miss K. Ferguson	Peltherton	do	do	do
166	R. H. Bradburn	Peterboro	do 22	1 25	Clarence Hodgkinson	Toronto	do	do	do
167	W. H. Heard & Co	London	do 22	2 38	Warden King & Son	do	do	do	do
168	F. A. Hitchcock	Napierville	do 23	0 13	G. Seifert	St. Roch de Québec	do	do	do
169	Robt. Podger	Gilmour, Ont.	do 25	5 00	Mrs. Rob. Podger	Deseronto	do	do	do
170	C. W. Patten	Richmond Hill	do 25	7 00	Joel Dawson	Drumbo	do	do	do
171	W. Dion	Montreal	do 26	2 00	Dlle E. Dion	St. Roch de Québec	do	do	do
172	Mrs. S. Bunker	Toronto	do 27	2 90	J. Jimpert	Preston	do	do	do
173	James Brown	Waldford, N.B.	do 29	10 00	C. Olsen	Beaver Brook, I.C.R.	do	do	do
174	Samuel Mathers	Hesper	do 29	2 00	Mr. Montgomery	Islington, Ont.	do	do	do
175	A. H. McGillivray	Guyaboro, N.S.	Oct 1	2 75	Miss Amelia Smith	Antigonishe, N.S.	do	do	do
176	James Kerr	Colbourg Railway Station	do 1	0 40	Mrs. J. T. Wilson	Toronto	do	do	do

## Postmaster General's Report.

177	John C. Slater.....	Prince Albert, Sask.	do	1..	1 00	J. E. Bryant & Co.	do	..	See Case No. 372, Class B.	3
178	Miss B. A. Mack.....	Windsor, Ont.	do	2..	1 00	Delineator Pub- lishing Co.	do	..	No trace owing to want of registra- tion.	1
179	Thos. A. Waldron.....	Regina, N.W.T.	do	8..	8 00	Mrs. T. A. Wal- dron.	do	..	do	7
180	B. Tremblay.....	Three Rivers.....	do	2..	5 25	Joseph Grenier.....	Montreal.....	..	No trace owing to want of registra- tion.	1
181	E. Lessard.....	St. Joseph, Beauce.	do	2..	30 00	W. Brunet & Cie	St. Roch.....	..	do	
182	R. J. Rodden.....	Montreal.....	do	2..	10 00	G. E. Lumsden.	Toronto.....	..	Stated to have been received without contents.	
183	J. Banks.....	Quebec.....	do	3..	10 00	Mrs. W. H. Brown.	Port Hope.....	..	No evidence to account for the al- leged discrepancy.	7
184	J. G. McKinley.....	Meaford.....	do	3..	2 50	H. L. Stark.....	Toronto.....	..	No trace owing to want of registra- tion.	
185	Henrietta Powis.....	Toronto.....	do	4..	1 00	C. Powis.....	London.....	..	do	
186	George Duval.....	Quebec.....	do	4..	8 00	Mde. A g n e s Duval.	Montreal.....	..	do	
187	Mde. P. Lacombe.....	Montreal.....	do	5..	2 00	Mde. J. Gonée.	Toronto.....	..	do	
188	Gertrude Dunbar.....	Toronto.....	do	5..	10 00	Mrs. John Dun- bar.	Kingston.....	..	do	
189	Walter G. Smith.....	do	do	5..	5 00	W. Stevens.....	French River.....	..	do	
190	George Bowles.....	Mono Road Sta- tion.	do	5..	3 00	Thos. S. Bowles.	Souris, Man.....	..	do	
191	Frank Boise.....	Huntsville.....	do	6..	8 00	Mrs. Boise.....	Trenton.....	..	do	
192	W. McKenzie.....	Orangeville.....	do	6..	5 00	Miss Nellie Hal- lowell.	Alymer West.....	..	do	
193	J. Drinker.....	Inwood.....	Oct.	6..	2 00	Mrs. J. Drinker.	London, Ont.....	..	do	1
194	J. B. Gauthier.....	Ste. Irénée.....	do	7..	12 00	Percepteur d u Revenu.	Basie St. Paul.....	..	do	
195	George A. Cheer.....	Orillia.....	do	9..	2 00	C. S. Hamly.....	Port Hope.....	..	do	
196	Mrs. W. B. Mc- Arthur.	Lachute.....	do	9..	6 00	W. B. McArthur.	Montreal.....	..	do	
197	Josephine Charle- bois.	Rigaud.....	do	10..	10 00	Joseph Teinosse	do.....	..	do	
198	N. G. Vezina.....	St. John Suburb.	do	10..	5 00	McCall & Shehyn.	Quebec.....	..	do	
199	J. J. Goodhart.....	Glenceo.....	do	11..	3 00	Mrs. J. J. Good- hart.	Thamesville.....	..	do	
200	F. Woodward.....	Port Huron, Mich.	do	11..	5 00	Mrs. F. Wood- ward.	Strathroy, Ont.....	..	do	3
201	Mrs. Stenson.....	Toronto.....	do	12..	1 25	Miss Stenson.....	Sault au Récollet	..	Mis-delivered from the Strathroy Post Office. Contents made good by postmaster of that office.	1
202	Servt. Cotton.....	St. Johns.....	do	12..	2 00	T. Elliott.....	Montreal.....	..	No trace owing to want of registra- tion.	1
203	W. J. Harrison.....	Peterboro.....	do	12..	5 00	Mrs. W. J. Har- rison.	Fergus.....	..	do	3

**B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.			
			1893.	\$ cts.					
204	Mrs. McIntosh.	Toronto	Oct. 13.	5 00	Mrs. T. Hawke.	Brantford	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
205	Jas. Hope & Co.	Ottawa.	do 14.	0 44	Mrs. R. Young.	Armurior	do	do	
206	Miss Snowden.	Toronto	do 15.	5 00	Mrs. Robt. Snow.	Kingston	do	do	
207	Mrs. W. Richard.	St. Gabriel de Montreal.	do 17.	11 00	Mrs. John Seale.	Morin Flats	do	do	
208	P. N. Tait.	Mille Roches.	do 18.	15 43	Canada Paint Co.	Montreal.	do	do	
209	Charles Baxter.	Alliston	do 19.	32 00	Adams & Burns	Toronto	do	do	
210	E. Laurendeau.	Montreal.	do 20.	2 00	Mrs. John Lind.	Rockland	do	do	1
211	L. Fréchet.	Quebec	do 21.	5 00	Mlle. H. Talbot.	St. Thomas, Montmagny.	do	do	
212	Miss A. Lebel.	Rimouski.	do 21.	7 46	Brayley & Son.	Montreal.	do	do	
213	A. Campbell	Quebec.	do 23.	3 00	"Witness" Publishing Co.	do	do	do	
214	Miss Cornwall.	Ashcroft, B.C.	do 23.	6 00	Miss Ward.	Victoria, B.C.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
215	W. H. Heard & Co.	London, Ont.	do 25.	0 90	The Gurney Foundry Co.	Toronto	Stated not to have been received by the persons addressed.	No trace owing to want of registration.	
216	Doupe & Co.	Aylmer West.	do 25.	2 00	J. C. Hoffman.	Stratford.	do	do	
217	Wm. Sterritt.	St. Mary's, Ont.	do 27.	3 00	Thos. Cameron.	Farquhar.	do	do	
218	Wm. Honey.	Mitchell.	do 28.	1 36	do	do	do	do	
219	Miss C. Murray.	St. Roch de Québec.	do 30.	8 00	Joseph White.	Montreal.	do	do	
220	Standard Bank.	Stouffville.	do 31.	87 20	J. W. Coxworth	Gravenhurst.	do	do	
221	H. Allison.	Winooske, Vt.	do 31.	15 00	Mrs. H. Allison.	Toronto	do	See Case No. 380, Class B.	3
222	Mrs. R. Gosselin.	St. Johns, Que.	Nov. 1.	4 00	Mrs. E. Pellerin.	Montreal.	do	See Cases Nos. 163 and 164, Class A.	3





**B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.	Places.				
254	Mrs. Peter Rey- nolds.	Tilbury Centre.	Nov. 27..	40 00	1893.	John A. Walker	Chatham.....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
255	Mary Ramsay.	Winnipeg.	do 27..	18 00		James Murray	Winnipeg.	do	do	
256	Wm. Mayo.	London	do 28..	4 00		Ireland National Food Co.	Toronto	do	do	
257	John Bannan	Montreal	Dec. 1..	13 00		Miss Bannan	Toronto	do	do	
258	Wm. Crawford	North Gower	do 1..	10 00		Hugh Crawford	Goderich	do	do	
259	L. G. Plowman	Coldwater	do 1..	1 00		J. Chadwick	Foxmead	do	do	
260	Joseph Dugal	Quebec	do 5..	0 50		Geo. Bellerine	Quebec	do	do	
261	Mrs. M. Graham	Blyth	do 6..	25 00		Mr. James Pritchard.	Forest	do	do	
262	T. Turner	Meaford	do 4..	12 00		Mrs. A. W. Smith.	Toronto	do	do	
263	C. Perremond.	Cochrane, Alta.	do 6..	1 00		J. E. Bryant & Co.	do	do	do	
264	Amy M. Whitten	Bracebridge	do 17..	1 00		T. Eaton Co.	do	do	do	
265	Mrs. Currie	Pakenham	do 22..	12 00		Miss K. Curran	do	do	do	
266	J. C. Davidson	Bracebridge	do 22..	1 30		T. Eaton Co	do	do	do	
267	Mrs. B. R. Richmond.	Forest	do 7..	3 00		Miss McCormack	do	do	do	
268	H. G. Mellick	Toronto	do 12..	10 00		Mrs. H. G. Mellick.	Winnipeg	do	do	
269	Mrs. E. Wrigglesworth.	Norwich	do 12..	50 00		Wm. Wrigglesworth.	Horning's Mills.	do	do	
270	J. P. Larivée	Quebec	do 12..	5 00		Mde J. P. Larivée.	Montreal.	do	do	
271	E. S. Kilgour	Belleville Railway Station.	do 13..	10 00		Mrs. E. S. Kilgour.	Guelph	do	do	
272	Baker Lumber Co.	Gravenhurst.	do 13..	3 00		Fred Walker	Orillia.	do	do	
273	E. J. Morrow.	Ottawa.	do 14..	10 00		Mrs. John Morrow.	Montreal.	do	do	

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See Case No. 372—Class B.

# Postmaster General's Report.

274	J. D. W. Darling..	Leasdowne .....	do	14..	12 77	John Macdonald	Toronto .....	do	do	1
275	do	do .....	do	14..	4 54	W. Drysdale &	Montreal .....	do	do	
276	Wm. Martin .....	Toronto .....	do	16..	2 00	Mrs. Prime .....	Kingston .....	do	do	
277	Mrs. H. H. Horsey .....	Ottawa .....	do	16..	7 00	H. H. Horsey ..	do .....	do	do	
278	A. Vadeboncoeur .....	La Bate .....	do	17..	5 00	Dme. Veuve Du-	Montreal .....	do	do	
279	M. R. Summerfeldt .....	Mount Albert ..	do	18..	11 20	H. McLaren &	do .....	do	do	
280	R. N. Walsh .....	Ornston .....	do	18..	2 00	Wm. Drysdale	do .....	do	do	
281	Geo. Duncan .....	Hamilton .....	do	18..	7 00	Wm. Duncean ..	Egerton .....	do	do	
282	P. B. Bastedo .....	Bayville .....	do	18..	28 00	A. Hunt .....	Bracebridge ..	do	do	
283	Ferris Bolton .....	Calf Mountain ..	do	18..	9 00	Dorcas Bolton ..	Brandon .....	do	do	
284	Mrs. Haddock .....	Tilsenburgh .....	do	18..	4 05	Messrs. McDer-	London .....	do	do	
285	Rev. F. W. Arm-	Trenton .....	do	18..	3 00	mid & Logan ..	Kingston .....	do	do	
	strong.					Rev. A. Spencer ..				
286	Thomas Kent .....	Milliken .....	do	18..	2 00	R. Breckin .....	Toronto .....	do	do	
287	Maggie Morrison .....	Guelph .....	do	19..	7 00	Mrs. J. W. do	do .....	do	do	
288	Gilbert Glass .....	London .....	do	19..	5 00	Lowrey .....	Bridgenorth ..	do	do	
289	W. H. MacLaren .....	Quebec .....	do	19..	5 00	Percy Udy .....	Cape Rich, Ont.	do	do	
290	Francis Gunn .....	do .....	do	19..	3 00	Mrs. James Mac-	Laren .....	do	do	
291	R. F. McGregor .....	Toronto .....	do	20..	5 00	Miss E. O'Mally	Ottawa .....	do	do	
292	E. Duplessis .....	St. Hycinthie ..	do	20..	5 00	J. J. McGrew ..	Carleton Place ..	do	do	
293	Mrs. Faulkner .....	Belleville .....	do	21..	10 00	Mile. M. Du-	Montreal .....	do	do	
294	Mrs. E. Edwards .....	Smith's Falls ..	do	21..	1 03	plessis .....	Lunenburg, N.S.	do	do	
295	J. McWilliams .....	Father Point .....	do	22..	3 00	D. M. McMillan ..	Brandon .....	do	do	
296	Chas. Hawkins .....	Sheppardton ..	do	22..	4 00	S. Caraley .....	Montreal .....	do	do	
297	J. St. D. Lemoine .....	Ottawa .....	do	23..	1 00	D. D. Wilson ..	Seaforth .....	do	do	
298	Geo. Shannon .....	Spencerville .....	do	25..	4 00	Mlle L. de St.	Sault au Ré-	do	do	
299	John McConachie .....	Honeywood .....	do	25..	1 50	D. Lemoine ..	collet.	do	do	
300	J. C. Davidson .....	Bracebridge .....	do	26..	1 30	Mrs. J. P. Shan-	Kingston .....	do	do	
301	Mrs. B. E. Chad-	London .....	do	26..	5 00	wick .....	Toronto .....	do	do	
302	S. R. Morden .....	Toronto .....	do	26..	1 53	Merchants Pub-	Kingston .....	do	do	
						lishing Co.	Toronto .....	do	do	
						Kate Chadwick ..	do .....	do	do	
						Wm. H. Beth .....	Pictou .....	do	do	

Stated to have been received without contents. No evidence for the alleged discrepancy.

Stated not to have been received by the persons addressed.

See Case No. 380, Class B.

**B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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.			
303	Dlle M. Paré.....	St. Nicolas.....	1893. Dec. 26.	\$ 4 00	A. Gagnon.....	St. Roch.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
304	P. Gagnon.....	Quebec.....	do 27.	1 00	Frs. Gagnon.....	Ste. Anne de la Pocatiere.	do	do	
305	Wm. Kemp.....	Innisfail.....	do 27.	0 80	L. S. Baker.....	Calgary.....	do	do	
306	R. Simpson.....	Toronto.....	do 28.	0 38	Bella K. Gunn.....	Wallacetown.....	do	do	
307	G. W. Miller.....	Wapaha, Man.....	do 29.	1 50	Tribune Publish- ing Co.	Winnipeg.....	do	do	
308	Mrs. J. J. Hend- lay.	Forest.....	do 29.	8 00	Miss Kate Mc- Kay.	Hawkestone.....	do	do	
309	Jennie Murray.....	Stratford.....	do 31.	1 06	J. W. Robinson.....	Brantford.....	do	do	
310	W. T. Daykin.....	Mattawa.....	about Dec- ember 31 1894.	1 20	Spencer Waugh.....	Toronto.....	do	do	
311	Mrs. B. S. Snyder.	Port Elmsley, Jan. Ont.	do 1.	1 00	Mrs. John D. Brouse.	Iroquois, Ont.....	do	do	
312	Mrs. P. Johns.....	Cedar Springs.....	do 1.	6 00	Marian Klaiber.....	Toronto.....	do	do	
313	Samuel Gibson.....	Goderich.....	do 1.	2 00	Mrs. H. Little. Man.	Pilot Mound, Man.	do	do	
314	Rev. Dr. Campbell.	Ottawa.....	do 1.	1 00	John Deougal & Son.	Montreal.....	do	do	
315	G. L. Plumb.....	Brantford.....	do 2.	4 35	R. Thornton.....	Toronto.....	do	do	
316	C. E. Woodbridge.	Kingsville.....	do 2.	6 00	Florence Burn- side.	Deer Park.....	do	do	
317	Alex. Duncan.....	Oil City.....	do 5.	17 38	W. A. Hart.....	Toronto.....	do	do	
318	Jessie A. Munro.	Broadview, Assa.	do 6.	10 00	Mrs. Anderson.....	Wetaskiwin, Al- berta.	do	do	
319	W. S. B. Armstrong	Windsor, Ont.....	do 7.	5 00	Mrs. Armstrong.	Toronto.....	do	See Case No. 372, Class B.	
320	Mrs. Jos. Sauter.	Toronto.....	do 10.	1 00	Mrs. E. Jeffries.	do	do		
321	Mrs. W. C. Mahaffy	Bracebridge.....	do 11.	2 00	T. Eaton Co	do	do		
322	Alfred Gray.....	Toronto.....	do 27.	2 00	S. A. May.....	do	do		
323	H. B. Matthews.....	Bracebridge.....	do 30.	0 60	T. Eaton Co.....	do	do		



**B. UNREGISTERED LETTERS.**—Report of all cases occurring within the Year ended 30th June, 1894, of an abstraction from, or loss of, Letters containing Money, sent through the Post office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receipt.
					Name.	Place.			
363	M. M. Campbell.	Fredericton, N. B.	1894.	\$ cts. 2 00	Editor "Pro-gress."	St. John, N. B.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
364	John Graham.	Campbellford	do	8 00	P. E. Graham.	Kingston.	do	do	1
365	Mrs. Ohadwick.	Toronto	do	5 00	Mrs. A. C. R. Saunders	Guelph.	do	do	
366	N. Langford.	Dorset	do	0 62	Northrop & Lyman.	Toronto	do	do	3
367	W. W. Kinsey.	Bracebridge	do	1 10	R. Simpson.	do	do	do	
368	C. N. Topp.	do	do	1 60	T. Eaton & Co.	do	do	do	
369	E. Dowler.	do	do	0 34	do	do	do	do	
370	J. B. Lorie.	Ste. Anne de Beauport.	do	2 76	Eugene Blais.	St. Roch de Québec.	do	do	
371	H. E. Thompson.	Brownburg, Que.	do	5 25	Ames, Holden & Co.	Montreal.	do	No trace owing to want of registration.	1
372	.....	Toronto	do	3 25	Ladies Journal.	Toronto	do	Stolen by letter carrier Robert Hodgins of the Toronto Post Office, who was arrested, tried, and sentenced to three years in penitentiary. Money contained in this letter found on Hodgins' person when arrested. Hodgins' also confessed to stealing a number of other ordinary letters containing money, and handed over to the Post Office Inspector at Toronto, sufficient funds to make good his peculations.	3
373	M. Phelan.	Port Daniel East	do	1 00	"The Star."	Montreal.	do	Stolen by letter carrier Robert Hodgins of the Toronto Post Office, who was arrested, tried, and sentenced to three years in penitentiary. Money contained in this letter found on Hodgins' person when arrested. Hodgins' also confessed to stealing a number of other ordinary letters containing money, and handed over to the Post Office Inspector at Toronto, sufficient funds to make good his peculations.	10

Port Daniel East Post Office destroyed by fire on the 6th February, 1894, and this letter burnt.

# Postmaster General's Report.

374	T. Talbot.....	Montreal.....	do	6..	4 18	Daniel & Co.....	Toronto.....	do	No trace owing to want of registration.	1
375	M. Montgrain ..	St. Placide .....	do	8..	1 15	G. P. Montgrain	Montreal.....	do	do	
376	Bank of Hamilton,	Listowel.....	do	8.	30 00	John Delaney...	North Bay.....	do	do	
377	Edward Stephens.	Mount Forest..	do	9..	25 00	J. Fleury & Sons	Aurora.....	do	do	
378	H. McGregor.....	Williamstown..	do	10..	8 00	Mrs. W. Craik..	Rockburn.....	do	do	
379	Lizzie A. Ansley ..	Bridgetown, N.S.	do	10..	1 00	Defmeator Pub- lishing Co.	Toronto.....	do	do	
380	.....	Street Letter Box, Toronto	do	10..	4 00	Miss Besstie Gra- ham.	Detroit.....	do	Stolen by a dishonest letter carrier on the staff of the Toronto Post Office, the evidence against whom was not such as to warrant prosecution. Contents of this, and other ordinary letters containing money, which this employe is believed to have stolen, made good on his behalf. No trace owing to want of registra- tion.	3
381	Mrs. C. Cochran..	Kentville, N.S..	do	11..	2 00	Great London Tea and China Store.	Halifax, N.S....	do	do	
382	W. F. Trotter ..	Chatham, Ont..	do	12..	5 00	Miss A. M. Trot- ter.	Owen Sound.....	do	do	
383	Mrs. Geo. Nelson..	Toronto.....	do	13..	2 00	Mrs. T. Hayes..	Alliston.....	do	do	
384	Florence J. Bishop	Ottawa.....	do	13..	1 00	Miss King.....	Port Hope.....	do	do	
385	Mrs. H. T. Champ- ion.	Winnipeg.....	do	14..	5 00	Miss Thomson..	Parkdale.....	do	do	
386	Daniel J. Boyle..	Elmwood.....	do	14..	2 00	James Craig ..	Owen Sound.....	do	do	
387	R. B. Hamilton..	Atwood.....	do	14..	5 00	A. Yule.....	Listowel.....	do	do	
388	E. Prowse.....	Beaumaris.....	do	14..	0 25	T. Eaton & Co..	Toronto.....	do	do	
389	Mrs. J. T. Colson.	Braconbridge ..	do	15..	0 72	do	do	do	do	
390	W. Ménard.....	Montreal.....	do	15..	2 00	R. A. Schreiber.	London.....	do	do	
391	A. Lacombe.....	Berthierville ..	do	16..	27 00	O. Moreau.....	Montreal.....	do	do	
392	Ida Dodd.....	Braconbridge ..	do	18..	0 30	T. Eaton & Co..	Toronto.....	do	do	
393	Mrs. Jack.....	Hamilton.....	do	19..	3 50	George Jack ..	Mount Forest..	do	do	
394	Maggie Miller..	Wroxeter.....	do	19..	3 00	Robert Miller..	Clinton.....	do	do	
395	John H. Brown..	Durham.....	do	19..	22 80	H. D. Cameron..	Hamilton.....	do	do	
396	D. Seryngeour..	St. John's East.	do	19..	10 00	Mrs. A. Serym- geour.	Rockland, Me..	do	do	
397	do .....	do .....	do	26..	10 00	Mrs. Ivan. F. Esqr.	do .....	do	See Cases No. 162 & 163, Class A ..	3
398	J. O. Stinson.....	Chesley.....	do	20..	2 50	Ontario Chemist Co.	Toronto.....	do	No trace owing to want of registra- tion.	
399	C. S. Smith.....	Fort Frances ..	do	20..	2 00	D. M. Ferry & Co	Windsor.....	do	do	
400	Jas. Wardlow.....	Montreal.....	do	22..	4 00	G. F. R. Harris.	Winnipeg.....	do	do	
401	Mrs. W. E. Doxsee	Napanea.....	do	22..	5 00	Miss Kate Ross.	Peterboro.....	do	do	
402	E. A. Sentenne..	Montreal.....	do	23..	4 00	Aug. Champagne	St. François Riv. du Sud.	do	do	
403	Wm. Hill.....	Beeton.....	do	24..	5 00	Jennie Hill.....	Toronto.....	do	do	
404	J. E. Robson.....	Warsaw.....	do	24..	3 00	Doxsee & Co....	Napanea.....	do	See Case No. 570, Class B.....	3

**B. REGISTERED LETTERS**—Report of all cases occurring within the Year ended 30th June, 1894, 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 Reception.
					Name.	Place.			
			1894.	\$ cts.					
405	Mrs. Anston.....	Gananoque Rail- way Station.	Feb. 25..	5 00	Miss Simpson...	Kingston.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
406	John C. DeLor.....	North Bay.....	do 25..	4 00	J. D. King.....	Toronto.....	do	do	
407	Jos. H. Rooke.....	Orillia.....	do 27..	0 10	Miss K. Mosgrove.	do	do	do	
408	F. X. Joannette.....	Quebec.....	do 27..	0 30	N. U. Joannette.	St. Vincent de Paul.	do	do	
409	Rev. H. Gagnon.....	Rivière Bois Clair.	do 28..	1 00	W. Chapman.....	Quebec.....	do	do	
410	Wm. Bacon.....	Orillia Railway Station.	do 28..	2 50	W. E. Stratton.	Toronto.....	do	do	
411	Mrs. W. J. Gillies.....	Hamilton.....	do 28..	3 00	W. J. Gillies.....	Brantford.....	do	do	
412	Miss S. Smith.....	Aylmer West.	end of Feb	5 00	Mrs. W. E. Fitch.	Virden, Man.	do	do	
413	Wm. Steele.....	Stratford.....	do do	6 00	John Mason.....	Toronto.....	do	do	
414	Ida Blanchard.....	Toronto.....	March 1..	5 15	Julia Blanchard.	Sutton West.	do	do	
415	Miss L. Dougherty.....	do	do 8..	5 00	Mrs. Thomas Petherthon.	do	do	do	
416	S. B. Hunter.....	Harvey.....	do 8..	24 04	T. B. Barker & St. John.	N. B. Son.	do	do	
417	Nellie Shannon.....	Brantford.....	do 9..	6 00	Mrs. N. S. Bow.	Clarkson.....	do	do	
418	Rev. J. M. A. Brien.....	St. Elizabeth.....	do 12..	40 00	Rev. L. E. Cou- sineau.	Montreal.....	do	do	
419	Chas. Leblanc.....	Montreal.....	do 12..	4 52	L. D. F. Mayer.	do	do	do	
420	Rev. W. N. Duthie.....	Burford.....	do 12..	2 06	T. B. Holland.	do	do	do	
421	Joseph Leduc.....	Montreal.....	do 12..	1 00	Definateur Pub- lishing Co.	Toronto.....	do	do	
422	Miss E. Currier.....	do	do 12..	1 00	do	do	do	do	
423	D. Burke.....	do	do 15..	3 00	M. N. Burke.	Lennoxville.....	do	do	
424	Wm. Fown.....	Robinson.....	do 15..	13 00	Arthur W. Bown.	Montreal.....	do	do	
425	Aggie McDowell.....	Toronto.....	do 16..	5 00	Mrs. Alex. Mc- Dowell.	Eden Grove.....	do	do	



# Postmaster General's Report.

426	W. A. Gray	Oxford Centre	do	16	1 00	"Canadian Churchman"	Toronto	do	do	do	1
427	A. A. Poole	Listowel Railway Station	do	16	3 00	Mrs. A. A. Poole	do	do	do	do	7
428	B. Wilmot	Toronto	do	17	12 00	J. Wilmot	Barrie	do	do	do	
429	Robert Hutty	Hamilton	do	19	10 00	Wilkin Brankley	Orillia	do	do	do	
430	Mrs. J. B. Gillespie	Peterborough	do	19	3 00	Saml. H. Craig	Hespeler	do	do	do	
431	Mrs. J. B. Henderson	St. Catharines	do	19	2 50	Lilian Hender-son	Brantford	do	do	do	
432	Mde. A. Francoeur	Montreal	do	19	4 00	Mde. J. Francoeur	Ottawa	do	do	do	
433	D. Burke	do	do	19	10 00	E. A. Burke	Lennoxville	do	do	do	
434	The Postmaster	St. Flavie Station	do	19	1 00	The Postmaster	St. Moise Station	do	do	do	
435	W. E. S. Moulson	Solegirth	do	21	1 00	"Nor' West Farmer"	Winnipeg	do	do	do	
436	Geo. Heslridge	Crathie	do	22	1 00	Schofield's Drug Store	Toronto	do	do	do	
437	Mrs. T. A. Wrough-ton	Macleod, Alta.	do	23	2 00	T. Eaton & Co.	do	do	do	do	
438	J. H. Delamere	Minden	do	25	1 00	Mrs. J. H. Delamere	Almonte	do	do	do	
439	A. G. Harris	Metlakatla, B. C.	do	27	1 00	T. Eaton & Co.	Toronto	do	do	do	
440	Mrs. E. Huston	Dresden	Mar.	28	10 00	E. R. Huston	Kingston	do	do	do	
441	Bank of Montreal	Regina	do	28	3 71	C. R. Tryon & Co.	Grenfell, Assa	do	do	do	
442	Miss M. Doyle	Toronto	do	30	3 00	Miss M. N. Doyle	Kingston	do	do	do	
443	Peter Canolan	Port Lambton	do	31	3 00	W. Whitaker	Sarnia	do	do	do	
444	Joseph Gignac	Selkirk, Man.	do	31	10 00	Mrs. V. Gignac	Sandwich, Ont.	do	do	do	
445	A. J. Van Every	Peterboro	Apr.	1	5 00	J. F. Van Every	Toronto	do	do	do	
446	J. Mitchell	St. John, N.B.	do	2	5 00	Mrs. J. Mitchell	Kingston	do	do	do	
447	F. Bilodeau	Morrisburg	do	2	5 00	F. Bilodeau	St. George's, Beauce	do	do	do	
448	John Zantzee	St. Agatha	do	2	1 00	D. M. Ferry & Co.	Windsor, Ont.	do	do	do	
449	P. H. Cimon	Murray Bay	do	2	1 00	W. Chapman	Quebec	do	do	do	
450	Alex. McDonald	Collingwood	do	2	4 00	H. M. McDonald	Mount Forest	do	do	do	
451	Mrs. J. Young	Henry	do	3	1 00	John Dougall & Son	Montreal	do	do	do	
452	Mrs. A. Sadler	Ornstown	do	3	1 00	Ernest G. Sadler	do	do	do	do	
453	P. Harvie	Ottawa	do	3	7 60	H. Brown & Sons	Carleton Place	do	do	do	
454	Chas. Leblanc	Montreal	do	4	51 00	C. A. Lacroix	Montebello	do	do	do	
455	Rev. E. S. Rowe	Bracebridge	do	4	3 00	Rev. W. Briggs	Toronto	do	do	do	
456	J. R. Young	Millbrook	do	4	19 48	A. G. Gibson & Co.	do	do	do	do	
457	Frère Mathias	L'Islet	do	4	1 00	W. Chapman	Quebec	do	do	do	
458	Felix Breux	Chambly Canton	do	5	3 00	Graham & Co.	Montreal	do	do	do	
459	Dr. Meahan	Bathurst Railway Station, N.H.	do	5	2 00	Edward Ryan	Kingston	do	do	do	

No evidence to account for the alleged discrepancy.

No trace owing to want of registration.

See Case No. 570, Class B.

No trace owing to want of registration.

B. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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 of Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
460	Mde. G. Maillet.	St. Jean Baptiste de Montreal.	Apr. 6..	10 00 \$ cts.	M. J. Minville.	St. François	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
461	do	do	do	7 00	Geo. LaChaine.	Quebec	do	do	do
462	Mde. J. Plouffe.	Sherbrooke.	do	7 00	'La Canadienne'	Montreal.	do	do	do
463	F. H. Robichaud.	Robichaud, N.B.	do	0 91	'Le Cultivateur'	do	do	do	do
464	B. Wilmot.	Toronto	do	13 00	J. Wilmot	Barrie	do	do	do
465	Geo. Prenoveau.	St. Jean Baptiste de Montreal.	do	5 00	Mde J. Preno- veau.	St. Genevieve de Batiscan.	do	do	do
466	Mrs. Colin Genge.	Maclead, N.W.T.	Tabl. April	1 25	T. Eaton & Co.	Toronto	do	do	do
467	H. Fowler.	Milton	Apr. 9..	6 00	C. Bremner	Hamilton	do	do	do
468	J. T. Chatten	Norman	do 9..	2 00	Mrs. J. T. Chat- ten.	Peterboro'	do	do	do
469	Alfred Boyd	Toronto	do 9..	1 00	Mr. Livingstone	Grimsby	do	do	do
470	John Doidge	Chatham, Ont.	do 9..	6 00	Mrs. J. Doidge.	Windsor, Ont.	do	do	do
471	J. B. Brealut.	St. Sebastien.	do 10..	40 00	Chas. Cousins.	St. Johns, Que.	do	See Cases Nos. 162 and 163, Class A.	3
472	Wm. Harrington.	Toronto	do 12..	2 00	Mr. MacDougall	Stratford	do	No trace owing to want of registration.	1
473	H. B. Sherwood	Nanace	do 12..	7 00	Leah Sherwood.	Toronto	do	do	do
474	Miss L. Corne	Manilla.	do 13..	5 00	Arthur Corne.	Belleville	do	do	do
475	W. J. Ryan	Macleod, Albs.	do 16..	1 00	Whaley, Royce & Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
476	P. L. Walsh	London	do 16..	4 00	Hugh Dunlop	Goderich	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
477	James Watson	Kinmount	do 17..	1 50	H. Calcutt.	Peterboro'	do	See Case No. 570, Class B.	3
478	S. Purdy	Albert, N.B.	do 17..	4 43	T. B. Barber & Sons.	St. John, N.B.	do	No trace owing to want of registration.	3

# Postmaster General's Report.

No.	Name	Date	Amount	Address	Remarks
479	George Paul	do	17	Milford, Ont	
480	Brown & Co.	do	18	Barric (P. Car.)	
481	A. Elsworth	do	18	Newcastle, Ont.	
482	Mrs. Finton	do	19	Grand Valley	
483	H. White	do	19	Norman	
484	G. S. Rix	do	20	Toronto	
485	R. W. Ferrier	do	20	Rat Portage	
486	Robt. Grant	do	20	Smith's Falls	
487	J. C. Sullivan	do	21	(Ky. Station.)	
488	R. G. Agnew	do	23	Peterboro	
489	R. S. Armour	do	23	Churchville, Ont.	
490	J. B. Bourassa	do	24	Hastings	
491	Mrs. M. Gauthier	do	24	Montreal	
	Montgomery, Q.	do	24		
492	Wm. Werry	do	25	Solima	
493	R. Marshall	do	25	Toronto	
494	Dr. J. A. Tuck	do	25	Gorrie	
495	Gilbert Morier	do	26	Magog	
496	W. T. Martin	do	26	Ottawa	
497	A. R. Leroux	do	27	Otter Station, C. P. R.	
498	Mary Carr	do	27	Singhampton	
499	T. Tardif	do	27	Quebec	
500	Thomas Meagher	do	28	Kingston	
501	James Probert	do	30	Winnipeg	
502	Mrs. Colin Genge	do		Macleod	
503	E. Furner	do		Winnipeg	
504	Mrs. Josephine Kintzler	do		Montreal	
505	S. Fox	May	3	North Bay	
506	M. D. Clairoux	do	4	Hull	
507	Leslie Brazeau	do	4	Masham Mills	
508	Jessie Milne	do	4	Southampton	
509	The Postmaster	do	5	Grenville	
510	J. Laframboise	do	8	St. Hyacinthe	
511	J. B. Coderre	do	8	St. J. B. de Montreal	

do	Edwin Chown & Kingston	do	35 00	Son.	No evidence to account for the alleged discrepancy.
do	C. Caldwell & Co Toronto	do	5 84	do	No trace owing to want of registration.
do	J. D. King do	do	12 00	do	been received by the persons addressed.
do	Whaley, Royce & Co do	do	3 16	do	
do	Mrs. H. White, Norwood	do	1 10	do	
do	Mrs. J. Rose, Aliendale	do	5 00	do	
do	J. B. Halkett, Ottawa	do	1 00	do	
do	Mrs. Robt. Grant do	do	12 00	do	
do	E. D. Tillson, Tilsonburg	do	8 20	do	
do	J. W. Agnew, Elmgrove	do	20 00	do	
do	A. Bell, Almonte	do	3 00	do	
do	A. J. A. Roberge, Laprairie	do	7 00	do	
do	F. A. Gauthier, Quebec	do	4 00	do	
do	Alfred Boyd Toronto	do	10 00	do	
do	Swan's Specific do	do	1 34	do	
do	Elliot & Co. do	do	23 11	do	
do	S. Carsley Montreal	do	1 35	do	
do	Mrs. W. T. Mar-Port Hope	do	10 00	do	
do	F. S. Taggart & Toronto	do	4 11	do	
do	Maggie Carr Collingwood	do	5 00	do	
do	J. A. Lanouette, St. Severin	do	6 00	do	
do	W. H. Meagher, Toronto	do	5 00	do	
do	"Star & Herald" Montreal	do	1 00	do	
do	T. Eaton & Co Toronto	do	1 25	do	
do	John Dougall & Montreal	do	0 60	do	
do	Charles Kintzler Schreiber	do	5 00	do	
do	Mrs. S. Fox London, Ont	do	20 00	do	
do	Dept. Marine and Ottawa	do	4 25	do	
do	Fisheries, Montreal	do	0 75	do	
do	J. B. Rolland & Montreal	do	7 00	do	
do	Miss Agnes Louise	do	4 00	do	
do	E. O. Doctor, Masson	do	4 00	do	
do	Mde. N. Perodeau Montreal	do	4 00	do	
do	S. Schofield Sutton Flats	do	10 00	do	

**B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1894, 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 Reappraisal.
					Name.	Place.			
512	F. X. Giroux	Farnham (Postal Car).	1894.	\$ cts. 30 00	Seybold, Son & Co.	Montreal.	Stated not to have been received by the persons addressed.	No trace owing to want of notification.	1
513	J. B. Dufresne	Montreal	do 11.	5 00	Mde J. B. Dufresne.	do	do	do	
514	G. H. Fawcett	Ottawa	do 11.	1 00	Miss A d d i e Moore.	Woodlawn	do	do	
515	Captain Moffett	Bloomfield	do 12.	3 55	Brigadier Scott.	Kingston.	do	do	
516	Neil Moron	Belhaven	do 14.	25 00	W. R. Broch & Co.	Toronto	do	do	
517	David Coghlan	Jasper	do 15.	2 00	Frank Wootten.	do	do	do	
518	R. C. Manning	Windsor	do 15.	5 00	Mrs. A. J. Manning.	do	do	do	
519	W. Gratton	St. J. B. de Montreal.	do 15.	10 00	David Gratton.	St. Jerome	do	do	
520	G. C. Desaulles	St. Hyacinthe	do 15.	1 00	N. Beauchamp.	Montreal	do	do	
521	Mde M. Drouin	St. J. B. de Montreal.	do 15.	6 00	Dezange Lennay.	Ste. Croix, Que.	do	do	
522	J. Wiley	Gravenhurst	do 16.	7 30	M c V i t t i e & Brown.	Barrie	do	do	
523	Thos. Harwood	Ste. Madeleine	do 17.	5 00	Mr. Louison.	Montreal	do	do	
524	James Gullett	Staffa	do 17.	8 40	Beck & Chapman	Wingham	do	do	
525	J. W. D. Darling	Lansdowne	do 18.	2 40	J. C. Wilson & Co.	Montreal	do	do	
526	Andrew Majer	Woodstock	do 18.	5 00	Samuel Majer.	Toronto	do	do	
527	J. A. Hoshal	Cayuga	do 19.	25 00	Bilten Bros.	do	do	do	
528	P. N. Tait	Mille Roches	do 19.	12 30	Vernet, Stewart & Co.	Montreal	do	do	
529	P. S. Archibald	Moncton, N.B.	do 21.	0 50	St. John Cycle Co.	St. John, N.B.	do	do	
530	Fred Parker	Adelaide	do 23.	0 90	J. K. Cranston.	Galt.	do	do	
531	W. Miller	Jasper	do 24.	0 18	"Witness" office.	Montreal	do	do	
532	K. Goldberg	Smith's Falls	do 25.	7 00	Mrs. Goldberg.	do	do	do	
533	Ada Field	Toronto	do 25.	5 00	Mrs. Field.	do	do	do	
534	L. M. England	Farnham	do 25.	10 00	Rev. Mr. Harris.	do	do	do	

# Postmaster General's Report.

535	G. W. Speckman & Co.	Hamilton.	do.	25.	5 45	N. A. Chene & Co.	Goderich.	do	do
536	Peter Hume	Toronto	do	25	20 00	Mrs. Peter Hume	Kingston.	do	do
537	Mrs. H. Griffith	Quebec.	do	26	0 50	"Witness" office.	Montreal.	do	do
538	G. F. Robertson	London	do	25.	0 50	Deineator Pub.	Toronto	do	do
539	John Waly	Toronto	do	26.	3 00	lishing Co.	Whitby.	do	do
540	Robert Moore	Breesebridge	do	26.	3 21	Louise Waly	Acton West.	do	do
541	W. H. Thompson	Kincardine	do	26.	13 00	C. C. Spaight	Prescott.	do	do
542	F. Letourneau	Montreal.	do	27.	6 00	Norton Milier	Ste. Famille	do	do
543	James Hill	do	do	28.	7 00	Mde. F. Letour-	neau.	do	do
544	Mrs. J. C. William-	Toronto	do	28.	1 35	Geo. Rochester	St. Foy	do	do
545	son.	do	do	29.	2 00	Sarah Wood	Port Hope	do	do
546	C. McCarthy	do	do	29.	6 00	Mrs C McCarthy	Galt	do	do
547	F. X. Blais	Ste. Martine.	do	29.	6 00	Fertinand Dube	St. J. B. de Mon-	do	do
548	John White & Co.	Woodstock, Ont.	do	30.	1 25	John Catto & Son	treal.	do	do
549	D. K. Campbell	Port Arthur	do	30.	20 18	Mrs. D. K. Camp-	Toronto	do	do
550	M. C. Bouchard	Three Rivers	do	31.	11 00	bell.	Belmore	do	do
551	Rachel Mullen	Mimico	do	1.	10 00	Olivier Bouchard	Montreal.	do	do
552	C. L. Davidson	Montreal	do	2.	3 00	Fanny Mullen	Toronto	do	do
553	J. D. Rainville	Ste. Madeleine.	do	2.	2 00	G. McBride	Montreal.	do	do
554	Miss Rhunoir	Toronto	do	2.	4 50	F. Rainville	do	do	do
555	Mrs. Dr. Gould	Colborne	do	4.	5 00	Miss H. Car-	Lindsay	do	do
556	Michael Guérin	Indian River	do	6.	15 00	ruthers.	do	do	do
557	Mrs. A. Blackburn	Toronto	do	6.	1 09	Mrs. G. C. Law-	rence.	do	do
558	R. McLeod	do	do	7.	2 50	rence.	St. J. B. de Mon-	do	do
559	Miss Fair	Peterborough.	do	7.	0 75	Eby, Blain & Co.	Toronto	do	do
560	Miss Anna Smillie.	Richmond Sta-	do	8.	8 00	Mrs. Harry Laing	Kemptville.	do	do
561	François Lizotte.	tion.	do	11.	11 00	R. Sears & Sons.	Toronto	do	do
562	C. T. Mitchell	St. Hubert.	do	12.	5 00	Miss Fair	Montreal.	do	do
563	James Sheppard	Stouffville	do	12.	25 00	Mrs. M. Burnie	do	do	do
564	T. A. Crosby	Ripley	do	12.	50 00	Duchesneau, Du-	chesneau & Cie.	do	do
565	Pierre Denis	Grande Mare	do	18.	5 00	A. E. Cameron.	Toronto	do	do
566	J. A. Boudrias	Ste. Marie de	do	18.	1 00	Miss W. Sheppard	Clinton	do	do
567	O. P. Turner	Monnoir (Pos-	do	18.	5 00	T. L. Crosley	Montreal.	do	do
568	G. Clarke	tal Car).	do	18.	1 00	Liddell, Lesper-	ance & Co.	do	do
569	J. E. Dugas	St. Hyacinthe	do	18.	5 00	Mde. J. A. Boud-	St. J. B. de Mon-	do	do
570	Mde P. Boisson-	St. Roch de Qué-	do	21.	1 00	riac.	treal.	do	do
571	nault.	bec.	do	21.	5 00	Mrs. O. P. Turner	Toronto	do	do
572			do	25.	1 00	Chas. Métivier	Montreal.	do	do
573			do	26.	5 00	M. Barsalou & Cie	do	do	do
574			do	26.	1 00	Pierre Langlois.	do	do	do

**B. UNREGISTERED LETTERS.**—Report of all cases occurring within the Year ended 30th June, 1894, 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 Reception.
					Name.	Place.			
570	C. J. Baker.....	Buffalo, N. Y.....	1894. June 27..	\$ 30 00 cts.	Mrs. M. Wilkin- son.	Peterborough...	Stated not to have been received by the person addressed.	Stolen by Thomas H. Tebb, an employe of the Peterborough post office, who was arrested, tried and sentenced to 3 years in penitentiary on the 10th July, 1894, on a charge of stealing two post letters containing money. Contents recovered from the prisoner.	3

RECAPITULATION.

Classification of Cases.	Regis-tered.	Unregis-tered.
1. Letters stated not to have been received by persons addressed ; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.	4	481
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 re-sponsible or otherwise made good.	38	77
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.		
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.	42	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.	5	
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.	39	11
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.	29	
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered	28	
10. Letters accidentally destroyed during course of post.	35	1
11. Still under investigation.	2	
Totals	222	570

W. D. LESUREUR,  
Secretary.

WILLIAM WHITE,  
Deputy Postmaster General.

Postmaster General's Report.

APPENDIX H.

TRANSACTIONS OF THE  
DEAD LETTER BRANCH



STATEMENT of Letters received at the Dead Letter Branch, Canada, during the  
showing how such Dead

TABLE No. 1.—Showing the number of Letters of all

Number received.				
<b>DEAD LETTERS :—</b>				
Returned from Great Britain (of these were registered 185) .....		9,465		
do United States ( do ..1,342) .....		98,375		
do France ( do .. 1) .....		475		
do Newfoundland ( do .. 1) .....		501		
do Victoria ( do .. 3) .....		147		
do New South Wales ( do .. 3) .....		138		
do Barbados ( do .. —) .....		132		
do New Zealand ( do .. 2) .....		99		
do Jamaica ( do .. 2) .....		84		
do Mexico ( do .. 1) .....		73		
do Other colonies and foreign countries (of these were registered .....		324		
	1,543	109,813		
LESS—Registered, accounted for below .....		1,543		
Returned from post offices in Canada, classified as follows :—			108,270	
Registered letters on hand on 30th June, 1893 .....	163			
do in hands of postmasters on 30th June, 1893 .....	132			
do received during the year ended 30th June, 1894 (including those of foreign origin) ..	10,892			
		11,187		
Letters found to contain value and recorded, on hand on 30th June, 1893 .....	237			
Letters found to contain value and recorded, in hands of postmasters on 30th June, 1893 .....	98			
Letters found to contain value and recorded, received during the year ended 30th June, 1894 .....	4,084			
		4,419		
			15,606	
Ordinary dead letters originating in Canada :—				
Received during the year ended 30th June, 1894 .....		208,409		
Ordinary dead letters originating in other countries on hand on 30th June, 1893 .....	440			
Ordinary dead letters originating in other countries re- ceived during the year ended 30th June, 1894 .....	152,318			
		152,758		
Dead letters with printed addresses of senders .....		37,307		
do official franks. ....		7,404		
Returned dead letters, i.e., letters sent out from Dead Letter Branch, and again returned unclaimed .....		55,929		
Dead parcels, books, &c. :—				
On hand 30th June, 1893 .....	4,510			
Received during the year ended 30th June, 1894 .....	59,581			
		64,091		
			525,998	
			292,031	
Circulars, postal cards, &c .....				941,805
Carried forward .....				941,805

## Postmaster General's Report.

Year ended the 30th June, 1894, 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.. 458)	19,533			
Returned to the United States ( do .. 1,367)	83,384			
do France ( do .. 62)	1,054			
do Newfoundland ( do .. 51)	855			
do New South Wales ( do .. 3)	114			
do Japan ( do .. 3)	85			
do Victoria ( do .. 2)	78			
do New Zealand ( do .. —)	79			
do Other colonies and foreign countries (of these were registered..... 32)	564			
	1,978			
Letters of British, colonial or foreign origin remaining on hand on 30th June, 1894 (of these were registered, 65)..	730			
Books, postal cards, &c., of British and foreign origin, also returned.....		106,476		
Registered letters returned to writers, including those of foreign origin.....	9,479			
Registered letters in hands of postmasters.....	195			
Registered letters failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value, destroyed.....	1,083			
Registered letters in Dead Letter Branch awaiting claim.....	135			
Letters found to contain value, returned to writers.....	3,715			
do do in hands of postmasters..	127			
do do in Dead Letter Branch awaiting claim.....	242			
Registered and value letters in hands of postmasters, or in Dead Letter Branch, on 30th June, 1893, and since disposed of, as follows :—				
Delivered.....	234			
Destroyed.....	69			
In Dead Letter Branch.....	327			
		630		
Ordinary dead letters returned to writers..				
do do with printed addresses, returned to senders.....		193,859		
do do returned to government departments.....		37,307		
do do without signatures or postmarks, accounts, &c., destroyed.....	122,530			
Returned dead letters destroyed.....	55,929			
		178,459		
Dead books, parcels, &c., forwarded to address.....	678			
do do returned to senders.....	56,268			
do do sold by auction.....	1,320			
Carried forward.....	58,266			
			585,603	

## STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No. 1.—Showing the number of Letters of all

Number received.	—	—	—	—
Brought forward.....				941,805
<b>SPECIAL LETTERS, classified as follows:—</b>				
Registered letters on hand on the 30th June, 1893.....	51			
do in hands of postmasters, 30th June, 1893.....	50			
do received for postage, better address, &c.....	2,432	2,533		
Letters found to contain value, and recorded:—				
On hand, 30th June, 1893.....	56			
In hands of postmasters, 30th June, 1893.....	25			
Received for postage, better address, &c.....	1,977	2,058		
Ordinary letters on hand, 30th June, 1893.....	336		4,591	
do received for postage.....	15,398	15,734		
do received for better address.....		14,992		
Drop letters received for postage.....			30,726	
Letters for foreign countries on hand, 30th June, 1893.....		465		5,095
do do received as unpaid or short paid.....		14,654		
Returned dead letters received.....			15,119	
Postal cards received for postage.....		5,468		2,821
do do address.....		5,758		
Circulars received for postage.....		2,430		11,226
do do address.....		5,734		
Parcels, books, &c. :—			8,164	
On hand, 30th June, 1893, received in that and previous years.....		4,114		
Received for postage, better address, or not claimed (of these 1,199 contained inclosures contrary to law).....		13,192		
			17,306	
				95,048
Carried forward.....				1,036,853

## Postmaster General's Report.

during the year ended 30th June, 1894, &c.—Continued.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
Brought forward.....	58,266		585,683	
<b>DEAD LETTERS—Concluded.</b>				
Dead books, parcels, &c., of no value disposed of.....	2,654			
do do remaining in Dead Letter Branch.....	3,171	64,091		
Circulars, postal cards, &c., destroyed, or otherwise disposed of.....		292,031	356,122	
<b>SPECIAL LETTERS:—</b>				941,805
Registered letters returned to writers or forwarded to address.....	2,346			
do in hands of postmasters.....	25			
do unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver....	19			
do in Dead Letter Branch awaiting claim.....	42	2,432		
Letters found to contain value, returned to writers or forwarded to address....	1,885			
do do in hands of postmasters....	30			
do do in Dead Letter Branch awaiting claim.....	62	1,977		
Special registered and value letters in hands of postmasters or in Dead Letter Branch on the 30th June, 1893, and since disposed of, as follows:—				
Delivered.....	100			
In Dead Letter Branch.....	74			
Destroyed.....	8	182		
<b>Ordinary letters received for postage:—</b>			4,591	
Returned to writers.....	6,521			
Forwarded to address.....	7,806			
Destroyed in consequence of the inability of the department to return or deliver.....	1,088			
Remaining on hand on the 30th June, 1894.....	319	15,734		
<b>Ordinary letters received for better address:—</b>				
Returned to writers.....	10,964			
Forwarded to address.....	1,059			
Destroyed in consequence of the inability of the department to return or deliver.....	2,969	14,992		
<b>Drop letters received for postage:—</b>			30,726	
Returned to writers.....		3,799		
Forwarded to address.....		593		
Destroyed in consequence of the inability of the department to return or deliver.....		678		
Remaining on hand 30th June, 1894.....		25		
<b>Letters for foreign countries:—</b>			5,095	
Returned to writers.....		4,522		
Forwarded to address.....		9,698		
Destroyed in consequence of the inability of the department to return or deliver.....		534		
Remaining on hand 30th June, 1894.....		365		
Carried forward.....			15,119	
			55,531	941,805

STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No. 1.—Showing the number of Letters of all kinds

Number received.	—	—	—	—
rought forward.....				1,036,853
Grand total.....				<u>1,036,853</u>

SUM

Letters on hand on the 30th June, 1893, including those in hands of post-masters.....	11,081
Dead letters received.....	935,897
Special do .....	89,875
	<u>1,036,853</u>

JOHN WALSH,  
Superintendent.

## Postmaster General's Report.

during the Year ended 30th June, 1894, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

How disposed of.	—	—	—	—
Brought forward.....			55,531	941,805
<b>SPECIAL LETTERS—<i>Concluded.</i></b>				
Returned dead letters destroyed.....			2,821	
Postal cards received for postage returned to writers or forwarded to address.....	1,534			
do destroyed in consequence of the inability of the department to return or deliver.....	3,934	5,468		
do received for better address, returned to writers or forwarded to address.....	2,902			
do destroyed in consequence of the inability of the department to return or deliver.....	2,856	5,758		
Circulars received for postage, returned to senders or forwarded to address.....	2,134		11,228	
do do destroyed.....	296	2,430		
do for better address, returned to senders or forwarded to address.....	2,503			
do for better address, destroyed.....	3,231	5,734		
Books, parcels, &c., held for postage, address, inclosures, or not called for, returned to senders.....	4,265		8,164	
Books, parcels, &c., held for postage, address, inclosures, or not called for, sent to address.....	6,001			
Books, parcels, &c., sold by auction.....	1,236	11,502		
Books, parcels, &c., held for postage, address, inclosures, or not called for, destroyed, being of no value, and the department being unable to return or deliver.....		2,396		
Books, parcels, &c., held for postage, address, inclosures, or not called for, remaining on hand (including balance of previous years) on 30th June, 1894.....		3,408		
			17,306	
				95,048
Grand total.....				1,036,853

### M A R Y.

Dead letters disposed of.....	937,608
Special do.....	90,698
Letters on hand on the 30th June, 1894, including those in hands of postmasters.....	8,547
	1,036,853

WILLIAM WHITE,  
*Deputy Postmaster General.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
3,545	Money (including \$11.78 inclosed in letters under other heads).....	16,130 26	3,236	208	101
33	Bills of exchange.....	8,449 84	33		
2	Bonds.....	22,558 50	2		
556	Cheques.....	73,862 48	530	10	16
239	Drafts.....	53,403 43	232		7
2	Letters of credit.....	990 50	2		
861	Money orders.....	12,859 53	813	17	31
62	Orders.....	7,025 27	56	4	2
10	Passage certificates.....	380 28	10		
309	Promissory notes.....	54,532 51	290	8	11
600	Receipts.....	56,819 82	570	19	11
12	Stock certificates.....	14,072 00	12		
18	Various certificates.....	56,493 64	17	1	
458	Registered letters sent to Dead Letter Office, London, England.....		458		
1,367	Registered letters sent to Dead Letter Office, Washington, U.S.A.....		1,367		
153	Registered letters sent to Dead Letter Offices of other countries.....		153		
49	Deeds.....		49		
64	Documents of value.....		55	3	6
1	Certificates, accident (American Mutual).....		1		
2	do agency.....		2		
1	do Alliance Nationale.....				1
1	do Ancient Order Foresters.....			1	
1	do apprentices.....			1	
2	do army prisoners.....		2		
4	do Arts, Society of.....		4		
1	do Bachelor of Arts.....		1		
12	do baptism.....		10	1	1
2	do Barton Agricultural Society.....			2	
2	do birth.....		2		
1	do bonus.....		1		
1	do Bricklayers' Union.....		1		
5	do Canadian Order of Foresters.....		4		1
1	do do Oddfellows.....		1		
1	do do Wheelmen's Association.....			1	
1	do cattle, registry of.....		1		
36	do character.....		31	3	2
4	do Chosen Friends.....		3		1
1	do Christian Mutual Benefit Association.....		1		
18	do church membership.....		18		
1	do Civil Service (preliminary).....		1		
1	do clergy (Church of England).....		1		
10	do commercial travellers.....		7		3
1	do confession.....		1		
1	do copyright, registration of.....			1	
2	do cullers.....		2		
9	do death.....		9		
1	do dentistry.....		1		
1	do deposit.....		1		
1	do Detective Agency.....		1		
1	do do Association.....		1		
1	do educational.....		1		
6	do Free Miners.....		5	1	

## Postmaster General's Report.

**TABLE No. 2.**—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Certificates, health			1	
5	do high school examination		5		
1	do Historical Society (Western Reserve)		1		
1	do Home Circle		1		
2	do homestead settlement		1	1	
10	do Independent Order Foresters		10		
2	do Good Templars		2		
3	do Independent Order Oddfellows		3		
1	do International Typographical Union		1		
1	do Iron Hall, order of		1		
1	do Journeyman Tailors Association		1		
4	do justice of the peace		4		
3	do Kindergarten		3		
3	do Locomotive Engineers		3		
11	do marriage		10	1	
4	do Masonic		4		
1	do mate, of ship		1		
1	do mechanics		1		
10	do medical		6	1	3
2	do Methodist ordination		2		
1	do model drawing		1		
1	do Musicians, Canadian Society of		1		
4	do music teachers		3	1	
1	do Mutual Relief Association, Masonic		1		
1	do National Editorial Association		1		
2	do notary		2		
3	do Orange, Loyal Orange Association		3		
3	do ownership		2		
1	do partnership dissolution		1		1
6	do Patrons of Industry		5	1	
2	do pharmacy		2		
1	do piano warranty		1		
5	do pre-emption of land		5		
1	do Press Association		1		
2	do Protestant Protective Association		2		
1	do railroad conductors		1		
3	do railroad telegraphers		2		
1	do railroad trackman		1		1
2	do Royal Templars		2		
1	do sailors		1		
14	do school teachers		14		
3	do solicitors		3		
1	do Sons of Scotland		1		
3	do steamboat engineers		1		
1	do do inspection, freight		3		
1	do do do				1
4	do students		1		
8	do superannuation		4		
1	do title, conveyance of		8		
1	do trade-mark		1		
1	do United Green Glass Workers' Association		1		
2	do United Workmen, Ancient Order			1	
1	do Victoria Typographical Union		2		
6	do weights and measures				1



TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Certificates, Woman's Christian Association		1		
2	do Young Men's Christian Association				
3	Abstracts of title		1		1
7	Accident assurance tickets		2		1
31	Agreements		2		5
2	Administration, letters of		30		1
23	Affidavits		2		
3	Albums		22		
1	Aluminum ash tray		3		
5	Application for membership		1		
1	do pre-emption		5		1
26	Aprons		26		
1	Arrow-heads, flint		1		
2	Artificial flowers		2		
5	Assignments		1		
2	Autograph albums		5		
15	Baby dresses		2		
1	Bag, fancy fur		14	1	
1	Baggage checks		1		
1	Barometer		1		
8	Beads, prayer		7	1	
5	Beadwork		5		
2	Bibs		2		
3	Bird skins		3		
4	do wings		4		
2	Bills of lading		2		
2	do sale		2		
1	Books, cable code		1		
36	do various		34	2	
16	Boots		16		
9	Boots, child		9		
1	Bracelet, gilt		1		
2	Breast pins, gilt		1	1	
1	Bricks, samples		1		
5	Brooches, gilt		5		
1	do gold and ivory		1		
1	do gold-plated			1	
1	do hair		1		
1	do mother-of-pearl		1		
3	Brushes, hair		3		
1	do hat		1		
1	do paint		1		
1	Brush and comb-holder		1		
1	Buffalo horns		1		
1	Bulbs, flowers		1		
10	Cake		10		
1	Canadian pebbles		1		
1	Candies		1		
1	Candles		1		
3	Caps, fur		3		
1	Catnip		1		
1	Chalice		1		
1	Chamois belt		1		
1	Charter, Foresters		1		
2	Chewing gum		2		
2	Child's dresses		2		
1	China cup		1		
3	Christmas cards		3		
1	Church garment		1		
1	Cigars		1		

## Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Cigar-holder .....		1		
1	Clinical thermometer .....			1	
1	Clock hands .....		1		
8	Clothing .....		7	1	
1	Coffin plate .....		1		
1	Cognac .....		1		
1	Coloured powder .....		1		
1	Contracts .....		1		
1	Copper plate .....		1		
1	Corn salve .....		1		
6	Cotton .....		6		
1	Cream .....			1	
2	Crepe .....		2		
1	Cuff buttons, pearl .....		1		
1	Curtains, lace .....		1		
1	Cushions .....		1		
5	Cut flowers .....		5		
6	Cuttings, flowers .....		6		
1	Deeds of sale .....		1		
21	Declarations .....		21		
1	Dental instruments .....		1		
2	Depositions .....		2		
3	Diploma, live stock .....		3		
5	Discharges, mortgage .....		5		
7	do North-west Mounted Police .....		7		
3	do sailors .....		2	1	
4	Discharges—soldiers .....		4		
1	Distress warrant .....		1		
1	Divorce proceedings, copy .....		1		
7	Doileys .....		7		
7	Dolls .....		7		
1	Drawing instruments .....		1		
4	Dresses .....		4		
13	Dress goods .....		13		
1	Dressing case .....		1		
3	Dress patterns .....		3		
3	Dried leaves .....		3		
2	Druggists' order books .....		2		
1	Dry plates .....		1		
7	Eardrums .....		7		
1	Ear-rings, diamond .....		1		
1	do gilt .....			1	
1	Electric belt .....		1		
1	do wire .....		1		
1	Electro .....		1		
5	Electrotypes .....		5		
1	Engraving plate .....		1		
5	Express receipts .....		2	1	
3	Eyeglasses .....		2	1	2
12	False teeth .....		11	1	
1	Fancy box .....		1	1	
4	do brackets .....		1		
11	do work .....		4		
2	Fans, ivory .....		11		
2	Fans .....		1	1	
1	Fishing lines .....		1		
3	Flannel shirts .....		1		
1	Fossil teeth .....		3		
5	Fountain pens .....		1		
2	Furs, bear skins .....		5		
1	do deer skins .....		2		
			1		

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters delivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
3	Furs, fox skins.....		3		
1	do mink skins.....		1		
3	do muskrat skins.....		3		
1	do squirrel skins.....		1		
9	do various animals.....		9		
3	do wolf.....		3		
1	Fur collar.....		1		
2	Garters.....		2		
3	Glass.....		3		
2	Glass eyes.....		2		
2	Glass vases.....		2		
4	Gloves, buckskin.....		4		
16	do kid.....		16		
1	Glue.....		1		
1	Gun cleaner.....		1		
1	Gun lock.....		1		
3	Gold bracelets.....		3		
32	do brooches.....		30	2	
10	do chains.....		8	1	1
4	do charms.....		3	1	
1	do collar buttons.....		1		
1	do crosses.....		1		
3	do cuff buttons.....		2	1	
6	do cuff links.....		5	1	
2	do dust.....		2		
9	do ear-rings.....		7	2	
3	do eyeglass frames.....		1	2	
2	do fob chains.....		2		
3	do leaf.....		2	1	
5	do lockets.....		4	1	
4	do medals.....		4		
1	do nugget.....		1		
5	do pencil cases.....		5		
1	do pendants.....		1		
7	do pens.....		7		
34	do pins.....		29	4	1
2	do quartz.....		2		
108	do rings.....		94	12	2
1	do scent bottles.....		1		
4	do shirt studs.....		4		
4	do spectacles.....		3	1	
1	do thimbles.....		1		
18	do watches.....		17	1	
9	Handkerchief cases.....		9		
24	Handkerchiefs, linen.....		24		
2	Harmonica.....		2		
1	Harness snap.....		1		
1	Hats.....		1		
4	Herbs.....		4		
4	Homestead receipts.....		4		
2	Honey.....		2		
1	Indian work basket.....		1		
3	Insects.....		3		
223	Insurance policies.....		217	3	3
1	Jewel case.....		1		
2	Jewels (cut stones).....		2		
1	Jeweller's tools.....		1		
4	Judgments.....		4		
5	Keys.....		4	1	
1	Knives (carvers).....		1		

## Postmaster General's Report.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
4	Lace . . . . .		4		
1	Ladies companion . . . . .		1		
8	Land grants (Crown) . . . . .		8		
1	Land transfers . . . . .		1		
1	Lamp chimney . . . . .		1		
1	Lantern shades . . . . .		1		
1	Laundry list, fancy . . . . .		1		
13	Leases . . . . .		11	1	
1	Leather . . . . .		1		1
58	Legal documents (various) . . . . .		58		
1	Lens, photo . . . . .		1		
1	do telescope . . . . .		1		
1	Licenses—engineer . . . . .		1		
5	do fishery . . . . .		5		
2	do hotel . . . . .		2		
1	do manufacturers . . . . .		1		
1	do mining . . . . .		1		
3	do pedlar . . . . .		3		
1	do plumber . . . . .		1		
5	do timber . . . . .		5		
1	do tobacco . . . . .		1		
2	do traders . . . . .		2		
2	Linen thread . . . . .		2		
2	Looking glasses . . . . .		2		
27	Lottery tickets . . . . .		2	4	1
6	Machinery . . . . .		6		
1	Manicure set . . . . .		1		
11	Maple sugar . . . . .		11		
1	Maps . . . . .		1		
1	Masonic apron . . . . .		1		
2	Medals, bronze . . . . .		2		
1	do gilt . . . . .		1		
1	do metal . . . . .		1		
8	Medicine . . . . .		8		
3	Memo. books . . . . .		2	1	
1	Metal cards . . . . .		1		
2	do castings . . . . .		1	1	
1	do spoons . . . . .		1		
1	Mileage tickets, railway . . . . .		1		
1	Milk, condensed . . . . .		1		
2	Military passes . . . . .		1		
2	Minerals . . . . .		1	1	
20	Mitts . . . . .		19	1	
34	Moccasins . . . . .		33	1	
23	Mortgages . . . . .		26	1	
12	do chattel . . . . .		10	2	
6	Music books . . . . .		6	2	
1	Muslin . . . . .		1		
6	Napkin rings . . . . .		6		
1	Necklaces, gold and ruby . . . . .		1		
1	Note paper . . . . .				
1	Notice of sale . . . . .			1	
1	Nut-, beech . . . . .		1		
2	Obligations . . . . .		1		
3	Oil paintings . . . . .		2		
1	Opera glasses . . . . .		3		
1	O. R. C., member's tickets . . . . .		1		
1	Ostrich feathers . . . . .		1		
2	Paper cutter . . . . .		1		
1	Parcel checks . . . . .		2		
4	Pass-books, Ancient Order of Foresters . . . . .		4	1	

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 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		¢ cts.			
55	Pass-books, bank		54		1
6	do Barnardo's Home		5		1
16	do Building and Loan		16		
3	do Independent Order of Foresters		2	1	
2	do insurance		2		
14	do savings bank		14		
1	do Society of Engineers		1		
2	do Society French Canadian Artisans		1		
1	do Sons of England		1	1	
1	Passports		1		1
1	Patchwork		1		
1	Patents		1		
8	Pawn tickets		4	4	
2	Penholders, pearl and gold		2		
9	Penknives		8	1	
1	Pension papers			1	
4	Permits		4		
2	Petitions		2		
1	Phosphate sample		1		
26	Photographs		21	5	
2	Pictures		1	1	
1	do frames		1		
3	Pillow shams		3		
9	Pills		7	2	
9	Pin cushions		9		
1	Pins, gold and diamond		1		
1	do gold plated			1	
1	do hair and jewelled		1		
8	Pipes, briar root		8		
5	Plans		3		2
2	Plaques		2		
1	Plasters		1		
3	Plates for false teeth		2		1
1	Platinum crucible		1		
7	Pocket-books		7		
1	Polish		1		
1	Porcelain cream jug		1		
28	Postage stamps, old		28		
1	Portraits		1		
8	Potatoes		8		
1	Powder case		1		
16	Powers of attorney		16	1	
1	Prayer books		1		
2	Probates		2		
3	Protests		3		
7	Purses		7		
1	Raffle tickets		1		
11	Railway baggage checks		9	2	
4	do goods receipt		4		
13	do passes		12		1
1	do pay-list		1		
38	do tickets		29	9	
1	Rasp		1		
1	Rattle snake rattles		1		
1	Razor		1		
17	Registered letter receipts		14	3	
2	Releases		2		
1	Reports, mineral		1		
1	do naval architect		1		
2	do school examinations		2		

## Postmaster General's Report.

**TABLE No. 2.**—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Revenue stamps.....		1		
6	Rings, diamond.....		4		
12	do gilt.....		10	2	1
2	Rubbers.....		2		
8	Satchet bags.....		3		
3	Samples of cloth.....		3		
1	Satin chest protector.....		1		
1	Satine.....		1		
1	Scapulars.....		1		
4	Scent bottles.....		4		
4	Scissors.....		4		
17	Seeds, garden.....		17		
2	Sewing machine shuttles.....		2		
6	Shawls, wool.....		6		
1	Ships' papers.....		1		
1	Shipping receipts.....			1	
4	Shirts, wool.....		4		
14	Shoes.....		14		
1	Shoe straps.....		1		
1	Silk goods.....		1		
51	do handkerchiefs.....		50	1	
2	do hoods.....		2		
3	do sashes.....		3		
1	do shawls.....		1		
1	do thread.....		1		
13	do ties.....		13		
1	do waist.....		1		
1	Silver book marker.....		1		
1	do box.....		1		
3	do bracelets.....		3		
15	do brooches.....		15		
1	do button hook.....		1		
1	do card case.....		1		
3	do chains.....		3		
1	do communion service, pocket.....		1		
1	do cream and sugar set.....		1		
1	do cuff buttons.....		1		
1	do decanter.....		1		
1	do ear rings.....				
1	do hair pins.....			1	
1	do jewel box.....		1		
3	do knives.....		2		1
5	do match boxes.....		4		1
3	do memo. books.....		3		
5	do mugs.....		5		
2	do napkin-rings.....		2		
3	do paper-cutters.....		3		
2	do pencil cases.....		2		
9	do pins.....		8		1
2	do postage stamp box.....		2		
5	do rings.....		5		
2	do salt dishes.....		2		
1	do scissors.....		1		
2	do sleeve links.....		1		
1	do soap box.....			1	
30	do spoons.....		1		
6	do thimbles.....		34		
1	do ticket holder.....		4		5
1	do tie holders.....		1		2
2	do trays.....				1
4	do watch cases.....		2		
			4		

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		s cts.			
35	Silver watches .....		33	1	1
1	Sleeve holders .....		1		
16	Slippers .....		16		
2	Smoking caps .....		2		
1	Snuff box .....		1		
1	Soap .....		1		
11	Socks .....		11		
1	Spectacle case .....		1		
3	Spectacles .....		2	1	
1	Sponge holder .....		1		
2	Sporting knives .....		2		
1	Spurs for game birds .....		1		
2	Statements of claim .....		2		
9	Steamboat tickets .....		8	1	
1	do way bills .....		1		
2	Stock books .....		2		
8	Stockings .....		8		
1	Stomach pad .....		1		
1	Stylograph pens .....			1	
1	Subpoena .....		1		
3	Surgical instruments .....		3		
3	Suspenders .....		3		
1	Syringe .....		1		
13	Table covers .....		13		
1	Theatre tickets .....		1		
1	Thermometer .....		1		
8	Tidies .....		8		
1	Tintypes .....			1	
11	Tobacco .....		11		
2	do pipes .....		1	1	
1	do pouches .....		1		
1	do tins .....		1		
1	Towels .....		1		
5	Toys .....		5		
6	Tray cloths .....		6		
1	Type .....		1		
7	Undergarments .....		7		
44	Unopened letters .....		44		
7	Various documents .....		7		
1	Varnish .....		1		
1	Wall pocket .....		1		
1	Watch case, nickel .....		1		
2	Watch chain, gilt .....		2		
3	do plated .....			3	
1	Watches, brass .....			1	
1	do gilt .....		1		
5	do metal .....		2	3	
4	do nickel .....		3	1	
1	Watchmaker's tools .....		1		
2	Watch springs .....		2		
1	do wheel .....		1		
5	do works .....		5		
1	Water colours .....		1		
1	Waterproof coat .....		1		
35	Wedding cake .....		35		
7	Wills .....		7		
1	Withdrawal card, Oddfellows .....				1
1	Wooden cup .....		1		
24	Woollen goods .....		24		
3	Work boxes .....		3		

## Postmaster General's Report.

**TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—Concluded.**

No. of Letters received during the Year ended 30th June, 1894.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June 1894.	No. of Letters delivered of those received during the Year ended 30th June, 1894.	No. of Letters undelivered on 30th June, 1894, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1894, and now in hands of postmasters awaiting claim.
		* cts.			
34	Writes .....		31	2	1
3	Yarn .....		3		
11,058	Add to these ordinary registered letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown in Table No. 1 .....		10,406	420	232
8,325	Grand total of letters containing value, disposed of .....		8,116	61	148
	Grand total of letters remaining unclaimed in Dead Letter Branch .....		18,522	481	380
	Grand total of letters in hands of postmasters .....		481		
	Grand total of letters in hands of postmasters .....		380		
19,383		\$377,578 06	19,383		

305 letters remained in the hands of postmasters on the 30th June, 1893, and all of these have since been satisfactorily accounted for.

**WILLIAM WHITE,**  
*Deputy Postmaster General.*

**JOHN WALSH,**  
*Superintendent.*



**Postmaster General's Report.**

**APPENDIX I.**

**TRANSACTIONS OF THE**

**PRINTING AND SUPPLY BRANCH**

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Department at Ottawa, and to the different Provinces of the Dominion, through the Printing and Supply Branch, Post Office Department, from 1st July, 1893, to 30th June, 1894.

<i>a. Printing, Binding, Lithographing, &amp;c.</i>		\$ cts.
Queen's Printer's Accounts ( <i>Inside Service</i> ) .....		11,245 37
Queen's Printer's Accounts ( <i>Outside Service</i> ) .....		45,499 12
<i>b. Stationery.</i>		
Stationery Office Accounts ( <i>Inside Service</i> ) .....		2,974 97
Stationery Office Accounts ( <i>Outside Service</i> ) .....		14,752 75
Mail bags, mail locks, slip label cases, &c. ....		26,323 09
Stamping material, scales and weights, &c. ....		9,946 27
Street letter boxes and miscellaneous items of Post Office expenditure. ....		3,463 84
Letter Carriers' uniforms, &c. ....		16,699 63
Totals. ....		130,905 04
<i>a, b, Not shown above—</i>		
Printing, &c., for Money Order Branch ( <i>Inside Service</i> ) obtained by requisition from that Branch direct to Queen's Printer—nine months only .....		691 52
Stationery for Money Order Branch ( <i>Inside Service</i> ) obtained by requisition from that Branch direct to the Stationery Office—nine months only .....		183 66
Totals. ....		875 18

WILLIAM WHITE,  
*Deputy Postmaster General.*

SIDNEY SMITH,  
*Superintendent.*

## NOTE:—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Printing and Supply Branch, and deposited to the credit of the Receiver General of Canada, from 1st July, 1893, to 30th June, 1894, amounted to the sum of..... \$ 271 78

And the sum accruing to the Department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones to ..... 28 45

## Postmaster General's Report.

STATEMENT showing the balance in stock 30th June, 1893, the balance carried forward 30th June, 1894, and the number and value of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper, and Miscellaneous Articles* obtained for and issued to the Postal Service generally, through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894.

	Forms.	Envelopes	Books.	Cards and Labels.	Writing Paper (sheets.)	Miscellaneous.	Value.
							\$ cts.
Balance in stock, 30th June, 1893..	4,858,578	1,465,803	56,885	383,610	169,465	.....	6,998 00
Received from Queen's Printer....	16,626,249	2,882,000	51,350	12,221,948	161,128	68,835	*52,339 97
Total .....	21,484,827	4,347,803	108,235	12,605,558	330,593	68,835	59,337 97
Issued to the Department at Ottawa	571,244	840,387	4,985	39,796	48,893	32,948	6,759 00
do different Provinces...	14,434,503	2,046,525	49,916	11,670,046	112,107	35,887	45,180 97
Total issue.....	15,005,747	2,886,912	54,901	11,709,842	161,000	68,835	51,939 97
Obsolete articles destroyed.....	31,574	1,825	1,094	.....	.....	.....	295 00
Balance in stock, 30th June, 1894.	6,447,506	1,459,066	52,240	895,716	169,593	.....	7,103 00

\* June account, 1893, for printing amounting to \$4,404.52, paid from this year's appropriation, thus making the total expenditure for printing for 1893-94, \$56,744.49.

**WILLIAM WHITE,**  
*Deputy Postmaster General.*

**SIDNEY SMITH,**  
*Superintendent.*

STATEMENT showing the balance in stock, 30th June, 1893, the balance carried forward, 30th June, 1894, and the Number of Articles of Stationery obtained and issued to the Postal Service generally, through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894.

	Baskets.	Blotting Pads.	Books.	Copying Material.	Directories.	Elastic Bands (boxes.)	Envelopes.	Envelope Openers.	Erasers.	Files.	Gum Arabic (lbs.)	Ink (bottles.)	Inkstands.	Knives.	Labels, &c.	Lead Pencils.	Leads for Pencils (boxes.)	Mucilage (bottles.)	Mucilage Wells and Brushes.	
Balance in stock, 30th June, 1893.....	168	2	30	.....	.....	.....	12,975	.....	.....	314	7	53	.....	.....	150	69	.....	13	.....	120
Stationery received during the year.	168	191	3,537	4,555	280	882	8,975	45	636	612	1,964	912	159	346	2,846	12,970	285	306	.....	120
Total.....	168	193	3,567	4,555	280	882	21,950	45	636	926	2,064	965	159	346	2,996	13,039	285	319	.....	120
Issued to the Department at Ottawa.	26	6	657	246	115	242	7,850	11	136	496	94	284	28	64	1,340	1,307	10	63	.....	17
do different Provinces.....	142	181	2,835	4,309	165	640	1,725	34	500	142	1,114	648	131	282	1,506	11,678	275	250	.....	103
Total issue.....	168	187	3,492	4,555	280	882	9,575	45	636	638	2,054	932	159	346	2,846	12,985	286	313	.....	120
Balance in stock, 30th June, 1894.....	.....	6	75	.....	.....	.....	12,375	.....	.....	288	1	33	.....	.....	150	54	.....	6	.....	.....

## Postmaster General's Report.

STATEMENT showing the balance in stock, 30th June, 1893, the balance carried forward, 30th June, 1894, and the Number of Articles of Stationery obtained and issued to the Postal Service generally, through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894.

Concluded.	VALUE.																		
	\$ cts.																		
Balance in stock, 30th June, 1893, . . . . .	950	672	4,560	7,968									69	33	308	317 90			
Stationery received during the year. . . . .	1,600	28,990	190,550	64,696	251	1,869½	3,205	713	198	1,849	4,801½	732	876	2	5,140	19,445	1,074	3,687*	15,322 99
Total . . . . .	2,550	24,662	185,110	72,664	251	1,869½	3,205	713	198	1,944	4,986½	732	876	2	5,140	19,514	1,107	3,995	15,640 89
Issued to the Department at Ottawa. . . . .	1,700	4,687	35,680	21,034	89	523½	571	219	22	374	276	75	870	1	188	749	39	1,021	3,023 34
do different Provinces. . . . .		17,444	145,830	45,716	162	1,386	2,634	494	171	1,431	4,694½	637	6	1	4,932	18,583	671	1,769	12,316 06
Total issue. . . . .	1,700	22,131	181,510	66,744	251	1,859½	3,205	713	193	1,825	4,870½	732	876	2	5,140	19,332	710	2,790	15,339 39
Balance in stock, 30th June, 1894. . . . .	850	2,531	3,600	5,929						119	116					182	387	207	301 50

\* June, 1893, account for Stationery, \$2,404.73, paid from this year's appropriation, thus making the total expenditure for Stationery for 1893-94, \$17,727.72.

SIDNEY SMITH,  
Superintendent.

WILLIAM WHITE,  
Deputy Postmaster General.

STATEMENT showing the quantity and cost of *Mail Bags, Mail Locks, Metal Slip Label Cases, &c., &c.*, in Stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of *Bags, &c.*, remaining in Stock, 30th June, 1894.

	LEATHER BAGS.			COTTON DUCK BAGS.				LINEN BAGS.				JUTE SACKS.		SATCHELS.		MAIL BAGS REPAIRED.					Cotton Duck Bags Converted into Bar Padlock Fastening.	Mail Bags Converted into Bolt and Wax Seal Cup			
	Leather Bags.	Bar Padlock Fastening.	Bolt and Wax Seal Cup Fastening.	Waterproof Bar Padlock Fastening.	Red Striped Bolt and Wax Seal Cap Fastening.	Red Striped Linen Bags without Fastening.	Brown and Yellow.	Seamless Cotton Mail Bags.	Jute Newspaper Sacks with Slip Label Cases attached.	Jute Sacks without Fastening.	Cotton Duck.	Leather.	Cotton Duck Letter Pouches.	Leather.	Leather.	Cotton Duck.	Newspaper Sacks.	Satchels and Pouches.	Cotton Duck Bags Converted into Bar Padlock Fastening.						
Balance in stock, 30th June, 1893.....	19	479	12	2	789	16	82	886	43	6	33	4	4	4	4	4	4	4	56	326	3,807	10,198	159	297	2,095
Received—																									
Purchased or required.....	83	2,552	1,189	32	480	798	696	5,478	439	249	1,132	4	4	4	4	4	4	4	56	326	3,807	10,198	159	440	2,095
Returned from circulation and added to stock for re-issue.....	22	52	.....	18	191	.....	5	1,767	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	124	3,093	1,201	52	1,440	814	783	8,131	482	259	1,165	4	4	4	4	4	4	4	56	326	3,807	10,198	159	1,381	126
Issued.....	95	2,638	1,125	32	744	798	696	7,408	439	232	1,132	4	4	4	4	4	4	4	51	326	3,807	10,198	159	1,830	2,162
Sold.....	95	2,638	1,125	32	744	798	736	7,408	439	232	1,148	4	4	4	4	4	4	4	51	326	3,807	10,198	159	1,839	2,162
Total.....	29	455	76	20	696	16	47	723	43	27	17	5	5	5	5	5	5	5	5	5	5	5	1	279	59
Balance in stock, 30th June, 1894.....																									

## Postmaster General's Report.

STATEMENT showing the quantity and cost of Mail Bags, Mail Locks, Metal Slip Label Cases, &c., in Stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of Bags, &c., remaining in Stock, 30th June, 1894.

Concluded.	SLIP LABEL CASES.			MAIL LOCKS.				KEYS FOR MAIL LOCKS.				MAIL CATCHING POSTS.		Stores Baskets.	Parcel Post Hampers.	Condemned Iron, lbs.	Condemned Mail Bags, &c., lbs.	Miscellaneous.	VALUE.			
	Fitting Slip Label Cases on Jute Sacks.	Slip Label Cases (old pattern).	Patent Slip Label Cases.	Steel Wire Ferrules.	Re-stencilling Bags.	Letter Carriers' Straps.	Ordinary Brass.		International Registered.		For Ordinary Brass.	For International Registered.	New.							Repaired.	\$	cts.
							New.	Repaired.	New.	Repaired.												
Balance in stock, 30th June, 1893.....	1,246					386	1	31		99	16								3,328 35			
Purchased or repaired.....	13,238	6,550	12,600	24,000	357	1,500	3,816	46	300			16	36					103	26,323 09			
Returned from circulation and added to stock for re-issue.....	3,490	609				4,767		10	3										6,081 72			
<b>Total</b> .....	13,238	10,286	13,209	24,000	357	6,603	3,816	41	46	402	16	16	36	10	6			103	35,733 16			
Issued.....	13,238	8,408	11,714	17,124	357	6,552	3,651	14	46	399	2	16	36	2				103	32,240 06			
Sold.....		*1,878																	157 35			
<b>Total</b> .....	13,238	10,286	11,714	17,124	357	6,552	3,651	14	46	399	2	16	36	4				103	32,397 41			
Balance in stock, 30th June, 1894.....			1,495	6,876	52	51	165	27		3	14			6	6				3,835 75			

\* Condemned; unfit for re-issue.

SIDNEY SMITH,  
Superintendent.

WILLIAM WHITE,  
Deputy Postmaster General.

STATEMENT showing the quantity and cost of *Stamping Material, Scales and Weights, &c.*, in stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of the same on hand, 30th June, 1894.

	DATED STAMPS.		Mechanical Dated Stamps Repaired.	RIBBON DATED STAMPS.			NUMBERING MACHINES.		Rubber Type.	Rubber Stamps.	Brass Crown Seals.	Rating Stamps.	Felt Rollers.	STAMPING PADS.		
	New.	Repaired.		New.	Repaired.	New Ribbons.	New.	Repaired.						Ordinary.	Recovered.	Fountain.
Balance in stock, 30th June, 1893														54	2	
Received—														2,094	165	79
Purchased or repaired	741	34	7	3	9	3	1	10	52	120	397	618	199	2,094	165	79
Returned from circulation and added to stock for reissue.												30		2		
Total	741	34	7	3	9	3	1	10	52	120	397	2,453	199	2,150	167	79
Issued	740	34	7	3	9	3	1	10	52	116	393	1,007	199	2,057	165	79
Sold	1										4					
Total	741	34	7	3	9	3	1	10	52	116	397	1,007	199	2,057	165	79
Balance in stock, 30th June, 1894										4		1,446		93	2	



## Postmaster General's Report.

**STATEMENT, showing the quantity and cost of Stamping Material, Scales and Weights, &c., in stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of the same on hand, 30th June, 1894.**

Concluded.	STAMPING INK.				TYPE.		SCALES.			Extra Weights.	Miscellaneous.	Value.
	Quarts.	Pints.	Gills.	Bottles of Ink for Rubber Stamps.	Figures.	Months.	New and Repaired.	Parcel.	Platform.			
Balance in stock, 30th June, 1893.		11	88		1,705	960	14	21		523	8	\$ cts. 1,549 15
Received—												
Purchased or repaired	167	102	600	36	9,249	2,239	399	88	3		96	9,946 27
Returned from circulation and added to stock for reuse.			14		97	15	3	1		436		112 53
Total.....	167	113	702	36	11,051	3,214	416	110	3	959	104	11,607 95
Issued	167	89	580	36	9,684	2,304	380	92	3	492	96	10,237 97
Sold.....												6 40
Total.....	167	89	580	36	9,684	2,304	380	92	3	492	96	10,244 37
Balance in stock, 30th June, 1894.....		24	122		1,367	910	36	18		467	8	1,363 58

**SIDNEY SMITH,**  
*Superintendent.*

**WILLIAM WHITE,**  
*Deputy Postmaster General.*

STATEMENT showing the quantity and cost of *Street Letter Boxes and Miscellaneous Articles* in Stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of the same on hand, 30th June, 1894.

	STREET LETTER BOXES.			SHELL PATTERN STREET LETTER BOXES.				STREET LETTER BOXES.		Keys for Wrought Iron Street Letter Boxes.	Miscellaneous charges for Street Letter Boxes.	D. K. Miller Safety Locks.	Keys for D. K. Miller Safety Locks.
	Wrought Iron.		Cast Iron.	New.	Repaired.	Locks for	Keys for	Removing and fitting up.	Repainting.				
	New.	Repaired.											
Balance in stock, 30th June, 1893.	59	2	10	2	13	13	18	18	261	419	419	419	
Received—													
Purchased or repaired	97	32	46		91	36	73	310	370	154	9	9	
Returned from circulation and added to stock for re-issue	2		1								1		
Total	158	34	57	2	91	49	91	310	370	154	271	419	
Issued	136	34	48	2	91	1	37	310	370	130	74	52	
Sold	6									6	2	3	
Total	142	34	48	2	91	1	37	310	370	61	136	55	
Balance in stock, 30th June, 1894.	16		9		12	12	30			18	195	364	

## Postmaster General's Report.

STATEMENT showing the quantity and cost of *Street Letter Boxes and Miscellaneous Articles* in Stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value of the same on hand, 30th June, 1894.

	MAIL CLERKS' TIN BOXES AND TRAVELING P. O. BOXES.		WOODEN BOXES.		DOMINION ENSIGNS.		Copying Presses Repaired.	Bougie Holders.	Glass for Street Letter Boxes.	Tin Labels.	Miscellaneous.	VALUE.
	New.	Repaired.	New.	Repaired.	Large.	Small.						
Balance in stock, 30th June, 1893.....		2			12	14		121	24			1,267 51
Received—												
Purchased or repaired.....	38	11	32	96			4			336	508	3,463 84
Returned from circulation and added to stock for re-issue.....												33 65
Total.....	38	13	32	96			4	121	24	336	508	4,765 00
Issued.....	36	11	32	96			4	53	8	336	508	4,032 93
Sold.....		2			*12	*14						281 89
Total.....	36	13	32	96	12	14	4	53	8	336	508	4,314 82
Balance in stock, 30th June, 1894.....	2							68	16			450 18

\* Sold to Public Works Department.

SIDNEY SMITH,  
*Superintendent.*

WILLIAM WHITE,  
*Deputy Postmaster General.*

STATEMENT showing the quantity and cost of Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c., in stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value remaining in stock, 30th June, 1894.

	OVERCOATS.		TUNICS.		TROUSERS.		MONOGRAMS.		WATERPROOF COATS.		OLSKIN CAPES.		SUMMER HELMETS.		CLOTH CAPS.		WATERPROOF CAP COVERS.		FUR CAPS.	
			Cloth.	Serge.	Cloth.	Serge.	Large for Helmets.	Small for Caps.	New.	Condemned.							New.	Condemned.		
Balance in stock, 30th June, 1893.	8	13	14	11	852	136	91	59	49	131	128									
Received—																				
Purchased	267	214	459	448	6	288	180	100	245	224	224	193								
Returned and added to stock for re-issue.	9	5	12	3		3	4	9	3	3	3	6								
Total...	284	232	485	462	858	427	275	168	297	358	355	199								
Issued	269	217	461	468	138	285	195	96	236	237	238	196								
Sold									2	4	4	2								
Total	269	217	461	468	138	285	195	96	236	241	242	196								
Balance in stock, 30th June, 1894.	15	15	24	4	720	142	80	72	61	117	113	3								

## Postmaster General's Report.

STATEMENT showing the quantity and cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, in stock, 30th June, 1893, and ordered and issued through the Printing and Supply Branch, from 1st July, 1893, to 30th June, 1894; also the quantity and value remaining in stock, 30th June, 1894.

<i>Concluded.</i>	FUR COLLARETTES.		CHAMON VESTS.		WAIST BELTS.		LEATHER LEGGINGS.		LEATHER BOOTS.		RUBBER BOOTS.		MOCCASINS.		BUTTON STICKS.		BUTTON BRUSHES.		LAMPES.		MISCELLANEOUS.		VALUE. \$ cts.							
	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.	New.	Condemned.								
Balance in stock, 30th June, 1893.....	3	1	56	80	26	1	7	6	17	11	54	776	1,551	46	776	16,689	63	358	33	18,609	42	17,144	75	9	75	17,154	50	1,464	92	
Received—																														
Purchased.....	4	3	25	4	13	1	6	84	912	897	7	1	158	60	88	4	776	17,144	75	9	75	17,154	50	1,464	92					
Returned and added to stock for re-issue.....	1	1	6	4	13	1	6	84	912	897	7	1	158	60	88	4	776	17,144	75	9	75	17,154	50	1,464	92					
Total.....	8	5	87	84	912	5	6	168	1,714	1,794	14	2	316	120	176	8	1,551	17,144	75	18	176	17,154	50	1,464	92					
Issued.....																														
Sold.....																														
Total.....	5	5	74	67	897	5	5	152	897	897	7	1	158	60	88	4	776	17,144	75	9	75	17,154	50	1,464	92					
Balance in stock, 30th June, 1894.....	3	.....	13	17	15	.....	.....	.....	.....	.....	1	.....	12	35	9	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

WILLIAM WHITE,  
Deputy Postmaster General.

SIDNEY SMITH,  
Superintendent.